

MAMA Sez!

Volume 32, Issue 11

July, 2020

"Serving Delmarva Car Modelers for 31 Years!"



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

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2020 Meeting Schedule

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

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

STILL Sheltering in Place?!

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

In an attempt to push out yet another form of club communication, I have attempted to compile this newsletter earlier than usual. Check out the club's "Virtual Meeting" on pages 3

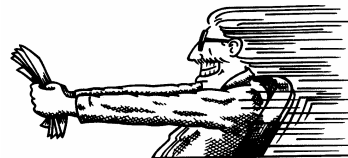
and 4. **Thanks, Tim!**

A big shout-out to all of you that supported Ron Bradley in the liquidation of Gary's collection. It is pretty much disbursed, except for some parts tubs and reference books refer to page 9 for details. **Thanks!**

The "hits" (Pontiacs!) just keep coming, in the form of

a wide range of Pontiacs for my own "**Virtual Car Show**" in the Pontiac section on page 13. Enjoy.

Please be safe! With any luck, things will get back to some semblance of normal soon! 🙏



Eight years before Robert De Niro became well-known as a Taxi Driver in movie theaters; Robert Osbourne "Bob" Denver proved that there was life beyond beatnik Maynard G. Krebs and castaway Willy Gilligan by starring as cabbie Rufus Butterworth in **The Good Guys** TV series from 1968 to 1970.

The Good Guys was a relatively low-brow comedy about two life-long friends, Bert Gramus and Rufus Butterworth, who spent most of each episode trying to get

rich quick through hare-brained schemes that inevitably backfired on them, much to the chagrin of Bert's school teacher wife Claudia. With Claudia helping on a part-time basis, Bert operated a diner and neighborhood hangout, called "Bert's Place." Bachelor Rufus worked

as an independent cab driver who spent most of his time hanging out in Bert's Place in the first season brainstorming outrageous, sure-fire ways to make millions of dollars, then convincing Bert to act on them. In the second season Rufus gave up his taxi to be-

(Continued on page 2)

VIEW FROM THE BASEMENT

VFTB (cont'd)

(Continued from page 1)

come a full-time partner in the diner.

The taxi that Rufus drove in the show has been referred to as wacky, goofy, and bizarre. It was a 1924 Lincoln Cabriolet Landaulet customized by George Barris for the sitcom. While Barris' shop turned out better known custom cars for TV shows like *Batman*, *The Munsters*, and *My Mother the Car*, this taxi was one of his more outlandish, over-the-top creations. It had a special pet's entrance, luggage rails, and signs for Bert's Diner on the side-mounted spare tires. There was no question that people could hear it coming with its model T horn, four air horns, and an Indian bulb horn. The taxi also featured special effects: the doors could fall off on cue, the headlights could be remotely controlled, and it had a four-pronged reef anchor in case the brakes failed. Barris attached wooden spoke appliques to the aluminum "mag" wheels and applied wicker panels to the sides of the car for visual texture, much like he had

done to the rear doors of the Munster Coach.

Inside the taxi was a turnstile that activated a home-brewed meter as passengers passed through to the L-shaped rear seating area. The meter was a Metalflake-filled hour glass formed by mating two Silex coffee pots at their mouths. The well-worn rear seats included protruding springs and Rufus always kept a beach umbrella handy for the open cockpit in case of rain.

Following the series' premier on Wednesday, September 25th, 1968, TV critic Bill Irvin of the Chicago American newspaper wrote, "The taxi...may turn out to be the star of the show." Given the show's two-season run, it appears he was right.

Moving quickly, MPC secured the rights to produce a kit of the taxi in 1/25 scale, based on their existing 1928 Lincoln Touring car tooling. It was issued as kit #616-200 in 1968.

I had one of these kits at the time it was issued. The box art was quite attractive to my six-year-old eyes plus it was a car that saw on TV! I



did a 6-year old's typical bad build. I actually used yellow and black paints. That was probably it. I can't recall if I sprayed them or brushed them on, but it was likely the latter.

Over the years that model, like so many others I had, disappeared and I eventually decided that I wanted another one.

I don't recollect what year it was, but I think it was in the late 1990's when I heard that a complete, un-built, still-sealed-inside Good Guys Taxi kit was coming available at a large model kit auction in Pennsylvania. The Taxi was listed as part of a small lot of 3 or 4 kits and I figured that should be affordable. I was ready.

For some reason I couldn't go at the last minute, it was probably work related, I can't recall. Someone I knew who had attended the auction later informed me that Tom Carter, the owner of Hobby Heaven (*known on-line as Spotlight Hobbies today*), bought the lot with my kit in it. I still had a chance to get it.

Now, this was back in the days

(Continued on page 10)



My Thoughts

We are all obviously not getting any younger. With our monthly club meetings, regional (*and national shows*) like NNL East, where we can (*and do!*) seek to increase the sizes of our respective collections, unless we drastically pick up the pace, at least some of us will never get even a portion of our stashes built. What happens then, if something were to happen to you? The totally unexpected passing of long-time MAMA member Gary Sutherlin should be a wake-up call not only to each and every MAMA's Boy, but to modelers in general.

Have any of you had a serious discussion with your spouse, child, or friends as to what to do with your model kits and related items after you die? If you haven't, you'd better do it and do it now. Do not just assume that someone knows what to do.

I know that no one wants to think of dying, but everyone should think of the burden they will leave when it comes to what to do about the collections. As much as we may all not want to think about it, we really **SHOULD** have some sort of a plan in place now, rather than leave it to our families to deal with the disposal of our collections, when they may very likely have absolutely no idea as to the value (*perceived or actual*), and possibly even the actual enormity of the collection.

As an example, numbers thrown around about the size of Gary Sutherlin's collection were in the neighborhood of **between 4,300 and 4,500 kits**. **THAT**, my

friends, is a collection! It's one thing if you can narrow your focus to a particular brand or type of vehicle. But Gary's collection seemingly included everything—antiques/replica stocks, musclecars, street rods, trucks, NASCAR/dirt racers, just to name just a few. Additionally, he had binders full of decals, segregated by type and number, for race cars.

We then have to consider his varied resin collection. Also, no modeler worth his salt would not have at least a few books for reference purposes. And, finally, you would have to consider the actual tools, and paints with which Gary worked to complete his builds. All of these things would need to be addressed by a grieving family. Consider Gary's wife. She is likely akin to most of our wives, patiently putting up with Gary, and letting him indulge his passion for model building. After Gary's passing, it was reported that his wife was ready to simply **DISPOSE OF GARY'S ENTIRE COLLECTION** (*as in THROW it in the trash!*)!! We are talking about kits that were both still factory sealed, while others were open, but sealed inside. **THANKFULLY**, Gary left instructions with one of his children—contact Ron Bradley!

As an example, Dawn Powers has teased Tim for years that if he goes first, everything in the hobby room will be the first to go. And by that she means hire a dumpster and load everything into it. All kidding aside, she feels most model club widows would have no idea what to do except to trash everything.

Sadly, that may not be an op-

tion for some down the road as modelers age and more die off. The hobby, quite frankly, is not of as much interest to the younger generations as in the past, so the market for new/used kits is shrinking by the day. Who is going to be interested in buying large collections as more modelers die off? How are people going to know how to dispose of this stuff if clear instructions are lacking?

This then, is what would need to happen. Each of us must have a plan in place to not only take care of our collections when we are gone, but, more importantly, to ease the burden on our loved ones at a difficult time like this.

Therefore, what we need is not necessarily put our model collections in our respective wills, but to have a plan in mind, based upon our own circumstances, about what should happen when this eventuality comes to pass.

If your respective collection includes some very old and valuable plastic, then I highly suggest that you evaluate it by way of a price guide. Bob Shelton's book comes immediately to mind. And do not forget to update it periodically, either.

As you all know, kits don't seem to get any cheaper, although one school of thought does not see twenty-somethings buying collections from deceased old modelers. Hence, the decline of the hobby once most or all of the "old guard" are no longer with us. Bottom line is that none of us has a crystal ball to predict the future. If you choose this option, once your collection is priced, ensure that the family has access to this information.

(Continued on page 11)

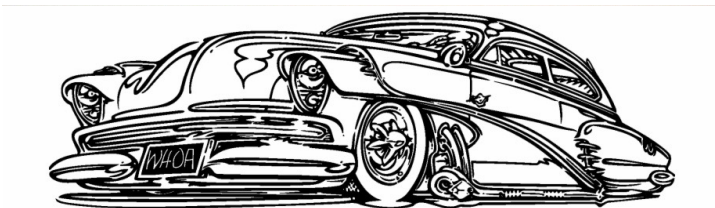
Virtual Meeting! LOOK



Tom Jerow's Moebius F/X Plymouth



One of Lyle Willits' latest creations



Howdy Hoffman's "Birds of a Feather"



Brian Shindler's replica stock Vette kitbash



Likely the *FIRST* used vehicle ad in the Bedrock Gazette, by Howard Weinstein

Virtual Meeting!

LOOK

One of SEVERAL by Paul Lee this month!



Lyle Willits' must be getting bored—box build!



Rex Turner's Mustang—surprised?!



Don Stone's MPC Southern Stocker GP experiment



Rich Wilson's Riv Custom



Jim Maness' take on a classic Tri-Five Chevy paintjob



You DID get some cookies, right?!

Last month, the National Highway Traffic Safety Administration (NHTSA) and 'GMC' recalled both the **'20 Silverado and Sierra 2500 and 3500HD** due to a problem with the truck's hood latched. Now they have been recalled once again—this time over issues related to the repairs performed under the initial recall. While the previous recall included a total of **1,909 trucks**, only a select number were repaired before 'GMC' noticed the same problem had occurred. As such, this recall affects only **574 pickups**.

According to NHTSA, the hood-latch striker wires on replacement hoods installed under the previous recall may not have been heat-treated properly, possibly causing them to fracture. As highlighted in the previous recall notice, the repair for the initial recall required the entire hood assembly to be replaced in order to solve an issue with the striker wires. It would seem the replacement hoods had the exact same striker wire problem as the original hoods.

If a hood striker wire fails, the hood may open suddenly. This may cause the hood to flip upward while the vehicle is in motion, increasing the risk of a crash.



'GMC' dealers will replace the hood assembly free of charge. The automaker says "dealers will contact customers with instructions for hood replacement," if the hood from their vehicle is sold over-the-counter, as well.

Owners should wait for 'GMC' to contact them, at which point they will be instructed to make an appointment with a certified dealer. This recall of the recall (!) is expected to begin late this month.

Last month NHTSA and 'GMC' recalled **19 '21 US Chevy Trailblazers** (70 Canadian ones) over an issue with the crossover's tire/wheel label. This recall specifically affects the ACTIV model—which is the only model equipped with the 17-inch sport terrain tires.

Trailblazers with the optional sport terrain tires fail to conform to S4.3.3 of Federal Motor Vehicle Safety Standard (FMVSS) No.

110, "Tire Selection and Rims for Motor Vehicles." The certification label on these vehicles does not provide the tire size and cold tire pressure for front and rear tires, as re-

GOVERNMENT MOTORS

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



AN AMERICAN REVOLUTION™

quired. Information for this tire option was not loaded into the label printing system for these vehicles.

Because the labels do not contain this info, there exists a risk that customers may over- or underinflate the tires, increasing the risk of a crash.

Customers will be provided corrected overlay labels. They may apply the labels themselves or have a dealer apply them. All affected vehicles are under warranty, so reimbursement is not offered. Certification overlay labels provided to owners or dealers to correct this condition will have the required tire size and cold tire pressure for the front and rear tires.

Owners should wait for 'GMC' to contact them, at which

(Continued on page 7)

'GMC' Recall Ticker

of Recalls

181 (!)

of Vehicles Affected

46,128,048

Gov't (cont'd)

(Continued from page 6)

point they will be instructed on how to deal with the correct labels. Dealers were notified in late May. Owner notification is planned for early this month.

In a recent article, *Consumer Reports* (CR) pulled data from its Annual Autos Survey to determine which older used vehicles have the biggest chance of experiencing a major engine problem at some point in their lifetime. The Chevy Equinox and GMC Terrain are both included on the list, with the crossovers well-known for problems with the **base 2.4L 4-cylinder engine**. Those weren't the only 'GMC' vehicles that may need an engine rebuild in their lifetime, however.

The '10 Acadia and its **3.6L LLT V6 engine** are also included on the list of vehicles with problem powertrains. The publication indicates the vehicle typically experiences engine trouble between 106,000 and 129,000 miles, though it did not list any specific problems associated with the six-cylinder in its article.

Some owner complaints submitted to the publication appear to indicate that some owners have experienced **timing belt problems** with the V6 engine. One owner in Louisiana

said the timing belt failed twice in the vehicle, but both times it was fixed under warranty. Another owner said the timing belt in their '10 Acadia failed at 50,000 miles, which led to significant damage and forced them to replace the entire engine under warranty. The timing belt in the new engine failed again after 50,000 miles, which also led to damage and required an engine rebuild. The same owner said that when going to buy a new vehicle "the dealership admitted to us that this was a bad year for this vehicle and the trade-in value was not very good."

CR has also received other complaints related to an **engine oil leak** and a "**heavy buildup of carbon**," that led to engine trouble but did not require a complete engine replacement or rebuild.



While the '10 Acadia is a bit of a problem child, CR has not received the same volume of complaints from owners of older and later model year examples of the crossover. It's worth noting that the first-gen Acadia went out of production in '16 and the second-gen model offers a range of major improvements, including different available engines.

Guess people will just have to wait and see what **THEIR** problems are gonna be. 🚗



C8 Crash Watch

This is getting to be such a regular occurrence, that I may have to institute a new column.

Thanks to its mid-engine platform and some incredible engineering, the C8 will not only blitz the racetrack, but it'll also get you from A to B in comfort and style. Unfortunately, the "real world" is fraught with danger, and as we've seen many times before, even the C8 isn't immune to poor driving decisions. Now, we have the latest example of what not to do in the C8 thanks to these recent photos.

The back-story on this latest crash is a bit hazy. The pictures were posted to social media without any clear context, but given the license plates and markings on a nearby Highway Patrol SUV, it looks as though this incident occurred in Nevada. Gauging by the vehicle's position, it looks like this poor C8 was driven at a high rate of speed into a corner bending away from the right turning lane, then proceeded to understeer off the road into a rock-lined ditch.

In the comments section of the

social media post, the original poster backs this story, indicating the C8 was passing on the right, failed to see the exit, then locked the brakes on some sand.

Luckily, it looks like the damage isn't *too* bad, possibly limited to just the front bumper. Indeed, we've seen several other C8 crashes with more severe impacts.

That's not all—there's more. Photos from the first of these crashes, both of which were found while perusing C8 fan pages on Facebook, shows a black C8 with a broken windshield. This rather extensive damage was not caused by driver error, but rather *wildlife*. The driver allegedly hit a deer, according to the original Facebook post, causing a cracked windshield, some side damage and ripping off the side view mirror.

The C8 is a



small car, so we're just glad to see that the driver of the vehicle was unhurt in this accident. We know not everyone has been so lucky after hitting a buck.

Details on the other wreck are murky. We're not sure how this car incurred so much front-end damage, but they may have hit a curb or another small object, as the damage seems to be concentrated toward the bottom portion of the front bumper. The impact that caused the bumper damage appears to have also knocked the hood out of place. Moving around

(Continued on page 14)



1ST ANNUAL (?) Modelpalooza!

JULY

At Ron Bradley's Garage, 1445
Boulder Lane, Hanover, MD

11TH & 12TH

9 AM to 3 PM

**New Pan-
demic kit
arrivals!**

**Reference
Material!**

**Thousands of
parts by the
tub!**

**Markdown
prices on new
kits, too!**

**Barnbuster
prices!**

Aoshima: (6) new releases

Hasagawa: (2) new female figure sets

Revell: Custom Caddy lowrider, '29 Model A roadster, Jeep Wrangler Rubicon, Chevy LUV pickup

Revell of Germany: Porsche 911 Turbo, Mercedes fire truck, Citroen 2CV, Land Rover Series 3 109

Round 2: '66 Impala Modified, '27 T Touring police car, '41 "Coke" Plymouth, '33 Willys Paddy wagon (*snap*), '67 Impala 4-door

Salvinos: Bobby Allison '82 Monte Carlo, Richard Petty '83 Grand Prix, '86 Grand Prix 2+2, Rusty Wallace '86 Grand Prix 2+2, '84 Tim Richmond Grand Prix

Tamiya: Mustang GT4 🏆

Note: With the exception of Gary's numerous parts tubs and reference library, his collection (*including decals*) has been liquidated, thereby removing this sizable issue from his widow's shoulders.

Due to the size of Gary's parts collection, it is politely requested that interested modelers call ahead in order to block out a window of time to peruse the parts tubs—410-551-8960 (H), 410-916-3239 (C). Given the pandemic, "social distancing" needs and amount of modelers expected, we also ask that you try to be respectful and not to overrun your time window, within reasonable limits. Masks and "social distancing" based on your comfort level. Thanks for your support in this difficult time,

Ron Bradley 🏆

VFTB (cont'd)

(Continued from page 2)

when Hobby Heaven still mailed out paper catalogs listing all the old and rare kits they had for sale, so I anxiously awaited the next issue. When it arrived, I quickly scanned through blue ink text on white paper and there it was! My Good Guys Taxi was listed...for \$75! What the *(insert your favorite expletive here)*?

I wasn't about to dump that kind of money on it and I figured nobody else would pay that much for the kit either. It was too much of an oddity, too bizarre of a car. No way would anyone buy it at that price. So I waited for the next issue.

Next time around, the price dropped by \$10, down to \$65. Getting better. In the issue after that, it was down to \$55. Then it dropped to \$45.

When the next catalog arrived with my kit priced at \$35, I couldn't buy it fast enough. That's how much I had been willing to bid for it at the auction. I'm glad I bought it then. Good Guys taxi kits have been selling on eBay for more than \$135 lately. I don't think I'd

ever want one that badly, not even today.

Over the years since I got my kit, I have found it difficult to turn up much in the way of reference photos; even the Internet Movie Cars Data Base (IMCDB) doesn't even have info on it. There's one good color photo and one usable small black-and-white photo in the book, "Barris TV and Movie Cars" by George Barris and David Fetherston.

Using what references I have, it appears that the 1928 Touring body is comparable to, but not an exact match for the real car's stretched body. The shape of the rear doors, which were welded shut on the TV taxi, are different from those of the Landaulet body's doors. Using my best eyeball engineering skills, I determined that the Touring body is a bit short, but close enough that I wouldn't bother trying to stretch it. The chrome-plated tubular front bumper in the kit has an extra



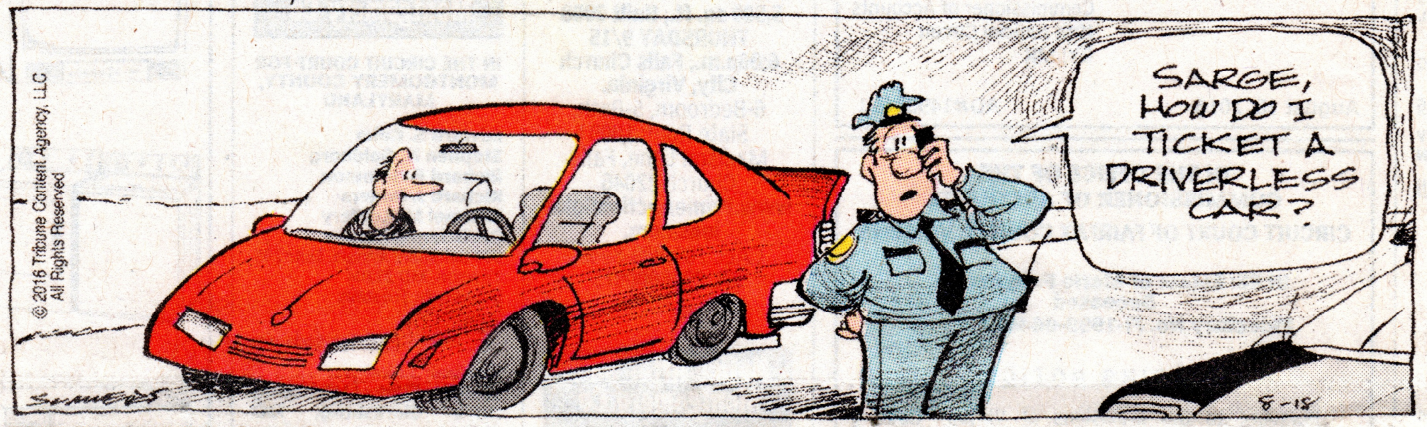
cross bar that needs to be removed, which is okay because best as I can tell, it shouldn't be plated anyway. It looks like the actual bumper was left with a bare steel or silver painted finish.

The kit is missing some details, too. The wooden spoke appliques that Barris used to like for five-spoke mag wheels are not replicated in this kit, and the giant R-shaped radiator cap is nowhere to be found.

There you have my Good Guys Taxi story and model kit assessment. Someday, I hope to build it so I can enter it in a "TV and Movie Cars" themed model car show (*Ed. Note: Norman?!).*

Fun Fact: The city of Denver Colorado was named for Bob Denver's great-great-grand father, James William Denver. 🚗

BOUND & GAGGED/Dana Summers



My (cont'd)

Now, the other side of kit value coin. It's okay to assign a kit a value for what it would bring now, but what happens in 5-10 years down the road when more modelers die off? If there are fewer modelers active in and devoted to the hobby, kits will actually become less valuable from over saturation of the market.

While I did not research it thoroughly, a Google search turned up a few estate sale firms that could possibly handle the liquidation of your collections, thereby relieving your family of this task. Bear in mind though, that there will be some sort of fee involved for doing so.

At an absolute minimum, spouses and family members should be consulted and left with instructions to contact a MAMA member of your choosing for help and guidance with the disposal process. You might want to discuss this with these members in advance, to ensure that they are willing to help out in this situation. And, please, do not forget to give spouses and family a current kit listing and accurate contact information, either.

Prepare paperwork with the name(s) and current contact information (home and cell phone numbers, email addresses) of who your spouse should reach out to for help in disposing of your model car kit collection in a way that ensures you receive the assistance you would need at a time like this, but also that you can hope for a fair value. And keep it up-to-date. It will do no good if

the people listed pass away or go senile before you do. The best place for the note would be either posted on the door to the hobby room or somewhere obvious on the work bench. Make sure from time to time that

the contact information is up to date since phone numbers and email addresses can change over time. That is why it is important to make sure your information as listed in the club directory is correct. By the way, does your spouse even know how to find the club directory? Also, if you have anything in a safe or lock box, like important papers, make sure someone has a copy of the combination and/or key!

Also, decide now if you want models given to specific individuals or organizations such as the National Model Car Builder's Museum. Coordinate with them now to be sure they'll be able to accept and properly store/care for your donations. Make sure that your wishes are in writing, along with the recipient's full name and current contact information.

Some MAMA members have completed models from members no longer with us. Ron Bradley respectfully inquired of Gary's widow as to the disposition of his completed collection. The family wanted to keep Gary's models, as a way of remembering him.

You may have other ideas on the subject, or you can use what I



have presented here, in any form that you feel will work in your particular case. If you have any other ideas and you wish to share them, by all means, please send them to me, and I can do so in the newsletter. In the end, please do **SOMETHING** to ease the emotional loss that your demise will have on your family, and dealing with something of this magnitude at such an emotional time.

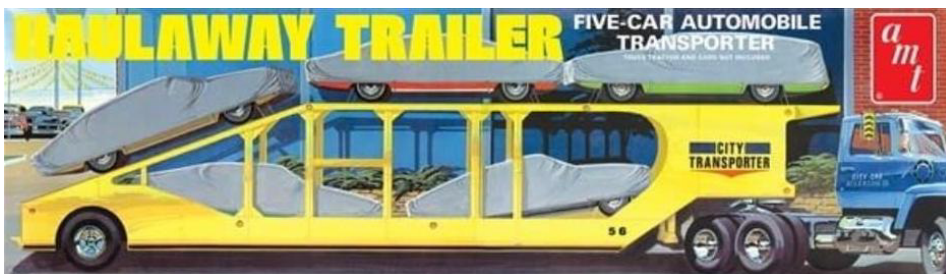
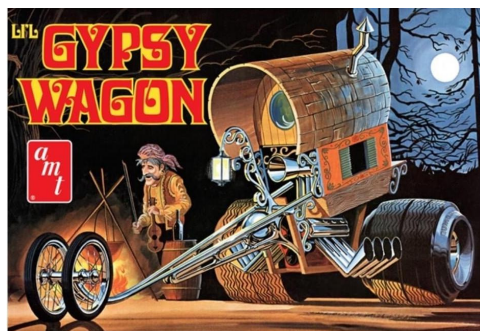
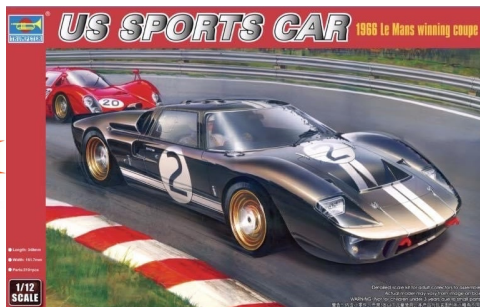
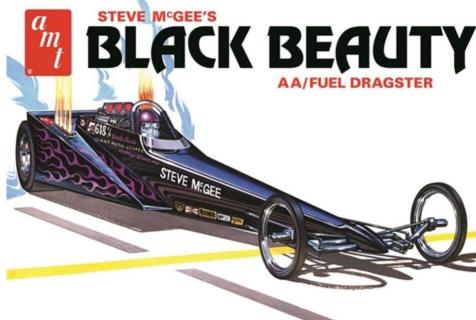
Before closing, I'd like to take a moment to thank Ron Bradley and his crack crew (*Norman Veber and Howdy Hoffman*) for stepping in and taking on the gargantuan task of taking care of offloading Gary's collection from the family, and compensating them for it as well. He has been a very good steward, paying his widow upon removal of kits from the premises, and he has made numerous payments since. Ron informed me that this sad event was very well supported by MAMA club members and kit collectors alike.

Thanks also to club officers, Lyle Willits and Ron Bradley for feedback, but moreso to the officers' **WIVES**, who chimed in with valuable insight. Finally, thanks to Gary, for opening many MAMA members' eyes. 🙏

New!!



You **NEED** these new kits!



Ron's Rant



Plastic

- Lindberg Trike
- Round 2 '67 "Supernatural" Impala
- Round 2 Bond '70 Galaxie cop car
- Round 2 "Coke" '60 Ranchero
- Round 2 '65 Fairlane Modified
- Round 2 5-car car hauler
- Round 2 '88 Mustang GT
- (Refer to Modelpalooza flyer on page 3 for more)

Diecast

- '56 Cloud White/Raven Black Chrysler New Yorker St. Regis (ACME, 500/pcs)
- Red '65 Drag Outlaws El Camino (ACME, 700/pcs)
- Burnt Orange '70 Dodge D-300 Ramp Truck (ACME, 996/pcs)
- Orange '69 Dart GTS 440 (ACME, 500/pcs)
- Orange/black vinyl top '69 Dart GTS 440 (ACME, 400/pcs) 🚗

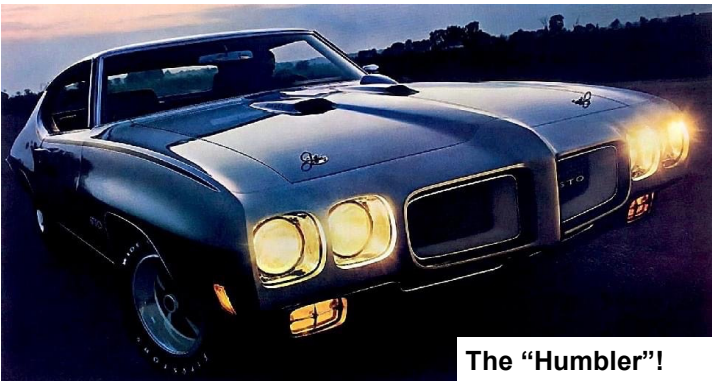
(1/18th, unless noted)



With no MAMA meetings in sight anytime soon, we are reduced to the “virtual” aspect of “Show and Tell.” With that said, I thought I would share two wildly different takes on the “Ugliest Car in America,” the unloved Pontiac Aztek. I’d drive it either one

Beyond that, I’ve added a few of the more interesting examples of Poncho Power that I have come across on the Internet. Enjoy!

Hopefully we’ll be able to share in person soon!



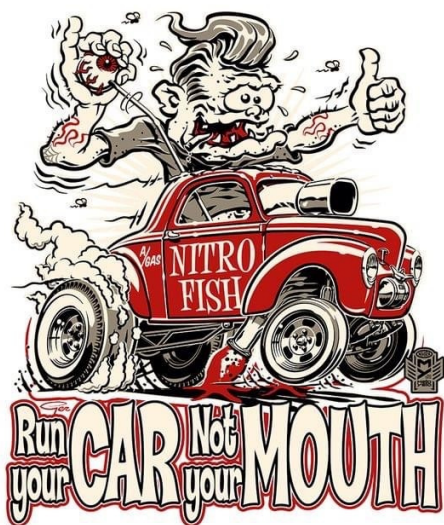
The “Humbler”!



Chapter Contact:

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

MAMAs BoyZ do it in scale!



Websites

Central PA Model Car Club:

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

LIARS Model Car Club:

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

Philly Area Car Modelers:

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

NNL East:

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

Carlisle Events:

<http://www.carlisleevents.com>

East Coast Indoor Nationals:

www.eastcoastindoornats.com

York US30 Musclecar Madness:

www.yorkus30.com

Online Event Calendar:

www.NortheastWheelsEvents.com

Club Contact Info

C8 (cont'd)

(Continued from page 8)

back, we can see the car also has some fairly heavy left rear suspension and wheel damage, suggesting there were two impacts with a wall or other stationary object.

It's hard to say whether these cars will be totaled by looking at the photos, but it's fairly easy to rack up a big repair bill on a new sports car like the C8. All the more reason to drive safe out there, Chevy fans.

Not making light of this, but maybe they should mandate "Corvette Driver's Ed" when you purchase one? 🚗

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 a Red Baron, an 1/8th scale Monogram '79 T/A, '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!

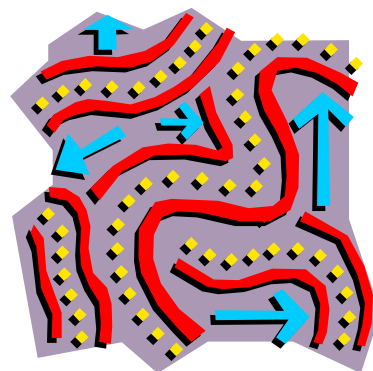
<http://www.mamasboyz.org/>

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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