

MAMA Sez!

Volume 31, Issue 8

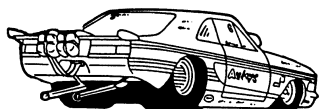
April, 2019

"Serving Delmarva Car Modelers for 30 Years!"



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

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2019 Meeting Schedule

Meetings are scheduled for the third Saturday of the month from **11 am to 2 pm** (unless noted otherwise). Do **NOT** assume meeting dates—confirm them with a club officer!

☞ January **19th**

☞ February 16th

☞ March 16th

☞ April 20th

☞ May **NONE (!)**

☞ June 15th

☞ July 20th

☞ August 17th

☞ September 21st

☞ October 19th

☞ November 16th

☞ December 21st (10 - 3!)

Inclement weather phone

number: (301) 474-0646. ☎

"Big Go (NNL) East" Imminent!

This month's meeting in the gym at Greenbelt went well, yielding more space than we have been accustomed to in a while.

A big shout out to **MAMA Prez Tim Powers**, who was responsible for *photography* at the **Philly NNL show**.

This month, **Rich Wilson** looks at the **Round 2 Villa Riviera**. **Thanks, Rich!**

Poncho Perfection parking pulled back a bit, but some nice work was displayed! **Thanks, guys!!**

The raffle raised **\$33.00**, while the door kicked in **\$135.00**, and **decal sales** of **\$20.00**, meaning that we made the rent—thanks!

Thanks also to the following donors: **Brad, Ed Brown, Steve M.**

Buter, Mike Costic, Ron Hamilton, J.C. Reckner, Steve Scott, Rex Turner, Bradley's Car Collectibles, and Replicas & Miniatures Co. of MD. **Thanks guys—we 'preciate it!** 🍷



"VeePee" Pick LOOK

This month's pick comes from MAMA member **JC Reckner**.

JC started out with the MPC Datsun (*pre-Nissan*) pickup. The mods started from there.

The truck was lowered approximately (3) scale inches, with attention paid to the wheel and tire combo. He modified the single spare wheel included in the kit by adding R&M acorn nuts and a deeper rim. R&M then cast copies to

get a full set. Meanwhile, he resin cast copies of the American Satco Dunlop tire with the raised lettering removed.

He added basic wiring and plumbing, after-market intake trumpets to the kit side draft Weber carbs, and an R&M coil.

He opened one of the headlight buckets and added a screen to feed cool air to the Webers.

Finally, he misted on coats of Tamiya TS-3 – Dark Yellow, to get the

sun beaten dead paint look, sanded through in a few areas to expose primer underneath, and added some subtle weathering using a Tamiya weathering set.

He added the go-kart from the '60 Chevy pickup, which he could not leave alone, either.

He wired and plumbed the engine, added steering, throttle and brake linkage and a custom front bumper, and modified the seat and pedals.

Again, as with last

(Continued on page 3)

The Presidential Brief!

At our March meeting in the Greenbelt Community Center's Gymnasium, I shared an idea for a nice little "extra" that we could offer during our upcoming Mid-Atlantic NNL. I wish I could say it was my own original thought, but it was a idea that I saw in action at the **Old Dominion Open (ODO)** back in February. The Richmond IPMS folks who put on the ODO sat out some boxes of left over spare parts in an out of the way spot, near their raffle area. The parts were free for anyone who wanted them. There were boxes of plane parts, tank parts, car parts, etc. More importantly, there were show participants sifting through the parts and finding things they needed and could use.

I proposed that we do the same thing at our show. The MAMA members who were present seemed to like the idea. So I'm asking everyone to look through your stash of unused and left over parts for those things that you know you'll never use and donate them to the free parts bin(s). You can hand off your parts donation to me at the April meeting and I'll combine them with mine, or bring them the day of the show. I'll bring some boxes to the show to hold all the parts and Ron Bradley has offered to bring bags for people to tote off whatever they find useful.

This free parts give-away costs us nothing and will give our show participants a little something extra that they don't get from any other model car show—free parts. We do prefer that only

clean, usable parts be donated—nothing that would be better off in the trash please.

Email/contact information reminders.

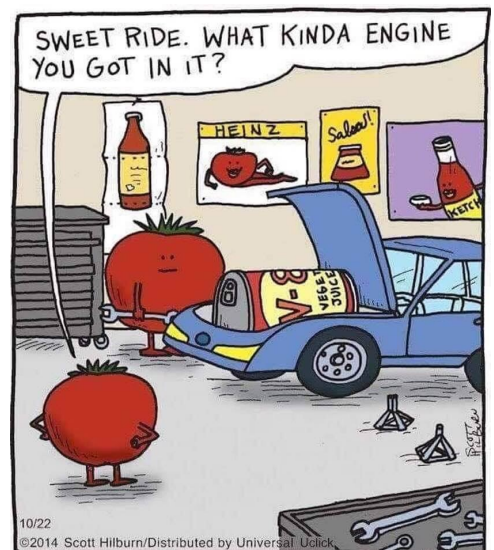
1) Check with Tim Sickles to ensure that your name and contact information, especially your email address, are included in our club roster. 2) Check with Tim Powers to ensure that your email address is included in our club email alias. 3) Make sure that the email addresses that we have for you are current and not 6 or 7 years out of date. Our club email alias currently has **26** email addresses that do not work anymore. This is important as the main tools we have to notify our members of meeting cancellations or changes are our email alias, our web page (<http://www.mamasboyz.org/>), and our Facebook page (<https://www.facebook.com/Maryland-Automotive-Modelers-Assoc-MAMA-177818688959913/>).

If you don't have email or computer access to check our website or FaceBook page, please find a buddy who does receive the club emails, give him your phone number, and ask him to call you whenever important announcements, like meeting cancellations or schedule changes are announced.

Auction reminder: Please search through your collections for kits, accessories, supplies, etc. that you know you will never



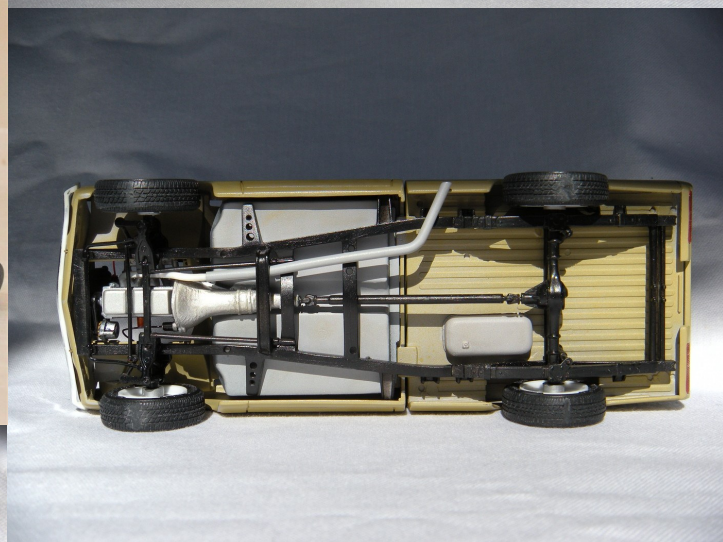
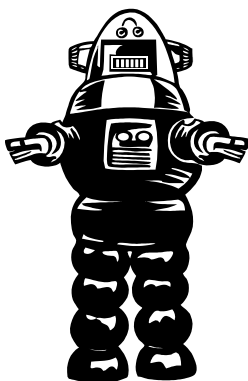
build or get around to using, and set them aside to donate to our fund-raising auction in September. This auction will raise money that will help us continue to pay the rent every month. The hall rental for our Mid-Atlantic NNL is increasing by 32% this year and that will eat the couple hundred dollars we would normally bank to help cover those months where our monthly raffle and door donations don't make the meeting room rent at Greenbelt. Your donations will be greatly appreciated. 🍷



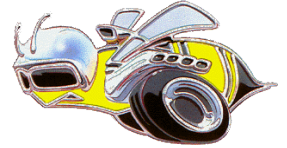
"VeePee" Pick

(Continued from page 1)

month's choice of Bill Still-wagon's ECTA Vette roadster racer, this appears to have been an interesting diversion from JC's normal build theme. *Nice work, JC!* 🏆



Meeting Pix



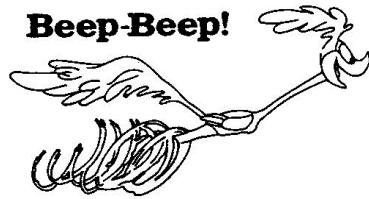
“ ‘32 Row,” by Lyle Willits ☺



Our palatial Gym meeting room last month!



Pix (cont'd)



Dave Hebler's contest annual feature car—Congrats! ☺



Thanks to Matt Guilfoyle, Lyle Willits, Dave Toups, Gary Sutherlin and JC Reckner for the pictures ☺

"Villa Riviera"

I'm dating myself in admitting this, but I can remember when this kit hit the shelf at my favorite hobby shop back in '65. I don't usually review re-released kits mostly because we are familiar with them. But even as a Ford fan, I also love all of the Buick Rivas. The Buick division always intended them to be the gorgeous high end customs that they were/are. Some may not realize that the hideaway headlights of the '65 were actually slated for the '63 model year, but Buick division hadn't perfected them in time so a more conventional grille was used. It took until '65 before the hideaways were ready. Ford has never built anything to compete with them unless you count the Thunderbirds.

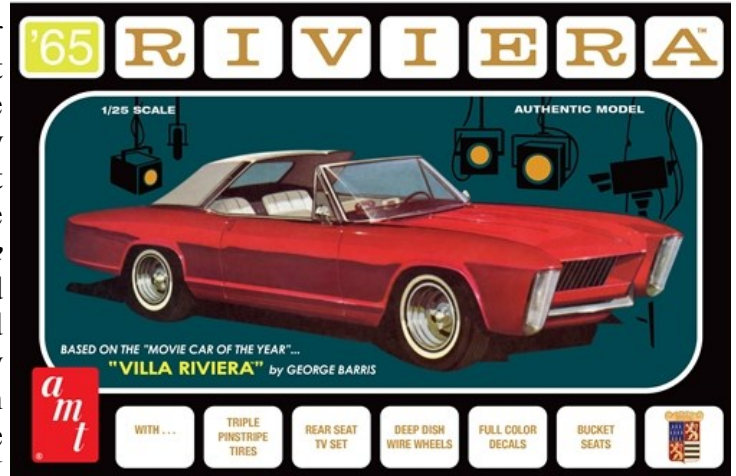
I'm amazed at how well the mold has survived multiple releases over the past 54 years! There are 144 pieces in the kit with 65 of them chrome and 59 white. Yes, white plastic and not the silver that the box claims. I already knew of the Villa Riviera from "HOT ROD" magazine. Back in the day, I wasted no time spraying it red and putting it together. But even then I realized that the kit didn't build up correctly. The unmodified hood and wrong taillights stood out the most. Until the internet came along, it wasn't really practical to chase down what was wrong. Eventually, the model hit the trash can.

Several years ago as '63-'65 Rivs became popular again, I

looked for sources that would give me the details. By far the biggest problem was the fact that **George Barris** stretched the front and rear fenders by six inches each outside the wheelbase. I found a complete unbuilt '65 Riv kit at a show and bought it.

When I got it home, I compared the body with pictures of the real "Villa Riviera" and could see the difference. As I thought about that problem, I contemplated the Villas' hood. I literally stared at the real Villas' hood for months. Finally one day, I measured the kit hood and counted the number of ribs the real one had and it took me 2-3 hours to come up with rib and space widths that would work with Evergreen strips. There are eleven ribs on each side. Believe it or not, there is just over four feet of Evergreen strips on my hood!

From that point, it was fairly easy to finish the hood, but by then I realized I needed a **SECOND** Riv body to do the extensions. Luckily, I found just a body in good shape without much searching. It became obvious why AMT hadn't done a better job with the kit body. Having completed the build up, I've developed a "swelled head" in that any other major modification will be child's play!



Another mistake in the kit is the number of vertical wedges in the kits' grille compared to the real Villa. If you look at the picture on the card in this kit, it shows James Darren and George Barris kneeling in front of the car. Notice that the grille pieces line up with the hood ribs! Smaller details like the taillights are wrong. They should be inverted '56 Nash taillights.

If you attempt to build the Villa, be careful cutting the roof so it matches the angle of the chrome strip. The roof on the Villa is actually covered with bleached white Ostrich skin! Although there are no pictures of it, there is/was a separate roof insert for the real car.

The engine of the Villa is/was bone stock as was the interior with the exception of two telephones, red and white, which are visible in that picture.

George Barris bought the '63 Riviera (yes '63) from the Buick division for **one lousy dollar!** It survived all these years in various colors and wheels, but an enthusi-

(Continued on page 12)

Here's some *"breaking"* (punfully intended) news for the day: a spy was following a prototype of the mid-engine Corvette C8 recently, and witnessed the vehicle *break down*.

As it was undergoing testing, the Corvette C8 pulled into a Speedway gas station with no apparent issues. After engineers returned to the vehicle, the prototype would not start.

After spending half an hour trying to start the vehicle, engineers proceeded to cover it up and waited for support.

That support came shortly thereafter in the form of a red K2 GMC Sierra 3500HD with a Chevron wrecker kit. 'GMC's' own wrecker then proceeded to tow the Corvette C8 prototype back to 'GMC's' Milford Proving Grounds still wearing the black cover.

We are not privy to what went wrong during today's tests, and whether it was the electrical issue that GM Authority was first to report on several months ago, or something else entirely. But we feel responsible to note that things like this are normal during a vehicle's development phase. In fact, this is the entire point of testing in the first place—to find any bugs and solve them before launching the vehicle into production. That said, this event does say the car is being actively developed...and testing isn't finished just yet.

But at least we got to see the Corvette C8 with a car cover.

Rumor has it that the mid-engine Corvette C8 will go into production in December '19, and that the base variant will continue using the Stingray name, much

like the current C7.

A user on *Corvette Forum* has it on good authority that the Corvette C8 prototype *suffered a crash while undergoing testing* at Virginia International Raceway.

The user in question says they were on their way to do some instructing at VIR recently when "an email was sent delaying any entry into the paddock until 7:30 PM at the earliest," which is later than normal. Organizers for the event then apologized, saying the track was experiencing unforeseen delays due to a "private high security" track rental. They later heard chatter that Chevy was at the track testing the twin-turbo'd version of the Corvette C8 when it crashed. The user also said this was "confirmed" by a source that they did not want to name.

No one will blame you for being skeptical of a random poster on the Internet, but this rumor isn't totally baseless. A friend of the original poster doubled back to VIR and managed to pick up a camouflaged part from the crashed car that 'GMC' allegedly left behind. While the part in question looks quite odd, the camo appears to match that seen on Corvette C8 prototypes. Such camo would also be quite hard for an amateur to replicate. Furthermore, a second poster claims they saw a fleet of C8s near their house

GOVERNMENT MOTORS

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AN AMERIKAN REVOLUTION™

in North Carolina last week just a short drive from VIR.

Another publication, *Carscoops*, already reached out to 'GMC' for comment on the matter. A spokesperson for the automaker had a strange response, saying "my gut tells me no accidents happened at VIR last week." This may suggest that this specific person was not made aware of the incident, leaving them reluctant to say whether or not it happened. VIR has not responded to comment on the matter, which is probably for the best, given that 'GMC' frequently uses the track for testing and lap records.

It's also worth noting that 'GMC's' response did not deny the Corvette development team was present at VIR.

Porsche and Chevy have al-

(Continued on page 9)

GMC Recall Ticker

of Recalls
158 (!)

of Vehicles Affected
41,639,131

This n That

Lambo Huracan “Ditched”?!

Now who left that there? A purple **Lamborghini Huracan** was found in a roadside ditch north of London recently, but its driver was nowhere to be found. The **\$250K supercar** was photographed by cameraman Andrew Laurence, who was on his way to work when he spotted it early in the morning. “The car was facing the wrong way and was on the wrong side of the road in the ditch,” Laurence told SWNS. “It must have spun off the road during the night.” The right-hand-drive coupe had its driver’s side door jammed against the ground, but Laurence found it was empty when he went to see if anyone was inside. A spokesperson for the Metropolitan Police said it got reports that a vehicle had left the road around 1:30 AM, but no one was present when they arrived to investigate, and that it was still working to establish who the owner is. Laurence noted the location of the accident was just a few miles from the training ground for the Tottenham Hotspurs English Premier League soccer club, and that many players drive around in exotics. **Oop-sie... “Hellish” Ride?!** Would you be concerned if your rideshare driver showed up in a **Charger SRT?** How about if he began chatting about the car’s **top speed of 182 mph?** Or, if he then demonstrated what the car’s snorting, Hemi V-8 was capable of? A Lyft customer who didn’t wish to be identified was recently confronted with this scenario in Union County, NC. **WSOC** in Char-

lotte reported how the passenger’s routine rideshare trip turned into a stomach-churning flight from the cops. The trooper and other officers who joined the chase couldn’t keep up with the Charger, which they reported as swerving through traffic and passing on a double line. Eventually the car zipped behind a house, stopped and killed the lights. “He straight up told me, ‘You’re going to Charlotte with me,’” the passenger said. That didn’t sit well with the customer, who reportedly demanded to be let out at a gas station. Once he was out of the car, the passenger called cops, who tracked down the driver—Michael Cranford, Jr., of Charlotte. He was arrested on multiple charges including speeding and reckless driving. Per to court records, he has been pulled over for speeding at least three times, but charges were reduced and the cases disposed of. Lyft has reportedly deactivated his account...**BMW i8 Gets Bath?!** Emergency crews in the Netherlands took the unusual step of giving a **\$150,000 BMW i8** a bath recently, but not because it was dirty. Firefighters were responding to reports that smoke was coming from the plug-in hybrid as it sat in a garage. Instead of just spraying it with water or suppressant, however, they brought in a crane and a giant tub of liquid and lifted the car into it, fully submerging it. The car combines a 3-cylinder gas engine with a battery pack



that gives it 18 miles of all-electric range. Electric car fires are notoriously difficult to extinguish because of all of the electronics and chemicals involved, especially when they have lithium-ion batteries like the i8. There have been recent instances where crashed Teslas that caught fire, for instance, and reignited several times in hours and days that followed their accidents. The department didn’t explain where the tank came from, but said that it would be left in it for 24 hours as a precaution (*Thanks to autoweek.com, and other Internet sources for this insanity! Ya just*

(Continued on page 14)



Gov't (cont'd)

(Continued from page 7)

ways traded blows, and these two performance-obsessed brands are still competing heavily with each other today both on and off the track.

The German sports car maker recently visited Road Atlanta with the **911 GT2 RS** and **911 GT3 RS**, where it smashed the '19 **Corvette ZR1**'s record with both cars.

First, Porsche sent the lesser 911 GT3 RS around the 2.54-mile raceway, with journalist and experienced racing driver Randy Pobst setting the fastest lap of 1:26.24, narrowly beating the 2019 Corvette ZR1's lap time of 1:26.45.

Pobst, it is worth noting, was also behind the wheel for the '19 Corvette ZR1's lap.

Chevy could probably double back to VIR and beat that lap time with better track and weather conditions, but it would be hard pressed to beat the time the more powerful 911 GT2 RS set. With Pobst again driving, the track-ready 700-horsepower twin-turbocharged 911 set a time of 1:24.88, beating the '19 Corvette ZR1 by nearly two seconds.

"We are thrilled to set the production car lap record at this iconic track located just 60 miles from our US headquarters in Atlanta—a

track that holds so many great memories for Porsche, such as the overall victory with the 911 RSR at Petit Le Mans in 2015," said Porsche North America CEO Klaus Zellmer.

Porsche says both the 911 GT2 RS and 911 GT3 RS set the lap times on road-legal Michelin Pilot Sport Cup 2 tires. Third-party timing company Racelogic also recorded and validated the lap times, vehicle telemetry, and onboard video utilizing its VBOX HD2 data and video system.

Meanwhile, a federal judge has given **C7 Z06 owners** a win with regards to a **class-action lawsuit**. US District Judge Victoria A. Robert for the Eastern District of Michigan ruled early this month that the case may proceed in court.

It's been two years since the class-action lawsuit was filed, which alleged that the track machine is woefully incapable of keeping cool at the race track. The lawsuit specified 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. Indeed, the problem was widespread enough that it showed up during **Motor Trend Best Driver's Car testing** years ago. The C7 Z06 was a **DNF** that year.

Hagens Berman Sobol Shapiro LLP, which is representing the plaintiffs in the lawsuit, argued in '17 that as many as **30,000 Z06s** feature the defect and argued 'GMC' sold the car with full knowledge of the problem. The class-action lawsuit brought charges of fraudulent conceal-



ment, breach of warranty, unjust enrichment, and more. Of note, it only includes 2015-17 model years.

"'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," said Hagens Berman Managing Partner Steve Berman when the lawsuit was filed. "This defect not only damages the Z06 engine, but endangers drivers."

Back in '16, 'GMC,' it said it would remedy the problem with improvements to the cooling system for the '17 model year. At the time, Tadge Juechter, lead Corvette engineer, stated around less than five percent of C7 Z06 owners have experienced heatsoak or overheating issues with their vehicles on the track.

Chevy has presented the car that will pace this year's Indy 500—a '19 Corvette Grand Sport with a special red, white and gold theme—surprised?!

The 103rd running of the race will mark the 16th time a Corvette has paced it and the 30th time for a Chevy—more than any other brand.

This time around, Chevy has designed a Corvette pace car with Long Beach Red Metallic Tintcoat exterior paint, white full-length

(Continued on page 14)



THE TRI - STATE SCALE MODEL CAR CLUB PRESENTS



THE 33RD NNL EAST

Theme *The Summer of '69*



APRIL 27, 2019

Wayne, New Jersey USA

SubTheme *Going Places!*

☐ MODEL CAR SHOW ☐ SCALE MARKETPLACE ☐ COTTAGE INDUSTRY EXPO

SATURDAY, April 27 2019 9:00AM TO 4:00PM

WAYNE PAL BUILDING, 1 PAL DRIVE, WAYNE, NJ 07470

TOM GEIGER (732) 687-8171 (7-10PM WKDAYS)

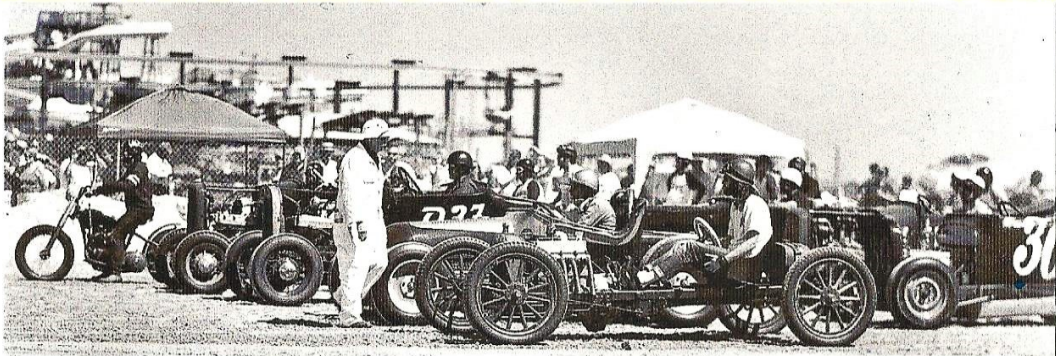
EMAIL: NNLEAST@AOL.COM

FOR THE LATEST SHOW INFORMATION, GO TO WWW.NNLEAST.COM

26th annual

MID-ATLANTIC NNL MAY 11, 2019

THEME: The Race Of Gentleman vehicles



Models must comply with The Race Of Gentlemen rules

<https://www.theraceofgentlemen.com/race-entry/>

SUB THEME: Rally Cars



9AM - 3PM



COLUMBIAN CENTER



**335 N. RITCHIE HWY
SEVERNA PARK, MD.
21146**



<http://mamasboyz.org>

Villa (cont'd)

(Continued from page 6)

ast bought it some years ago and had it restored to what George built. When he passed a few years ago, his widow sold the car with **Wayne Carinis'** help for **\$121,000!**

Engine: It comes with 24 pieces total with nine of them chrome. The stock version is correct except for the chromed finned valve covers. You'll need to swap an automatic transmission in place of the manual, and find nailhead covers in your parts box or let me know; I can help. It does have brackets for the alternator and power steering pump which is an unusual thing even in today's kits. If you ask me, the Latham blower is unimpressive. For those unfamiliar with Buick nailhead engines; they were designed specifically for their superior torque capabilities. Which is why racers like TV Tommy Ivo used them. If you look at the Buick air cleaners of the day, they had the torque rating displayed, not the horsepower.

Chassis: Yea, this is going to stretch your abilities to the breaking point! There are four axle blocks to glue to the chassis. And you're done. I **DID** say the kit is 55 years old.

Interior: There are custom seats, steering wheel, TV, dash, and shifter, and none of them go to the Villa! The two telephones do go to the Villa, and it will need a more conventional shifter. If you leave the phones out of the Villa interior, you have the stock interior.

Tires/wheels: I'm amazed that the molds for the Firestone Supremes still exist; they must date back to 1964. But they have narrow lines on one side and wide on the other. The second set of tires are almost worth the price of the kit. They are lower in profile and are very wide and have three very narrow white lines. The stock wheels are correct, but kind of boring. The true spoke wire wheels are very nice; I save every set I come across. The Astro wheels are primarily for the Villa. If you have a set of the Buick Motor 500 wheels, with the curved five spokes, they were optional on this car and look very nice.

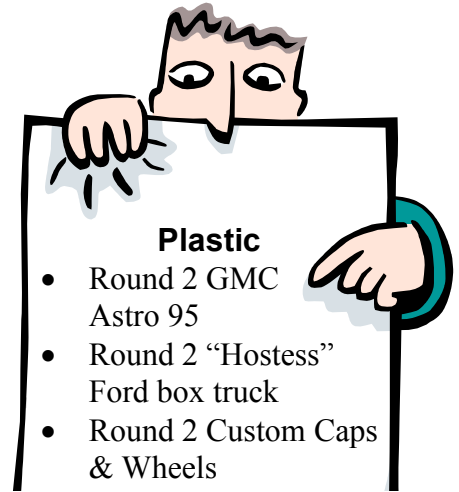
Body/glass: The glass is one piece and bagged; thanks. Like other parts in the box, I'm amazed at how well the mold has survived the decades. It is one of the few kits that had the correct inner fenders. I've never been able to figure out what the air reservoir tank serves, but it and the brake master cylinder, booster and heater are separate pieces. I don't remember in recent times when AMT has marketed a kit with custom parts regardless of what they look like. There are a great deal of them that could be mixed and matched to create your own custom. That's my goal; a mild custom that uses the Riviera's already fantastic shape, but tweaked just a little. Eliminate the things that Buick had to put on it to make it street legal.

Decals: You can see them on the side box art of the kit, but none of them apply to the stock Riv or the Villa.

If you've read this far,

(Continued on page 14)

Ron's Rant



Plastic

- Round 2 GMC Astro 95
- Round 2 "Hostess" Ford box truck
- Round 2 Custom Caps & Wheels
- Lindberg Jolly Roger Freebooters Last Leg diorama
- Lindberg Shining Spoils of the Scallywag diorama
- Pro Tech line is coming (!)

Diecast

- '67 Bright Blue Hemi Coronet R/T (ACME, 750 pieces)
- '66 Sapphire Blue/White & Wimbledon White/Blue '66 supercharged Shelys (ACME, 500 pieces)
- New Black Ford Rap-tor (GT Spirit)
- Ferrari 365 GTB Spyder (GT Spirit)
- Black Renault 5 Le Car van (Ottomobile)
- "Holley" '67 Chevy ramp truck/'71 Camaro (ACME 1/64th)
- '70 Ford F-350 Ramp truck (ACME) (1/18th, unless noted)



Last month, the reserved parking took on a Ron Hamilton “big car” vibe.

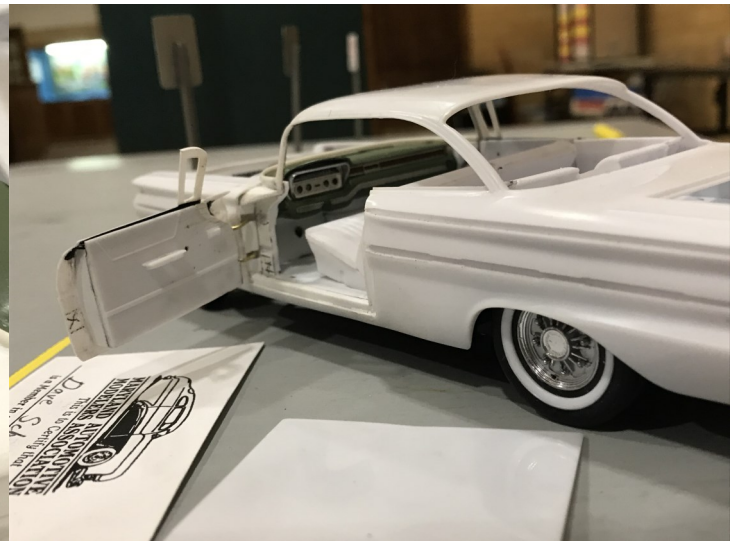
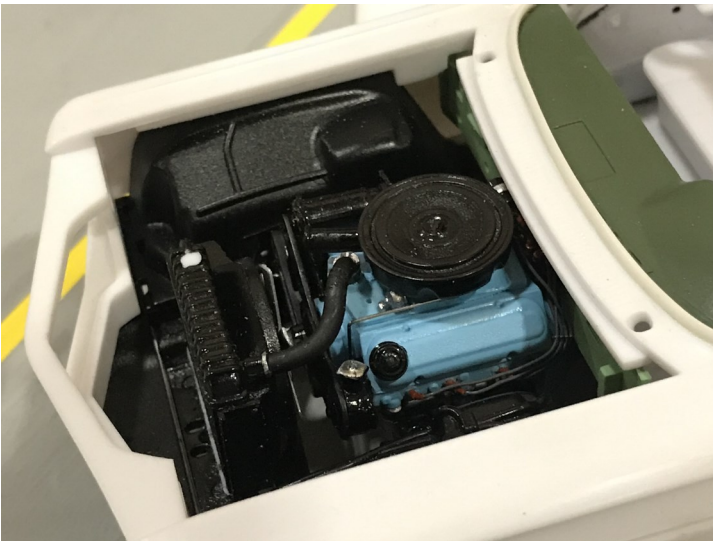
Dave Schmitt: Dave has been makin’ excellent progress on his ‘60 Pontiac project, as evidenced by the enclosed pix.

Danny Whiting: Danny’s “Kodak” Firebird funny car was in the “regular” parking area, because apparently, he didn’t feel it was worthy of the display (*I know, ‘cuz I ASKED him!*).

To these I brought back the *two-tone* ‘62 Cat, in hopes of getting some feedback on possible wheel/tire choices.



So, c’mon—bring ‘em and show ‘em! ‘**PoP**’ (Pontiacs on Parade!) *Sickle signin’ off! And don’t forget—MAMA may not need all these Ponchos, but I’m diggin’ ‘em!!* 🏆



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Email: gtoguy@verizon.net

MAMAs BoyZ do it in scale!

Gov't (cont'd)

(Continued from page 9)

dual racing stripes, gold accent trim, and the requisite Indy 500 pace car decals and lights.

NBC's pre-race show for the 103rd running of the Indy 500 will start at 11 am ET on May 26, 2019. I hope it doesn't overheat.

I **TRIED** to end this month's column on a high note for Chevy's "Plastic Fantastic." Good luck with the C8, though. 🍷

Websites

Central PA Model Car Club:

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

LIARS Model Car Club:

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

Philly Area Car Modelers:

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

NNL East:

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

Carlisle Events:

<http://www.carlisleevents.com>

East Coast Indoor Nationals:

www.eastcoastindoornats.com

Maryland Intl Raceway:

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

York US30 Musclicar Madness:

www.yorkus30.com 🍷

Villa (cont'd)

(Continued from page 12)

THANKS for that. You may have figured out that the Villa Riviera is my **most** favorite custom of all despite the "larger than life" reputation of its creator.

by: Rich Wilson 🍷

T 'n T (cont'd)

(Continued from page 8)

can't make some of it up!! Thanks also to those of you in the Peanut Gallery who have helped entertain y'all by sending stuff—I 'preciate it! 🍷

Classifieds

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

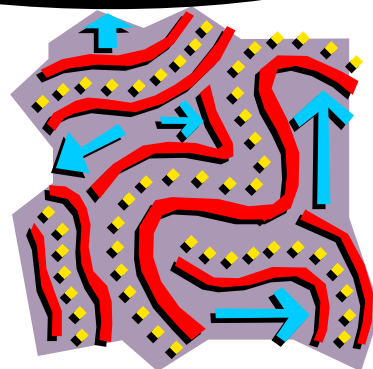
Were on the web!

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

Directions

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

From the Washington Beltway (RT 495/95): Take Exit 22 north, towards Baltimore. Stay in the right lane and take the first exit onto Route 193 (*Greenbelt Road*). When on the off-ramp, bear to the right and take Greenbelt road west, towards College Park. Stay in the right lane and immediately after passing over the Parkway, make a right (*at the light*) onto Southway (*read on!*)



Once on Southway: Go straight to the second (*2nd*) STOP sign. Make a left onto Crescent road. Go to the STOP sign and make a right into the parking lot behind the Greenbelt Library. Once in parking lot, look to the right. The large, white building is the Greenbelt Community Center. Enter building using the doors near fenced tot lot. The multi-purpose room is on the second floor. There is an elevator to the left of the entrance. 🍷

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