



MAMA Sez!

Volume 35, Issue 2

October, 2022

"Serving Delmarva Car Modelers for 30+ Years!"



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

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2022 MAMA Schedule

In the near-term, with our Greenbelt location unavailable (*alternate locations are being considered, including the Fire museum*), interested modelers may "show up" at the Fire museum on the schedule listed below (*based on their comfort level*), from **10 am to 1 pm**:

- 📅 January 15th
- 📅 February 19th
- 📅 March 19th
- 📅 April 16th
- 📅 May—**No Meeting!**
- 📅 June 18th
- 📅 July 17th
- 📅 August 20th
- 📅 September 17th
- 📅 October 15th
- 📅 November 19th
- 📅 December 17th

Hope to see you there 📅

Where's Lyle?!

Considering that it was the 34th Anniversary of the club's formation, it was a remarkably low-key meeting.

There was limited discussion about the club's possible return to Greenbelt, before another option arose, and it was tabled pending further info gathering.

The raffle raised **\$95.00**, while the door

added **\$84.00**, meaning we made the rent from the following donors: **Brad, Steve M. Buter, Mike Costic, Matt Guilfoyle, George Openhym, Ron Shirey, Chris Whalley** and **Replicas & Miniatures Co. of MD**. Thanks guys—we 'preciate it.

Party on, guys, and lemme know if you find Lyle!—Tim 📅

**WHERE'S
LYLE?**



At the 2022 Super September Showdown I spoke with a lot of model car builders. A lot. So many, in fact, that I can't recall now who it was that I had a brief, but for me, striking conversation about Holy Grails in our hobby.

So let me start by defining that term, Holy Grail. A good general definition can be found in the Merriam-Webster Dictionary: An object or goal that is sought after for its great significance. Within the context of our hobby and this particular

discussion, a more focused definition of a Holy Grail is that rare and often very hard to find model car kit that for whatever reason, you want very much to have.

What was enlightening about the discussion I participated in at Showdown was that I realized I no longer have any

Holy Grail kits to search for. Over the years, I've gotten all those old kits that I really, really wanted and felt like I had to have. Now, don't get me wrong, there are still more old kits out there that I'd like to

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VIEW
FROM
THE
BASEMENT

MAMA Meeting LOOK



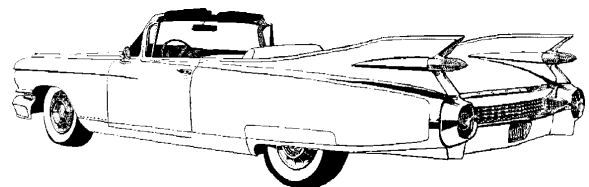
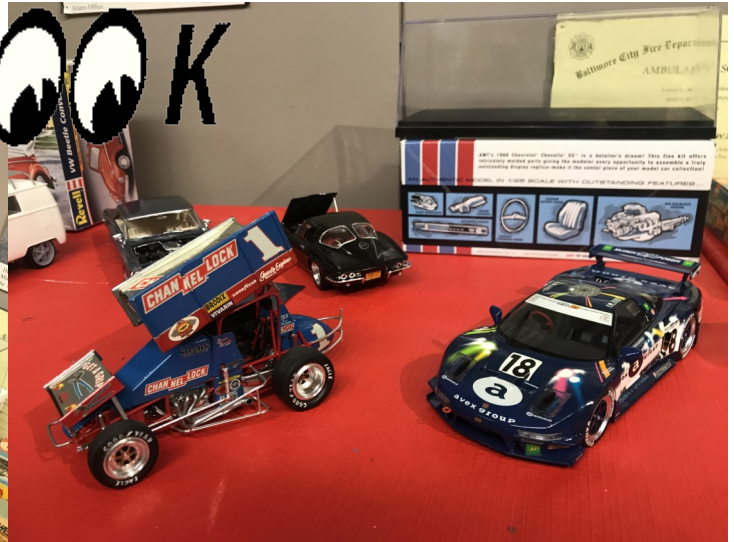
Congrats Dave!



MAMA Meeting



LOOK



VeePee Pick

This month, the focus of this column will be “**REALLY** old school”, featuring **Dave Schmitt’s ‘69 Corvair convertible**. A small history lesson, followed by as many details as Dave could provide.

1:1 Car

In 1969 there were only 6,000 Corvairs produced, and of that only 521 convertibles.

The Corsa had 4 carbs for 140 or 180 hp, while the Monza had 2 carbs for 95 or 110 hp.

The higher horsepower models were earlier than 1969 and were turbocharged.

The Model

1/25th scale AMT/Ertl Prestige 1969 Corvair.

The Corsa 4 carb option was used in the engine bay.

It took 3rd Place in ‘97 at the Old Dominion Open in Richmond, VA for Factory Stock—Post 1960. That means the build was completed shortly before that date.

Mods

- ♦ Removed the roof of the hard-top model
- ♦ Cut open and hinged the doors



- ♦ Reinforced all possible breaking points by routing and installing piano wire with CA glue
- ♦ Scratch built door jams

(Continued on page 14)



'GMC' has issued a recall for **186 2023 Cadillac Lyriqs** related to a defect in the vehicle's display screen.

They are equipped with a defective display screen that will occasionally perform a boot-up/shut-down cycle when the vehicle is parked and powered off. This cycle can be interrupted if the vehicle door is opened. If the cycle is interrupted during a specific five-second time period, the display will be blank. The blank screen condition will typically reset if the vehicle is turned off and back on again.

If the blank-screen condition occurs and the driver operates the vehicle, the instrument panel and other Federal Motor Vehicle Safety Standards (FMVSS) features will not be available, thus increasing the risk of a crash.

To fix the issue, dealers will update the vehicle's display screen control module software. All covered vehicles are under warranty, and as such, reimbursement is not available.

So much for the NDA, eh?!

'GMC' has issued a recall for an **unknown number** of **2023 Cadillac XT5/XT6 crossovers** due

to an issue related to non-compliant tire certification labels.

They may not have a legible tire certification label. Located on the driver's side B-pillar, this label should contain the correct tire-size information for the vehicle, which is critical for compliance with S4.3.3 of the Federal Motor Vehicle Safety Standard (FMVSS) No. 110, "Tire selection and rims and motor home / recreation vehicle trailer load carrying capacity information for motor vehicles with a GVWR of 10,000 pounds or less."

Using the incorrect tire size on a vehicle may increase the risk of a crash. The label should clearly display the correct tire size for the vehicle.

Dealer technicians are instructed to replace the vehicle tire certification label with a label that includes the correct tire sizing in clearly legible print. Technicians are instructed not to place the new label over the existing label.

'GMC' has issued a similar, but separate recall for an **unknown number** of **2023 GMC Acadia cross-**

GOVERNMENT IN
IN SOVIET AMERIKA, THE CAR DRIVES YOU...



AN AMERIKAN REVOLUTION™

overs due to an issue related to noncompliant tire certification labels, as noted above.

In all cases, 'GMC' will notify owners about this recall. Owners of affected vehicles can also visit my.gm.com/recalls with their VIN to view any open recalls or other actions that may be active for their particular vehicle. Unsold vehicles affected by this recall will be placed under a stop-sale order until the relevant repairs are performed.

[Topmotonews.net](https://topmotonews.net) took delivery of a long-term **Cadillac CT5-V Blackwing** in March 2022.

- After respecting the 1500-mile break-in period, they hit the track for initial performance testing.

- After about 15 standing-start launches, the LT4 V-8 started

(Continued on page 6)



'GMC' Recall Ticker

of Recalls

252 (!)

of Vehicles Affected

55,318,213

Gov't (cont'd)

(Continued from page 5)

misfiring severely.

Their elation after taking delivery of a 2022 Cadillac CT5-V Blackwing for a 40,000-mile long-term test quickly turned to despair after its 668-hp supercharged V-8 suffered a *catastrophic engine failure during their initial test session*. After respecting the 1500-mile break-in period—keeping the revs below 4000 rpm and not sitting at a constant speed for extended periods—they hit the test track with just over 1800 miles on the odometer to log its initial performance figures.

They took their time playing with the Blackwing's adjustable launch-control feature that allows the driver to select separate launch-rpm and slip-target settings, and then tried a few unassisted dances on the pedals with their ham hocks to see if they could beat it (*they could*). After about 15 launches, they were almost ready to call it when disaster struck. While coasting to the far end of the straightaway after a run, a host of warning messages popped up on the gauge cluster, all tied to a severe misfire.

What happened? That's a good question, one that wasn't answered conclusively even following a complete teardown at 'GMC's' powertrain headquarters in Pontiac, Michigan, where the engine went after it was removed by their local Cadillac dealer. The damage was limited to the even-numbered cylinder bank, with cylinder six taking the brunt of the carnage; its cylinder walls were

scored, and aluminum plucked away from the edge of the piston and sprayed on top of it as well as on the exhaust valve. The severe temperature and pressure also blew off the ground strap at the end of the spark plug, and even the cast-iron cylinder liner showed some pitting.

Bad fuel could have caused this kind of pre-ignition or knocking, but then both banks would have been affected. So small-block assistant chief engineer Mike Kociba thinks it was likely one of two things that happened: Either the fuel supply on that side of the rail was somehow depleted—a contaminant restricting the flow somewhere—or a similar blockage in the cooling system that allowed things to get too hot. But, during the teardown, they didn't find such a blockage in either system.

Kociba assured them it had nothing to do with the severity of their use, and that the engine can happily do standing-start launches all day. Furthermore, he said that of the roughly 20,000 supercharged LT4 variants of the Gen V small-block V-8 the company has sold to date—in the C7 Corvette Z06, Cadillac CTS-V, Camaro ZL1, and now the CT5-V Blackwing and Escalade V—theirs is the first and only such failure.

However, this isn't the first



time a Gen V small block let go in their hands. The naturally aspirated LT1 V-8 in their long-term 2014 Corvette needed to be replaced after a connecting-rod bearing failed, likely due to a metal burr that originated from the block or oil-filter threads.

With their CT5, it took about six weeks for their local dealer to remove the engine, receive a new one from 'GMC,' and install it. And then, of course, they had to take it easy once again during a second break-in period.

Then they again hit the test track for much hard running, and this time it took it in stride, clocking a sprint to 60 mph in 3.7 seconds and 11.7 seconds through the quarter-mile at 124 mph, and shrugging off repeated runs. Just as they expected originally—without the drama.

'GMC' is hoping to generate *massive profit* by *offering various software-as-a-service products* in its vehicles going forward, which will be delivered to customers through its connected Ultifi software platform. The automaker provided a clearer picture of its

(Continued on page 7)

Gov't (cont'd)

(Continued from page 6)

SaaS strategy in its Q2 2022 earnings report, outlining plans for Ultifi and its various paid connected features to generate up to \$25 billion in revenue annually by as early as 2030.

Ultifi is an in-vehicle software platform that's being rolled out to certain 'GMC' internal combustion engine models and EVs for the 2024 model year. The software will support various paid 'GMC' vehicle apps and features and will also support apps from third-party developers and companies. While certain Ultifi apps will be offered by 'GMC', such as paid vehicle comfort and convenience features, the automaker will have a revenue-sharing model for paid apps developed by outside companies.

Thanks to this planned in-vehicle app shop, 'GMC' expects to generate between \$20 billion and \$25 billion USD annually via paid software and services. Alan Wexler, 'GMC's' senior VP of innovation and growth, said previously the automaker's own internal research indicates that *most new vehicle owners would be willing to pay up to \$135 per month for various subscription-based apps and features* for their vehicle (Ed. Note: WTF?!?).

Wexler also provided a rough idea of some paid features 'GMC' was exploring in an interview with *The Detroit Free Press* last year. Such products could include a driver-facing camera that would scan the driver's face and automatically start the vehicle, or a software feature that could automatically close the windows when it detects rain outdoors. Other automakers have explored offer-

ing popular vehicle features as subscription services, such as BMW, which offers heated seats via subscription in certain new models.

'GMC' reported \$1.7 billion in income on \$35.8 billion in revenue in Q2. This represented a 40 percent downturn in income and a 4.7 percent uptick in revenue year-over-year on "higher corporate expenses primarily due to year-over-year mark-to-market changes," the automaker said.

Paid software features are viewed as a potential new revenue stream for automakers, which are facing mounting costs from components shortages, supply chain snags and shipping setbacks, as well as the shift from ICE vehicles to electrification.

Whatever happened to the good 'ol days, when car companies made **CARS?!—Assorted sources** 🚗



In celebration of Build a Model Month, *FineScale Modeler* will host an online model contest during November 2022 with a *cash prize* going to the winner along with a *cover position and story* about the model in a future FSM issue. For further info, check out the link: [FineScale Modeler announces Build a Model Month | FineScale Modeler Magazine](https://www.finescalemodeler.com/build-a-model-month). 🚗

VFTB (cont'd)

(Continued from page 1)

get, I just don't feel like I *have* to get any of them. I could live the rest of my life quite happily if I never do get any of them.

Prior to the discussion that spawned this article, I had never thought of my past kit searches and acquisitions in terms of Holy Grails, that concept just hadn't ever occurred to me. After the discussion, in thinking back on what my Holy Grail kits were, I realized that I'd had two basic kinds: The majority of them were mainly replacements for my favorite kits of my very early years. I had them as a kid when they were new and I wanted to own and build them again as an adult (*and hopefully do a slightly better job of it the second time around.*) The rest were those kits of yore that I never knew about back then and I only learned of them later in life, or those that I was aware of, but just couldn't afford as a

kid and never stopped wanting.

Why didn't I just rebuild the original kits that I had gotten and built as a young lad? Well, my mom talked me into trashing all my model cars when I was about 17 or 18 years old. At that time I was spending most of my time playing guitar in bands and driving all over the place instead of building model cars. Neither of us knew then that it was normal for maturing model car nuts to drift away from the model car hobby for a while during those years and later drift back into it. Mom meant well, but she had no idea what she was costing "future Tim" at that time.

My Holy Grails over the years have included kits like: the *Good Guys Taxi*, *Carl Casper's Phone Booth*, *Li'l 'Stogie Death Valley Draggin' Wagon*, the *Beverly Hillbillies Olds*, the *AMT Paddy Wagon* (another Carl Casper design), *Chuck Miller's Fire Truck*, the *Raider's*



Coach, *Rommel's Rod*, *Tijuana Taxi*, *Red Alert Chevelle*, *Pyro VW Beetle*, several of *Monogram's Early Iron series*, several *Tom Daniels kits*, some *Monogram Classic car series kits*, and others.

The Good Guys Taxi is an example of a kit I had and built when it was new. I really liked the TV show as a kid and flipped when I saw the kit in the hobby store. My painting skills back then left a great deal to be desired as did my gluing skills. Unfortunately at that time in my life, model cars also served double-duty as toys and the Good Guys Taxi just didn't hold up under that strain. Over time it broke apart piece-by-piece and eventually disappeared.

Another one was the Carl Casper Phone Booth hot rod show car. The first photo I saw of that show car was in an old Hot Rod Show World program I got at a car show in the Baltimore City Con-

(Continued on page 9)



VFTB (cont'd)

(Continued from page 8)

vention center when I was very young and I've liked it ever since. I got the kit around 1968 or 69 and not only made a mess of it; I had fun assembling it and playing with it until it fell apart.

An example of a kit I didn't know about until later in life was Chitty Chitty Bang Bang. Like most kids of the 60s I saw and enjoyed that movie. Like most young car nuts of the 60s the reason I liked the movie as much as I did was the car it centered on. I can still recall the excitement of the racing scenes at the beginning of the movie, and the sadness of the #3 car's fiery demise. I always wished I could have a model of Chitty. Oh, I had the Corgi toy like everyone else, but I wanted a 1/25 scale model of it to build and enjoy. I had no idea that Aurora had kitted the car in 1968, the same year the movie was released. I don't think I had even heard of Aurora at that time – I was only 6 years old.

I must've been in my mid 30's or so when I found out about Aurora's kit. I eventually found one years later on eBay at a pretty good price and bought it. Well, there was a reason it was at a good price: The brown parts trees had been removed from their original bag, several of the

brown parts were off the trees, and lots of the brass plated parts were off the tree and loose in the box, too. After a thorough check, I found that most everything was there but it was missing a hub cap and the windshield.

About a decade after that, I got another Chitty kit at a model swap meet. The asking price was in line with what a complete kit was selling for at the time and I was willing to pay it. The vendor was someone I knew well. After telling him of the kit I already had and the missing parts, we went through his offering together and discovered that the steering column was missing. I figured I could swap the column from the kit I already had, so no big deal. The vendor, without me asking, dropped the price significantly and then I had two kits with all the parts I need to make one complete one.

For some of us the price of a Holy Grail becomes unimportant once it is found, no matter how high. I've seen, and you probably have, too in environments such as eBay that people will pay two, three, or more times what an old kit is really worth, just to

ensure they get it.

Even though I had Holy Grails, I had a tendency to be frugal about acquiring them. The way I got my current Good Guys Taxi was that back in the late 1990's I had seen it listed as part of a lot being auctioned in a Pennsylvania hobby auction. I planned to be there and bid to win, but unfortunately, something came up at work and I was unable to attend. A friend who did go told me that Tom Cater of Hobby Heaven (later known as Spotlight Hobbies) won the lot with my Good Guys Taxi in it.

Sure enough when the next issue of the Hobby Heaven catalog arrived in the mail (remember those days?) there was my kit for \$75.00! So I waited. The next month it was down to \$65.00. Then \$55.00, \$45.00, \$35.00, and finally \$25.00. That's when I bought it from Hobby Heaven. Figuring in the costs of driving to/from the



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VFTB (cont'd)

(Continued from page 9)

auction, entrance fees, etc and the cost of the lot, \$25.00 is probably right around what the kit would have cost me if I'd gone to the auction and won. Gasoline was bit cheaper in those days.

Too often, obtaining a Holy Grail kit for me has led to subsequent re-issue(s) of the kit involved at a much more affordable price. Li'l 'Stogie, Beverly Hillbillies, Raider's Coach, Rommel's Rod, and Tijuana Taxi all got reissued *after* I attained pricey, sought-after originals.

My last Holy Grail was an original first-edition Monogram Models Big Red Baron (BRB) kit. I first saw one of these Tom Daniels designed models at my aunt's boyfriend's house when I was about 11 years old. He was 17 or 18 and he had several built model cars displayed on bookshelves in his bedroom, the BRB was one of them. His was most likely the 1973 reissue, #6778.

This early BRB was the one I always knew about, but just couldn't afford back then. It was hard enough to save up enough pennies to buy a regular kit back then let alone three or four times as much for those 1/12 scale kits! In 1986 it was reissued while I was drifting away from doing those driving,

band playing, non-model car building things I mentioned earlier and back to car modeling. I never picked one up, they still cost too much then what with all the car parts I had to buy for

the 1976 Camaro I was driving in those days.

After getting full-on back into the model car hobby, I just didn't see any BRB kits for sale for a long time. Every now and then one that was poorly started (butchered) or incomplete would come along and they all seemed to be the 1986 reissue. None of that was of interest to me, I wanted the real thing with the original box art.

Then one year at the NNL East I spotted my Holy Grail: a 1970 release of the BRB that was still in its original cellophane. It was priced at, ahem, \$400.00. Too bad. If it had been reasonable, I'd have bought it. Fast-forward a year to the next NNL East: same vendor, same kit, same price. I figured he just wanted to show it off. It was still placed high atop his display shelves where you couldn't reach it. The next year he still had it, but now it was \$300.00 and the cellophane



had a tear in it. Next time, it was down to \$250.00. Then it happened: the year after that the price was down to \$225.00 and the kit was now amongst all the others where you could check it out. The cellophane was a bit rattier, but that was of no concern to me; I offered a flat \$200.00 and took it home with me.

There you have a few stories of some of my Holy Grails. Now, I'm curious: what are some of your Holy Grails and the stories behind them?—*Tim Powers* 🍷



10 Things I want in Life

1. Cars
2. More cars
3. Car models
4. Car parts
5. More car parts
6. More cars
7. A bigger garage
8. More cars
9. A private track

A bigger hobby room—*Assorted sources* 🍷

Len Feinberg & The Central Pennsylvania Model Car Club
proudly present the:

**Mark your
calendars
and get
crackin'!!**

Super September Showdown

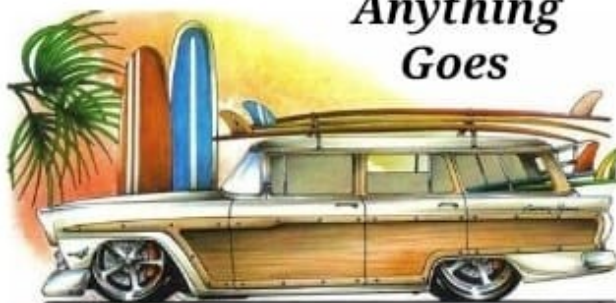
#23

Model Contest & Vendor Show!
21 Class Trophies, PLUS Best in Show!

2023 Theme

STATION WAGONS

*Anything
Goes*



September 10th, 2023 / 9AM- 2PM

Keystone Fire Hall / 240 N Walnut St, Boyertown, PA 19512

Admission is *STILL JUST \$5* and covers your registration!

Please limit your entries to 10 per class per person.

Food will be available on site.

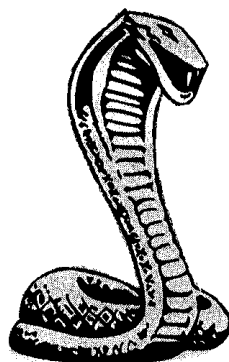
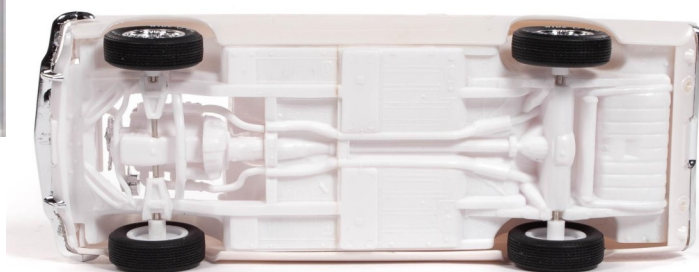
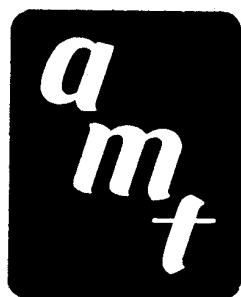
For vendor info, contact Len at 610-923-7534 or
fnplastics@aol.com. For trophy sponsorships &
contest information, e-mail
centralpmcc@hotmail.com or
go to www.cpmcc.org



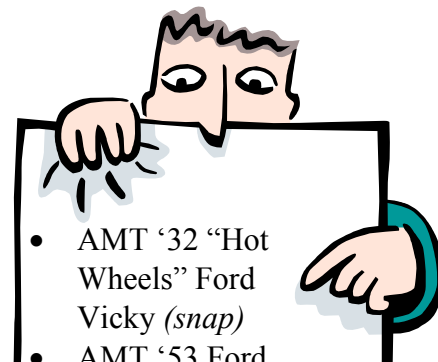
Test Shots!

What you see here are test shots of a **1966 1/25th scale Mustang GT Fastback**, that is rumored to be an early AMT 2023 release!

It is to be a modified reissue, based on AMT's coupe kit. Improvements are to include a newly tooled annual kit-styled fastback GT body, hood, interior tub, GT grille, new clear headlamps, pad-printed tires, expanded decal sheet, and vintage style box art to top it off. I might be interested. 🐍



Ron's Rant



- AMT '32 "Hot Wheels" Ford Vicky (*snap*)
- AMT '53 Ford pickup/trailer
- AMT '63 Avanti
- AMT '64 Comet Caliente
- AMT '96 "Hot Wheels" Mustang (*snap*)
- AMT '97 "Hot Wheels" Viper (*snap*)
- AMT Ford C900 Garbage Truck
- MPC '68 Roadrunner
- MPC '80 "Class Action" Monte Carlo
- MPC '83 Supra
- Revell '65 427 Cobra
- Revell '69 Camaro SS
- Revell '70 Porsche 917
- Revell '79 Trans Am (*1/8th*)
- Revell Double-decker bus 🐍

(24th & 25th, unless noted)





This month, the column's will talk about scale Pontiac kits either coming out or planned for the near future.

First off is the re-release of the **Revell '79 Trans Am** (*I CAN say that, right?!).*

Besides the downside of a **roughly \$200 price tag**, I am a bit disappointed that it appears as though the decals will be done solely in **"Special Edition Gold,"** despite the rainbow of colors available.

This, coupled with the belief that the kit is not prototypically correct as kitted, is unfortunate.

Pontiac used two 6.6 liter engines in '79—the Pontiac 400, used behind a 4-speed trans, and the Olds 403, with a turbodynamic transmission, meant for California and high-altitude states.

Pontiac attempted to reserve just shy of 1,900 Pontiac 400 V8s for the **Tenth Anniversary Trans Ams (TATAs)**.

For what it's worth, even with styling considered not quite as

clean as the '77 T/A, the Firebird line racked up 211,454 in sales, a record for 1979.

Meanwhile, according to a social media post from Steve Goldman, by way of Bob Downie and the ACME scale modelers, AMT is cloning a **'68 GTO promo (!)** to bring out a Craftsman Plus kit. Here are some details from Steve Goldman:

"We were saving this for the Detroit show but since this cat is already out of the bag, here's some early details. AMT 1411 is new tooling, cloned copy of an MPC 1968 GTO promo with some very modest changes. The hood will be a separate part with some front under-hood details. Very simple chassis, with some improvements to parts assembly. Your choice of Rally I or Rally II wheels, used in conjunction with vintage style wheels with separate wheel backs, mounting pins up



front, and metal axle in the back. This is part of a project that will expand upon the Craftsman Plus line. More to come in 2023 and 2024. I'm just not at liberty to share any more details at this time."

Thanks to Steve Goldman, Bob Downie, the ACME modelers group, and the gang at AMT! Guess I'll need to lay in a case of these suckers! ☺

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 good ending for 2022—Tim 🍷



Some "reference" photos ☺



This is the newsletter of the
Maryland Automotive Modelers
Association

Chapter Contact:

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

MAMAs BoyZ do it in scale!

VeeP (cont'd)

(Continued from page 4)

- ♦ Scratch built the convertible boot starting with one from a 90s Mustang convertible
- ♦ Scratch built the sun visors

Paint

Body—Testors Dark Green.
Interior—Model Master Interior Buff

The full-size pictures were snapped at a show in Sykesville, MD at an event sponsored by the Royal GTOs.

Nice work, Dave—Dave 🍷

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

FOR SALE: Thinning my collection, *NOT* quitting. I will entertain reasonable offers. Contact me for a list at karrazy@yahoo.com (Frank Knapik) 🍷



Were on the web!

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

Directions

From the
Baltimore
Beltway
(R T
695):
Take
Exit
7 ,

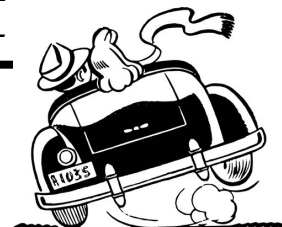
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2 9 5

(Baltimore-Washington
Parkway) south to-
wards Washington approx. 18 South-
way (see be-



miles to
Route
1 9 3

(Greenbelt
Road), and
exit. When on
the off-ramp,
stay to the right
and merge right onto



Club Contact Info

President: Tim Powers, partsbox@broadstripe.net
Vice President: Dave Toups, davetoups351@gmail.com
Treasurer: Matt Guilfoyle, blackbuick1941@yahoo.com
Newsletter Editor: Tim Sickie, gtoguy@verizon.net
Club Photog: Lyle Willits 🍷