



MAMA Sez!

Volume 33, Issue 9

May, 2021

"Serving Delmarva Car Modelers for 32 Years!"



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

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Car Show Season Back?!

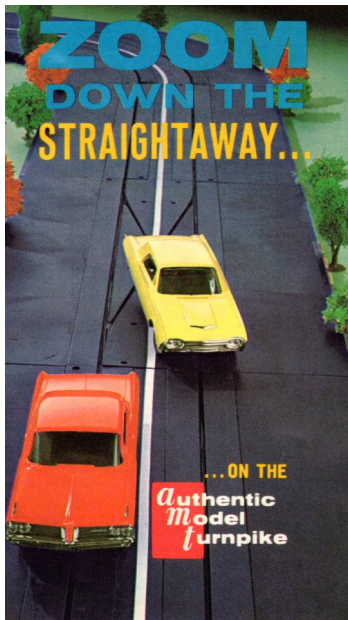
Meanwhile, yet another "*Get-together*" was held last month on the traditional MAMA meeting day at the MD Fire Museum. Check inside and the website for coverage. You are all on notice that Matt has been "penciled in" for the third Saturday of the month, for the remainder of the year. So, mark your calendars!

MAMA's Boy and renowned writer *Howard Weinstein* returns again this month to showcase another idea he came up with for content. Check it out, and get busy hunting down your articles and get 'em to me.

It *APPEARS* as though things are *FINALLY* beginning to ease up on gatherings in Maryland, so please be

vigilant for possible contacts from the MAMA Executive committee about meeting resumption in Greenbelt. Again, I hope that all of you are doing what you need to do to be safe, especially if you are in the target groups, and able to do so.

Poncho Parade is yet again a bit different, *thanks to Matt G and Rich M—Tim* 🚗



2021 Meeting Schedule

At this point in time, **NONE** for the foreseeable future! IF anything changes, the club will attempt to notify the membership via e-mail or social media.

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

While my buddy Frank and I attended the 2017 GM Carlisle event, an outstanding Pennsylvania-based suspension company, UMI Performance Inc., hosted a GM-centric auto-cross event on a small track at the Northern edge of the fairgrounds that runs alongside the Pennsylvania Turnpike (Route 76).

Frank and I sat in the stands high up on a hill that overlooked the auto-cross course and watched what can only be described as a sad, sad display of "driving" skills.



One by one, late model Corvettes, Camaros of all generations, and various other restified GM performance oriented products were soft-pedaled around a well-designed course by slow-shifting motor vehicle operators who, more often as not, knocked over the delineating cones as they idled their high-performance

machines around the course.

We watched several of these so-called auto-crossers acting afraid to round a curve until after first nearly reaching a full stop. Eventually, Frank looked at me and said, "You could drive better than that in your pickup truck!" He

(Continued on page 11)

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“Get-Together”



LOOK



A few cool rides from Lyle

Dave Schmitt's latest work



A '30 Model A Phaeton dragster from Norm Veber

Steve Buter's been busy!



Mal Douglas's Chevelle wagon project



Matt Guilfoyle displays the latest from C1 Models

“Get-Together”



LOOK



A few from Danny Whiting



Ya never know WHAT will show up on the tables!



I think these two cool racers are from Steve Buter



Hot Wheels from Nick Sickle...



...including a custom Gasser rig he got in a swap!

Virtual Meeting



LOOK



A stalled custom project from Steve Buter, restarted...



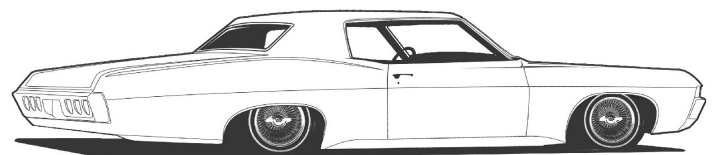
One of numerous builds from Ted Bonar



...and a GTO kit, making good progress!



Don Stone's "Hooters" Kulwicki T-Bird



Ruddy Hernandez' reissued Chevy II wagon



A group of racing Vettes, from Paul Lee

Virtual Meeting



LOOK



Kevin Buter's completed Pocher '35 M-B cabriolet



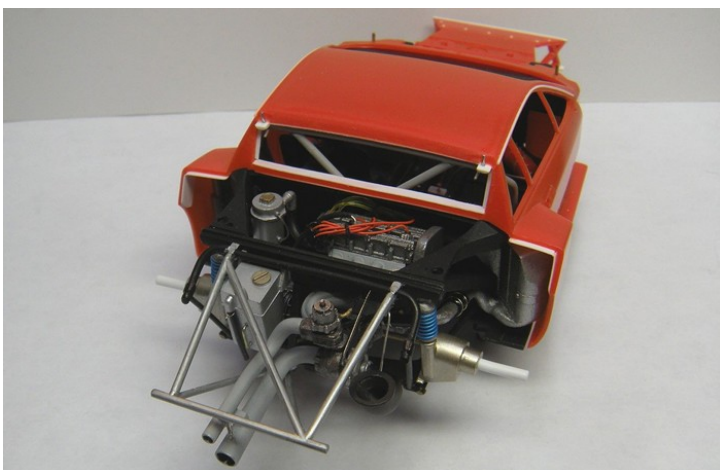
Bruce Black's '77 Pinto



One of several '40 Fords from Jim Maness



Bob Dudek finished this one from April with a flourish!



JC Reckner's slow but steady progress on his Lancia!



Cookie, anyone?!

Scale Auto Enthusiast's Greatest Hits

During its heyday from the early 1990s to the late 2000s, *Scale Auto Enthusiast* was just about as good as a hobby magazine gets. Every issue was packed full of interesting articles and excellent how-to features on every aspect of building model cars.

Though SAE has gone to magazine heaven, like so many other publications, most of us have a bookshelf full of back issues, and they remain a great resource for learning new skills and refreshing rusty ones. We thought it might be fun for MAMA members to look back and note a few of their favorite Scale Auto articles. So let's get started with a couple of indispensable how-to features.

Please join in and send me your short remembrances of articles you found especially memorable and helpful. Thanks!

FAKING WOOD AND NO-TEARS DECALS (by Howard Weinstein)



For me, especially, coming back to the hobby in the early '90s after 20 years away, SAE proved an invaluable resource. When each new issue arrived in the mail, I happily sat down to spend a couple of hours devouring it from first page to last.

SAE #105/October 1996 – “Wood Shop” by (MAMA’s own) **Tim Powers**. Nobody writes better how-to stories than Tim, who clearly explains in patient detail not only what *he* did but exactly how *I* can do it, too. This extensive 6-page tutorial passed along simple techniques for painting realistic-looking wood. Although I never got to use it much on car models, his sidebar on dry-brushing was a life-saver when I recently built a Glencoe reissue of the old ITC Brontosaurus skeleton kit (first released in the late ‘50s). While car bodies must be flawless, no two dinosaur bones (or wood planks) look alike. The trick is knowing how to make them look realistically varied—and Tim’s article taught me everything I needed to know.

SAE #115/June 1998 – “Decaling the Whyte Way” by Doug Whyte. I like to build replicas of ‘50s and ‘60s racing cars, but I had no idea how to get all manner of decal stripes, numbers, and sponsor names and logos to properly settle and hug the curves and crannies of a model-car body—until I read Doug Whyte’s 6-page guide. Following his instructions on



everything from cutting to soaking and applying decals large and tiny, using setting solutions, even fixing errors before they’re permanent, I ended up actually enjoying the Zen task of decaling. And the models came out great—
Howard Weinstein 🚗

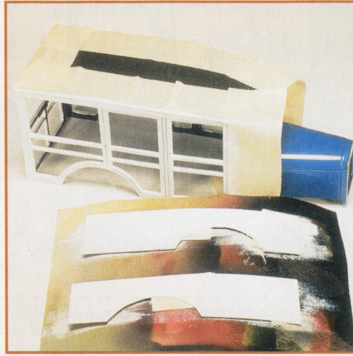


SAE (cont'd)

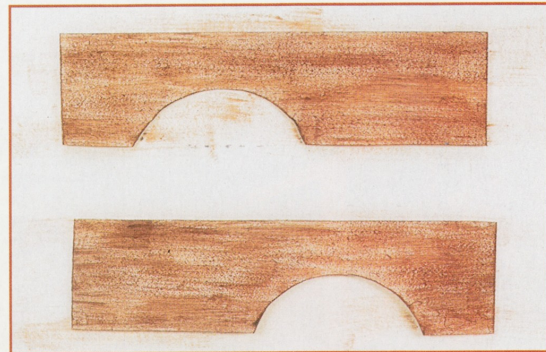
WOOD SHOP

4) Before starting the wood painting process, a fairly solid white base coat should be brushed onto the framework and inserts. This has three advantages. First, a white base allows you to create the lightest variations of the wood.

Second, white as opposed to gray primer will prevent your wood from looking greenish. And third, it gives you the opportunity to lay down a pattern of brush strokes that can be used as a guide for defining both the



direction of the wood's grain (see the brush stroke pattern sidebar, "The Stroke," for details). This same pattern will be followed for every layer of paint throughout the process, so you need to become familiar with it. The masking material to protect the finished "sheet metal" and roof surfaces is a low-tack drafting tape which is available at art supply stores. This low-tack tape is far less likely to pull any existing paint from your model than some stronger tapes. Paint seepage below the low-tack tape won't be a problem because we will only be adding a drybrushed wood grain finish, not spraying on a wet coat that tends to spread out.



5) Starting with the mahogany inserts, lay on the dark brown paint first. Remember to use the drybrushing technique described in the "High 'n' Dry" sidebar. Here, the parts have been taped to a piece of card stock so the brush strokes could be carried past the edges of the parts. Note that you can still see a good bit of the white base coat showing through the brown. Also, look at how the grain pattern has been established. Note the long streaks and the varying heavy and light areas. Of particular interest are the areas where the drybrushing only highlights high spots on the base coat, like just above the wheel opening and through the center of the long front area. Unlike most paint work, dust in your paint doesn't hurt. In fact, it adds interest to your simulated wood. As the painting process continues, keep your eye on the dust particles that fell onto the short rear section of the lower panel, just behind the wheel opening. Here, they begin to establish some disturbance in the grain. Grain disturbances can happen in nature, so we can capitalize on dust spots in our scale "lumber."

High 'n' Dry

The basics of drybrushing

by TIM POWERS

Drybrushing is a simple technique that is usually reserved for weathering scale models. It is typically used to add a little "road wear" to a replica stock model or to cake decades of neglect onto a model of a dilapidated classic. In addition, many car modelers use drybrushing to highlight details like bolts or rivets under the hood, on the engine, or on a model's undercarriage. It works the same way when creating wood as it does for other applications. But, just what is drybrushing? Lots of car modelers don't know, so here's a quick primer on the subject.

To drybrush paint for wood-graining you'll need your paint, a paintbrush (we used a 1/4-inch wide brush for the "Wood Shop" feature model) and a paper towel (actually several paper towels) folded in quarters.

Drybrushing is actually a very simple

process. To do it, just follow these steps:

- 1) Dip your brush slightly into the paint without submersing the bristles completely. You only need a little paint on the tip (see **Figure 1**).
- 2) Stroke the brush on the paper towel several times until it leaves little or no paint on the towel (see **Figure 2**). The brush is now ready to be used on your model parts.
- 3) Stroke the now-dry brush on the model part (see **Figure 3**).
- 4) If it leaves no marks, press a bit harder on the next stroke until you see at least some paint appear on the part. Repeat as necessary.
- 5) Eventually, you'll need to reload the brush with paint. When you do this, the process starts all over again.

What's really going on here is that you are wiping the outer bristles of the brush dry so they can act as a buffer for the inner bristles which are still loaded with

wet paint. As you drag the brush lightly across the surface of the part, the outer bristles separate as they encounter high spots. This allows the inner, wet bristles to contact and deposit paint on the tops of that part's or panel's high spots.

Sometimes, when there are no high spots (as when laying the first layer of paint for wood-graining on a flat sheet of plastic), you need to apply more pressure to the brush. The additional pressure forces some of the wet bristles through the dry outer bristles so they can deposit paint on the level surface in a random manner. This is what sets up the basic grain patterns for wood.

Drybrushing takes a bit of practice before you develop your "feel" for how much paint to use and how much pressure to apply. Different paint volumes and pressure levels can be used to create different effects. You'll learn, with time and practice, to modulate the paint volume and brush pressure to purposely achieve specific effects. There's no right or wrong way to drybrush paint, only a right or wrong effect for a modeling goal. Once you've mastered the technique, you'll find yourself using drybrushing on almost all of your models for one effect or another.

SAE

FIGURE 1

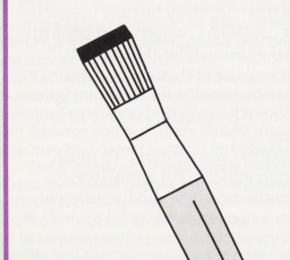


FIGURE 2

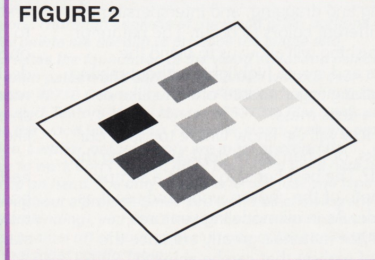
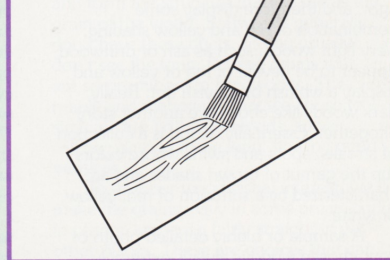


FIGURE 3



'GMC' and NHTSA have issued a recall on **108 2010-15, 2017 Buick Enclave, 2010-19 Chevy Traverse and 2011-16 GMC Acadia** mid-size crossovers for a problem related to the side curtain airbags.

They may not have been properly attached during production at the factory.

Unsecured airbags may not operate as intended and can therefore increase the risk of injury in the event of an accident.

'GMC' will notify owners of affected vehicles and dealers will inspect and, if necessary, realign or replace the weld nuts on the side curtain airbags. These repairs will be performed at no cost to the vehicle owner.

'GMC' has issued a technical service bulletin (TSB) to address an issue with an unknown number of **2018-21 Chevy Equinox and GMC Terrain crossovers** that can cause the front windows to automatically lower.

The front windows **may automatically drop by approximately 1/4 inch or more after the audio system has been played at a loud volume or after playing music with heavy bass.** This can also lead to an 'Open Then Close Driver Window' message displayed on the Driver Information Center. The issue is caused by the

window motor losing memory due to the intense speaker vibration.

While this does not pose an immediate safety risk to the driver or occupants, it can cause the front windows to drop enough to cause wind noise and for outside elements to enter the vehicle's cabin.

Dealers are instructed to install foam between the window motor and the inner door panel to dampen any motor vibration/resonance from the speakers. The Chevy Equinox and GMC Terrain both already come with foam for this purpose, however dealers will move the foam to the inner door panel instead of the motor housing for better dampening.

This condition could be interesting (and surprising) to observe.

As always, 'GMC' will notify owners of affected Chevy, Cadillac, Buick and GMC vehicles and instruct them to make an appointment with their dealer. If owners are un-

GOVERNMENT MOTORS

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



AN AMERICAN REVOLUTION™



sure whether or not their vehicle is affected by this tire recall, they can visit my.gm.com/recalls and type in their VIN to see any open recalls or other actions that may be active on it.

Meanwhile, here's an amusing tale from **GM Authority** of how a certified mechanic didn't pass a **2018 Chevrolet Camaro ZL1 1LE** for inspection.

Before getting into it, here's some background: the owner happens to live in a state that requires vehicles to pass a safety inspection as well as an emissions in-



(Continued on page 9)

Gov't (cont'd)

(Continued from page 8)

spection to be deemed roadworthy. For whatever reason, the rule also applies even to brand new cars. In order to pass a safety inspection, a vehicle needs to have tires with a tread depth of at least two-thirty-seconds (2/32) of an inch. So, upon taking the 1LE home, one certified mechanic (*who shall remain nameless, for now*) tried to tell him that the original-equipment Goodyear Eagle F1 Supercar 3R tires found on Camaro ZL1 1LEs are not street legal, despite the car being completely stock with less than a couple of hundred of easy miles on the clock.

To paint a more vivid picture of what this encounter was like, here are some quotes from said shop owner, verbatim: “You’re saying it came like this?”...“How much power does it make?”...“I wonder who’s gonna pass it for inspection with those tires?” The shop owner’s business partner then asked if it was a six-figure car, which was possibly flattering.

As mentioned in an OEM Goodyear vs Cooper RS3-S tire comparison, Chevy ended up issuing an amendment to the Camaro ZL1 1LE owner’s manual, wherein it specified the hazards of using the stock tires on wet roads. Simply put, ***driving on the Eagle F1 Supercar 3R tires in anything but warm, sunny conditions is far from ideal.*** And, apparently, they’re not that ideal for car safety inspections either.

The 1LE **DID** end up passing inspection at a local Chevy dealer,

who informed the owner that the tires—which had less than 400 miles on them—would need to be replaced as the tread depth was “low.” Incidentally, the factory Goodyears have a five thirty-seconds (5/32) tread depth

when new, compared to most street tires that measure eleven thirty-seconds (11/32) when new.

When this ordeal took place back in 2019, he didn’t think twice about it. But a recent letter by a **GM Authority** reader outlining a similar scenario prompted them to shed some light on the situation.

Bottom line: if you dare to pursue your passion and purchase a Camaro ZL1 1LE, just know that getting it to pass a new car inspection (*in states that do require it*) might not be as smooth as if it were, say, a Chevy Cruze.

‘GMC’ has announced a new ***Customer Satisfaction Program*** for certain ***2021 Chevy Silverados*** and ***GMC Sierra 1500s*** to replace the ***eight-speed automatic transmissions.***

The eight-speed automatic transmission (RPO MQE) may have a broken reaction carrier ring.

The reaction carrier is part of the transmission rotating assembly and is an important aspect of its operation. A broken reaction carrier could prevent the transmission from operating as intended. This



problem does not pose an immediate safety hazard to occupants.

Dealers will replace the ***entire transmission*** with a new one. These repairs will be performed at no cost to the vehicle owner.

‘GMC’ will notify owners of affected vehicles and instruct them to make an appointment with their dealership.

Vehicles involved in this Customer Satisfaction Program were placed under a stop-sale order on February 8th, 2021. These vehicles will be released from stop sale/stop delivery status once the repairs contained in the bulletin have been performed. This Customer Satisfaction Program was to remain in effect until ***March 31st, 2023***, after which point the repairs in the bulletin will not be made to affected vehicles.

That’s all, folks—*Assorted sources* 🚗

‘GMC’ Recall Ticker

of Recalls

212 (!)

of Vehicles Affected

53,454,551

C8 Watch

The first retail production 2020 C8 convertible attracted **\$400,000 worth of bids** at the recent **Barrett-Jackson Scottsdale auction**, with all proceeds from the sale benefitting the United Way for Southeastern Michigan.

As noted in a previous article, the first 2020 Corvette convertible to roll off the production line at ‘GMC’s’ Bowling Green Assembly is a Black 3LT trim level model with an Adrenaline Red Napa leather interior. Other options ordered on the vehicle red seat belts, GT2 bucket seats, a visible carbon fiber front splitter, visible carbon fiber rocker extensions, a Performance Data Recorder and the must-have Z51 Performance Package.

All \$400,000 from the proceeds of this auction will go to the United Way for Southeastern Michigan, which works to raise money and implement programs to improve the community in the Metro Detroit area. It’s not clear who purchased the car, although **NASCAR team owner Rick Hendrick** is known for picking up the first examples of new ‘GMC’ performance cars—particularly Corvettes. He purchased the first production ‘20 C8 Stingray coupe at a B-J auction last year for a cool **\$3 mil**, with proceeds from that sale benefitting the Detroit Children’s Fund charity.

Similarly, Mecum Auctions attempted to auction off the last production ‘20 C8 coupe at its Kissimmee sale earlier this year. That Sebring Orange example failed to reach the minimum re-

serve after attracting \$140,000 in bids, however, and was not sold to a new owner at the event.

The first examples of the right-hand-drive (RHD) ‘21 C8 have left the Bowling Green plant in Kentucky and are now en route to excited new owners in Japan.

Bowling Green Assembly began producing RHD ‘21 Corvettes in recent weeks, the National Corvette Museum recently revealed. The first RHD examples of the car are being shipped to Japan, though Chevy will begin to ship vehicles to other right-hand-drive markets like Australia and the UK starting early next year.

GM Japan received 300 orders for the car in just 60 hours after it opened the order books last year. Pricing starts at 11.18 million yen for the 2LT trim (*about \$103,400 USD at current exchange rates*), and 14 million yen (*\$129,480 USD at current exchange rates*) for the range-topping 3LT trim. The C8 convertible will also be sold in Japan for 15.5 million yen (*\$143,350 USD*).

Corvette engineer Josh Holder explained that building RHD C8s entails a lot more than “just moving the steering wheel to the right” and added that there is “quite a bit



to do” to ensure it works as designed in an RHD layout. While engineering it for RHD markets wasn’t easy, the decision to offer it will transform it into a global product that can be sold in a wide variety of markets around the world (*read: money*).

In Australia, it will be marketed under the new General Motors Special Vehicles brand (GMSV) and will be sold through the manufacturer’s dealership network. Customers in New Zealand will also be able to get their hands on RHD examples via GMSV storefronts. Chevy has remained tight-lipped with regard to distribution for the UK, although Ian Allan Motors in Virginia Water, Surrey has long been the only licensed Chevy dealer in the UK and currently has the rights to sell both the Corvette and Camaro nameplates locally—*Assorted sources 🚗*

VFTB (cont'd)

(Continued from page 1)

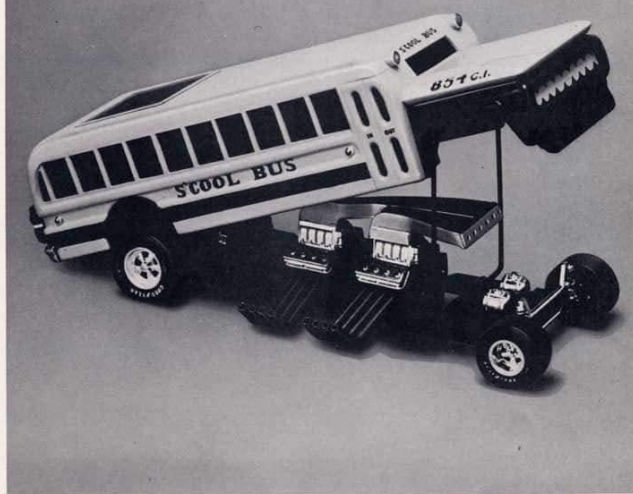
quickly added, "Hell, you *DID* drive better than that in your truck on the way up here!" Needless to say, I was flattered by Frank's assessment, and in full agreement. Alas, my pickup truck at that time was a product of the Ford Motor company and therefore, not qualified to enter the GM-only "competition."

As Frank and I reached our saturation point for observing the same kind of poor driving skills that one can witness on most any public road at most any time of most any day, we were getting up to leave the stands. That's when a lone bright spot emerged. One car

and driver hit the track like a pro. At each curve he quickly stabbed the brakes just enough to set the suspension, then brought up the RPM's as he flew effortlessly around the apex and came charging out to the straightaway. This driver hurled his car around the track in what seemed to be about one quarter of the time that the



Don't miss Monogram's S'Cool Bus!



Catch the S'Cool Bus! Monogram's wildest funny car by designer, Tom Daniel. A diabolical school bus in 1/24 scale. With tilting body unit to show off the inside details. Like the dual blown Chrysler fuelers. Super fuel and water tanks. Custom roll cage. And crazy air ducts running to the big

blowers up front.

Outside there's a chopped and narrow fiberglass shell with tinted windows and built-in front fender spoilers.

Plus trick chassis and fat "wrinkle" slicks.

So don't miss the S'Cool Bus. Catch it at the hobby shop now.



next "fastest" driver required. The crowd woke up and got excited for the first time. People were cheering. Frank and I sat back down. We wanted to see more of this entry.

So what was this autocross burning vehicle? Much to the embarrassment of the

other competitors, it was a stock-appearing 1991-96 Chevrolet Caprice station wagon replete with wood-grain sides and an automatic transmission. It even had a luggage rack on the roof. From our perch, its rolling stock looked like stock-sized radial whitewall tires with wire-wheel hubcaps. Apparently, that's what it takes to outperform the most noted GM performance cars. Well, that and some real driving ability.

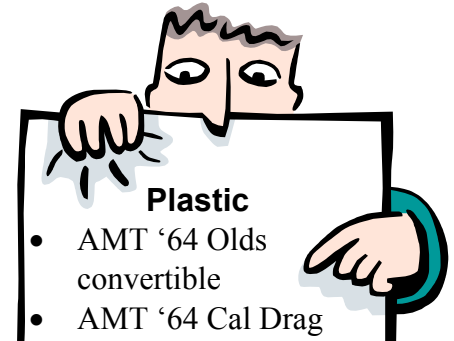
Seeing that display of handling skills in a big, old Caprice wagon reminded me that I have a Modelhaus resin wagon conversion for the Revell 1992 Caprice

(Continued on page 12)

Coming!



New Stuff!



Plastic

- AMT '64 Olds convertible
- AMT '64 Cal Drag Race Team
- Salvinos' '81 Waltrip Monte Carlo
- Meng '66 Ford GT40 Mk. II (1/12th)

(1/25th or noted)

Diecast

- ACME '60 #1 Cunningham Corvette LeMans class winner (RESIN Real Art Replica) 🏆

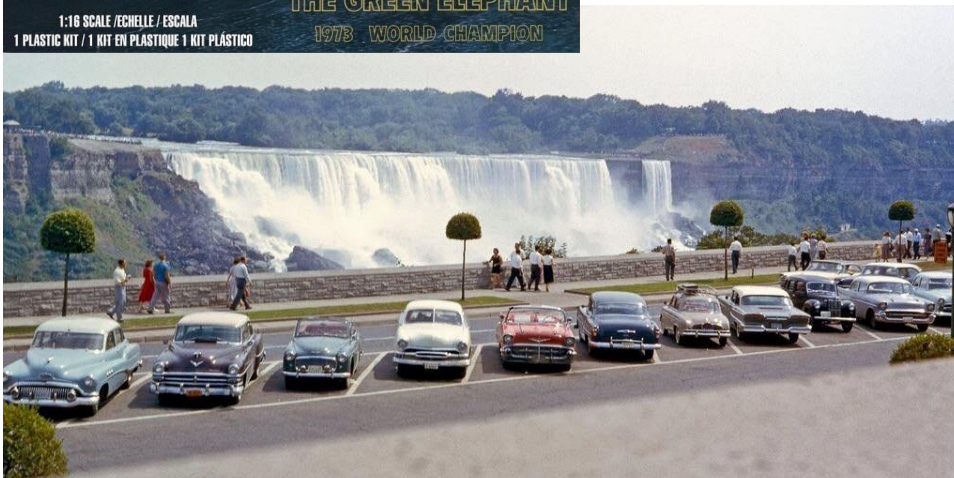
(1/18th, unless noted)

VFTB (cont'd)

(Continued from page 11)

police car and taxi/fire chief kits. As I understand it, Don Holthaus mastered the conversion body himself using his own personal wagon for reference.

While I have had this resin kit since Modelhaus first made it available to the public, I never had a plan for how I would build it. But now I'm thinking that the deep dark red with black luggage rack will be the way to go; however, I'll probably add some nicer wheels and wider tires—*Tim Powers* 🏆





What follows is some recently uncovered (by me, with Matt Guilfoyle's help—thanks!) info about the “secret agent” option on the rare MPC ‘66 Bonneville kit.

I’ve included scans of a portion of the instructions that came into my possession at the April “get-together” at the fire museum.

They clearly show things such as a “snooper rifle,” “rocket escape device,” rockets and launcher, and smoke grenades. And that just scratches the surface!

It also includes a radar screen and antenna, seat armor, “jam

rams,” anti-pedestrian knives and 30-cal machine guns (just what I need for my daily commutes to and around Baltimore!).

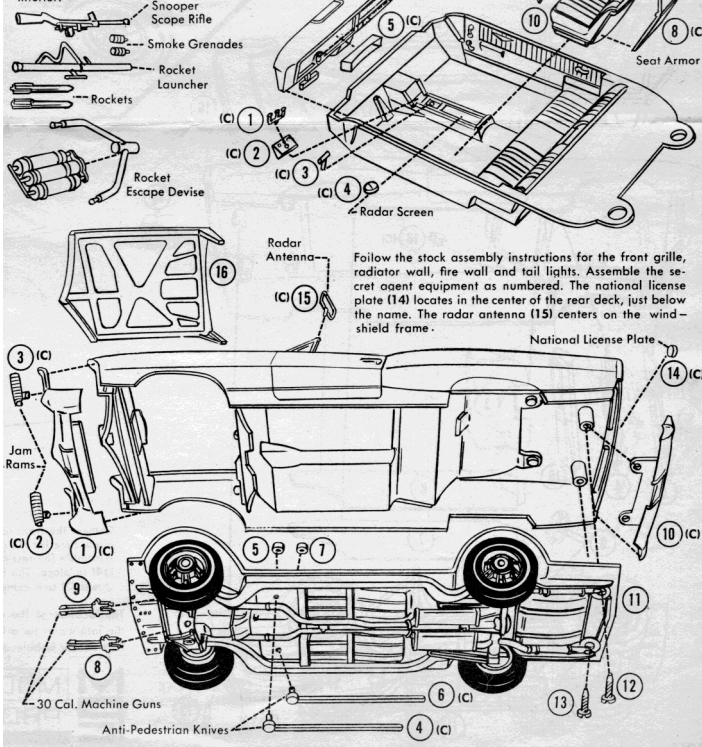
As if this isn’t enough, you still have stock, custom and racing build options. Ah, the good ‘ol days!

This newly



Secret Agent Features

Assemble the interior in the order numbered. Assemble instrument panel cluster (15) and steering wheel (16) to instrument panel (17) before cementing instrument panel to the interior. You can place the gun, rockets, rocket launcher and rocket escape device any where you want in the interior.



uncovered info really intrigues me, making me wish I had one of these or was able to find what is likely the rarest Pontiac kit on the planet for anything remotely approaching an

affordable purchase price—bummer!

So, despite our government-on-again, off-again quarantine, c'mon—let's continue bringin' 'em and showin' 'em—virtually! **'PoP'** (Pontiacs on Parade!) **Sickle** signin' off! And don't forget—MAMA may not need all these Ponchos, but I'm diggin' 'em—thanks!! Here's looking for a better year in '21—Tim 🚗

TORQUE

TORQUE: (Tork), n.

1. The tendency of a force to rotate the body to which it is applied.

2. See also: **GTO**

This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMAs BoyZ do it in scale!



See Classified at left

Websites

Central PA Model Car Club:

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

LIARS Model Car Club:

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

Philly Area Car Modelers:

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

NNL East:

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

Carlisle Events:

<https://www.carlisleevents.com>

East Coast Indoor Nationals:

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

Online Event Calendar:

www.NortheastWheelsEvents.com

If you would like to attend the monthly “get-together,” here is the necessary info:

The Maryland Fire Museum is located off York Road (1301) at the Beltway I-695, Exit 26B, in Lutherville, 410-321-7500. Go north on York Road and make the first right to go behind the Heaver Plaza Office Building. Free parking is available, and it is handicap accessible. No RSVP is required.

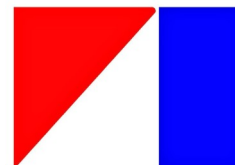
FYI—current Maryland COVID-19 guidelines will be respected and enforced.

Come join the fun! 🍷



Classifieds

WANTED: Unbuilt Monogram ‘66 Chevelle Malibu (*molded in black plastic*). There were **TWO** versions of this kit, and either **MAY** be acceptable, depending on the deal. Please contact MAMA member Russ Kirkpatrick at (410) 721-5439 📞



American Motors

Were on the web!

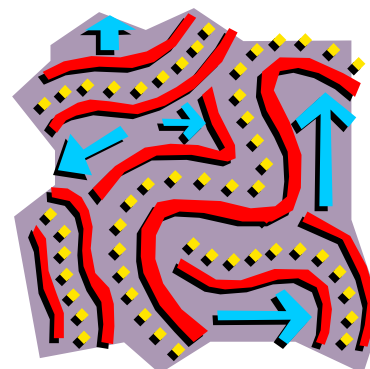
<http://www.mamasboyz.org/>

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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