



MAMA Sez!

Volume 35, Issue 4

December, 2022

"Serving Delmarva Car Modelers for 30+ Years!"



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

MAMA Meeting	2
Showcase!	4
2023!!	5
Gov't Motors	6
C8 Watch	7
Future C8s?!?	8
'24 Chevy HD Peek!!	12
Poncho Perfection	13
Classified	14
LS Swap?!?	14



2023 MAMA Schedule

For the foreseeable future, we will be meeting at our new location, the **Salaried Employees Association (SEA) Union Hall**, 1300 Hanover Road, Hanover, MD 21076, on the schedule listed below, from **10 am to 2 pm**:

- 🔊 January 21st
- 🔊 February 18th
- 🔊 March 18th
- 🔊 April 15th
- 🔊 May—**No Meeting!**
- 🔊 June 17th
- 🔊 July 15th
- 🔊 August 19th
- 🔊 September 16th
- 🔊 October 21st
- 🔊 November 18th
- 🔊 December 16th

Hope to see you there 🚗



"Merry Christmas, MAMA!!"

The November meeting was exactly the opposite of the October meeting—very crowded, and a positive step forward regarding our future meeting location!

After a briefing on our options, it was voted to begin meeting at the **SEA Union Hall in Hanover, MD** next month! The best part is

that food will be allowed, meaning the return of our **Christmas Extraganza!! Thanks, Matt!**

Despite Dave Toups choosing **Rick Donovan's '58 Impala Gasser** as the **VeePee Pick**, there is no column, as I was awaiting details at press time.

Cruz shows off a **red GTO (!)** this month.

Poncho Perfection features MCACN.

The raffle raised **\$76.00**, while the door added **\$74.00**, meaning we made the rent from the following donors: **Steve M. Buter, Mike Costic, Matt Guilfoyle, Ron Shirey and Replicas & Miniatures Co. of MD**. Thanks guys—we 'preciate it—Tim 🚗

Put a Pinto under your tree.



Pinto is Ford's new little carefree car. Pinto's built for quality—with lots of room inside, a quiet ride, and a wide stance for solid stability.

Pinto's built for economy—priced with the imports, easy to service, and delivers over 25 mpg in simulated city/suburban driving.

THIS CHRISTMAS, PUT A LITTLE KICK IN YOUR LIFE.

Pinto

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MAMA Meeting LOOK



Congrats Rick!



MAMA Meeting



Whatta load of goodies in advance of the "Toys For Tots" drive for next month!! And the Fire museum even made a donation of several more pieces (*on the floor on the lower right!*). Pat yourselves on the backs for a job well done!! ☺

I hope you all got a well-deserved virtual cookie!! ☺

Modelers' Showcase!

In an attempt to spur some of you guys into providing more content, this is an attempt to share a MAMA modelers' work on something other than a regular basis. So, there is no pressure in the form of deadlines to scare you off. Whenever you finish something interesting and would like to share, simply shoot pictures and text off to me, and I will do the rest.

This month, the column will be featuring a recent completion by **Marcos Cruz**, his **Fujimi Ferrari 250 GTO**.

A few details follow:

- ◆ Enhanced by an AK Models photoetch set, for vari-

ous body and interior details

- ◆ Rims and tires are from the Fujimi wheel and tire combo (*sold separately*)
- ◆ Engine was

wired and plumbed in an attempt to not only enhance it, but also to add more visual interest, and “busy up” the engine bay

- ◆ Detail Master racing harnesses enhance the interior seat detail

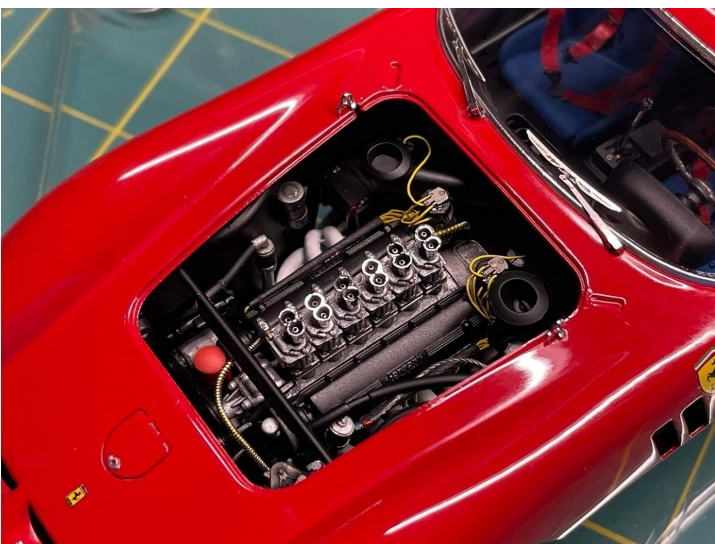
- ◆ The incredible finish started with a pink base (*which makes the top color*

coat positively pop)

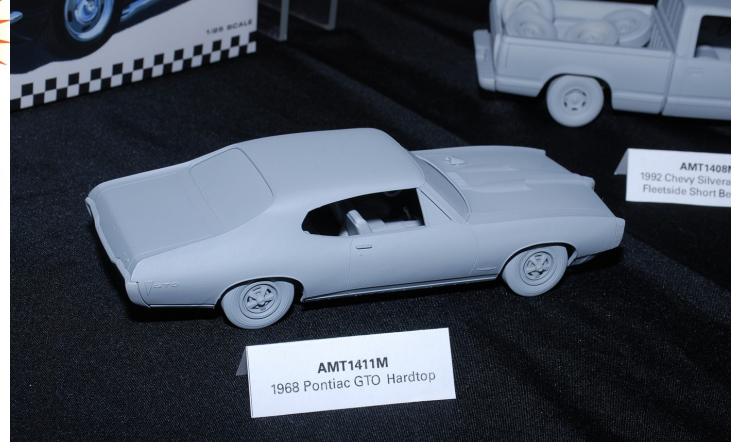
- ◆ The Rosso Corso top color coat is from Splash Paints, as is the pink base
- ◆ Topping all this off is Duplicolor 1K clear, straight from the can

This was a rather tedious and finicky build, because of the numerous small details that need to be added to the body after paint. But, as you can see, with a bit of patience, it does replicate the 1/1 car very well.

As always, great job, Cruz. I can't wait to see what's next—Tim 🏁



Come On, 2023!!



I may have to treat myself to a split case of these two, depending on how they turn out ☺



'GMC' has issued a recall for an **unknown number** of **2021 Chevy Tahoes and Suburbans** over noncompliant daytime running lights, otherwise known as DRLs.

'GMC' has determined that they do not conform to the Federal / Canada Motor Vehicle Safety Standard (F/CMVSS) No. 108, "Lamps, reflective devices, and associated equipment." Essentially, the DRLs remain on when the headlamps are turned on.

If the DRLs do not deactivate when the primary headlamps are switched on, the resulting glare may increase the risk of a crash.

'GMC' will update the on-board vehicle software in affected units' Body Control Module (BCM). This fix may be performed through a dealer repair or through an over-the-air (OTA) programming update.

'GMC' will notify owners affected by this recall and provide instructions on how best to proceed. Unsold vehicles affected by this recall will be placed on a **stop-sale order** until the necessary repairs are completed.

In somewhat related news, some **2022 Chevy Tahoes and Suburbans** may not activate the DRLs during normal daylight conditions, instead activating the primary headlamps. Check out **GM**

Authority's previous coverage for more information.

'GMC' has issued a product recall for **95,231 2020-21 Cadillac XT5s/XT6s and GMC Acadias** due to an issue related to the crossover's rearview camera.

Trucks fitted with the optional Surround Vision feature may have a rearview camera that fails to work or functions intermittently due to coaxial cable connectors being improperly crimped.

Drivers won't be able to use the rearview camera while backing the vehicle up, potentially increasing the risk to hit an object/person.

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.

The GMC Hummer EV Pickup is a very capable off-roader – assuming, of course, the pilot behind the wheel knows what they're doing. Unfortu-

GOVERNMENT MOTORS

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nately, a new owner of this particular pickup seems a bit clueless, promptly destroying his all-electric supertruck mere minutes after exiting the dealer lot.

Coming to us from YouTuber Mondy, the video kicks things off with the owner taking delivery of his new GMC Hummer EV. Mondy goes over rig's various features in the showroom, including the options he selected. This particular example is the range-topping Edition 1, draped in Interstellar White paint paired with a Lunar Horizon white leather interior with bronze detailing. A set of 18-inch two-tone aluminum wheels wrapped in 35-inch Good-year Wrangler Territory MT tires are mounted in the corners. As for the options, Mondy elected for the

(Continued on page 9)



'GMC' Recall Ticker

of Recalls

260 (!)

of Vehicles Affected

55,413,444

C8 Watch

The C8 provides a very healthy combination of power, style and relative affordability. Sometimes, this blend of attributes can fall into the hands of an inexperienced driver, and result in unlucky (*and cringy*) mishaps. Unfortunately, one of these accidents recently happened to this C8 Stingray.

In a recent Instagram post, we see a C8 driver attempting to do donuts in the middle of an empty intersection. Revving up the engine, the tail of the mid-engined Vette whipped around and smacked the curb, producing a horrifying result. The driver attempts to leave the scene but the passenger-side rear wheel has its toe angle completely destroyed. It looks as though the rear end links, among other suspension pieces, are broken and otherwise useless.

In addition to the angle of the wheel, the rim appears to be bent and warped beyond repair. Luckily, it doesn't appear that any of the curious observers were hurt as a result of this incident.

These types of misfortunes don't seem to be out of the norm for the C8. **GM Authority** has covered C8 accidents for some

time now, with a few notable examples. These include a high-speed crash involving a C8 and Toyota Supra, a Lime Green Corvette that was split in half, and a completely disfigured C8 that looked like it fell off a cliff.

This should be a given, but we'll say it regardless: **NEVER** race or mess around on public roads. Leave the high speed, high risk antics for the track.

The **C8 Stingray**, **Z06**, and upcoming **C8 E-Ray** are only the beginning when it comes to the eighth-gen Corvette, with 'GMC' currently developing several other variants, per previous **GM Authority** coverage. Now, 'GMC' President Mark Reuss has confirmed that the automaker is cooking up two new high-performance models, namely the **C8 ZR1** and **C8 Zora**.

During the recent 'GMC' Investor Day event, Reuss discussed two upcoming high-performance Corvette model variants, and although he declined to specifically name the new models, he did provide some interesting insights to help build hype.

For those readers who may be unaware, the C8 ZR1 is set to be a highly capable all-round performer offering ultra-high-performance for both the road and the track. Making this possible will be the new twin-turbocharged 5.5L V8 LT7 gasoline engine, which will arrive as a boosted variant of the 5.5L V8 LT6 that



motivates the current C8 Z06. Output from the new ZR1 is expected to peak at 850 hp. A pallet carrying the LT7 name recently foreshadowed development of the new twin-turbocharged engine.

Meanwhile, with regard to the upcoming C8 Zora, Reuss teased that "the next version of the C8 at the very top of the line [*would be*] something you won't be able to imagine from a performance standpoint," adding, "we'll put the world on notice with this car, it's our platform of excellence."

The C8 Zora will stand out thanks to its twin-turbo, hybrid V8 powerplant and all-wheel-drive system, similar to the forthcoming C8 E-Ray. Output from the Zora, however, is expected to **surpass 1,000 hp**. Just what we need—more powerful cars on the road that people can't drive!

There have been some blown C8 transmissions out there, but **FOUR** in one car certainly has to be a record.

While the C8 has thus far proven to be a mostly reliable ve-

(Continued on page 11)



Bicycle Cops
Faster than a Corvette



Future C8s?!

What's in a name? When you are a carmaker, the answer is: everything. Arguably, people buy a BMW or a Benz at least as much for the name as for the car itself, and the same goes for Corvette. In terms of brand value, Corvette is among the auto industry's most heralded nameplates, and yet it currently only pulls a small percentage of the potentially huge profit. But, this is going to change.

We have already seen the new Z06, and there are several more versions of the C8 still to come.

Step two of 'GMC's' Corvette brand strategy is even more ambitious and far-reaching. Starting in 2025, 'GMC' plans to launch a Corvette brand that will also include a *sleek four-door coupe* and a *brawny crossover*. Both of these future new Vettes will be EVs.

Sports cars are useful image builders and sometimes very profitable, but as Porsche proved in the early 2000s with the Cayenne SUV, there's a lot of profit to be made stretching the brand into other vehicle segments. Played intelligently and with authenticity, the name Corvette should be a license to print money. At a point in time when Ferrari and Maserati and Porsche are all offering one or more SUVs—the antithesis to the hard-core sports cars that put them on the map in the first place—why shouldn't Corvette also consider building sedans, crossovers or, heaven forbid, even pickups?

Of course, these new age products can't be a half-hearted attempt like the Cadillac Cimarron or the Ford Contour—derived Jag-

uar X-type. Instead, the pivotal starting point is a redefined unique DNA that shouts “Corvette” in terms of design and driving dynamics. The switch to the Ultium battery platform allows the keepers of the brand to reimagine the proportions, stance, and engineering—or to adhere to the trademark elements which shaped the American sports car icon from the '50s to the present day.

A source who has seen the first proposals describes them as “copies of nothing” and as “encapsulated emotional purity.” Waxing lyrical may do justice to the styling themes, but what about the bespoke content? The mechanical package apparently includes battery packs with high energy density, superfast software, a patented cooling concept, staggered Lego-like topographic packaging, miniaturized componentry, ultra-efficient inverters, high-revving electric motors, an 800-volt electrical system that provides up to 350 kW of charging power, two-speed transmission, brake-by-wire, multi-mode four-wheel steering, and torque vectoring.

According to someone from within the GM Tech Center: “Corvette is not just a brand. It's a constantly evolving system paired with a dramatically different user



experience (?!).”

The four-door coupe (*think of it as more of a liftback*) and the crossover add two new values to the marque: mainstream exclusivity and overt luxury. Thanks to a delicate balance of functionality and fashion, stats and style, and limited availability fueling high desirability, all three pillars are prepared for pragmatic evolution and subsequent proliferation.

“The aim is not to beat Taycan and Cayenne at their own game but to create three American legends capable of breaking new ground by making the essence of Corvette scalable. To do so, that essence must at all times be in a state of progressive flux,” our source comments. Hear, hear.

Can a Raptor-style pickup be far behind?! Let's see if 'GMC' can “Out Ford” Ford (*and Dodge?!—Assorted sources 🇺🇸*



Gov't (cont'd)

(Continued from page 6)

power retractable tonneau cover (RPO code 5KM), the A-Pillar Off-Road Lights (RPO code RZU), and the MultiPro Tailgate Audio System by Kicker (RPO code SAX).

After getting his new GMC Hummer EV from the dealer, Mondy grabs a few friends to take it out for a test drive, deciding to go “off-roading.” However, prior to hitting the dirt, Mondy decides to test Watts To Freedom mode.

For those who may be unaware, Watts To Freedom mode is essentially launch control for the supertruck, enabling onboard systems to unleash the vehicle’s full performance potential. And what potential it is – motivation in the Edition 1 is sourced from a GM Ultium 212-kWh lithium-ion battery and GM Ultium tri-motor system, the combination of which lays down roughly 1,000 horsepower, enough to send the 9,000-pound Hummer EV from a standstill to 60 mph in about 3 seconds.

That’s quick, and to make it all possible, Watts To Freedom mode alters the pedal map, ABS, traction control, electronic stability control, steering, four-wheel drive system, and, critically, the suspension, lowering the ride height by 2 inches.

Unfortunately, Mondy elects to go “off-roading” with the suspension in its lowered position, rather than raising it using one of the other drive modes (*such as Extract Mode, which elevates the ride height by 6 inches*).

You can probably guess where

this is going.

‘GMC’ is being hit with a pretty hefty class action lawsuit verdict in California. According to Business Wire, a jury slapped ‘GMC’ with a **\$102.6 million verdict** over accusations it hid an engine defect that led to excessive oil consumption.

The issue—which came from ‘GMC’s’ 5.3-liter V8 engine—impacted tens of thousands of trucks and SUVs. Oil consumption, would of course affect oil levels that would eventually cause engine damage, stalling issues or premature breakdowns.

The lawsuit—which was tried in the US District Court for the Northern District of California—was led by national plaintiffs’ trial firm, DiCello Levitt, on the behalf of owners and lessees of the affected vehicles which were sold between 2011 and 2014 in California, North Carolina and Idaho.

It’s reported that the lawsuit—Raul Siqueiros, et al. v. General Motors LLC—was first filed in **2016** and claimed that internal documents from ‘GMC’ show that the company was quickly made aware of a defect in the Gen IV Vortec 5300 LC9 engine. Apparently, the engine’s piston rings were defective, which allowed oil to get into parts of the engine it wasn’t meant to be, which then caused the engine to go through irregular amounts of oil.

By 2010, ‘GMC’ recommended to its dealers that they clean the pistons of the vehicles in



question. That solution was ineffective and company engineers and other employees recommended that the piston ring design be changed. ‘GMC’ made other ineffective engine design changes in 2011, but the oil consumption issues persisted until ‘GMC’ finally discontinued production of the engine following the 2014 model year.

The jury found that ‘GMC’ violated the breach of implied warranty of merchantability to California plaintiffs, the breach of implied warranty of merchantability to North Carolina vehicle owners, and breached the provisions of the Idaho Consumer Protection Act.

While \$102.6 million may sound like a lot of money, it’s just a drop in the bucket for a company with a market cap of nearly \$50 billion. And because this is a class action lawsuit with 38,000 members, each person will only get **\$2,700**, which might cover just some of the repairs and the loads of oil those customers had to work with.

The lawyers got the lion’s share of **THAT** money.

The **Chevy Bolt EV/EUV class action lawsuit** related to battery concerns will be allowed to proceed in court, after being consolidated from **eight** individual

(Continued on page 10)

Gov't (cont'd)

(Continued from page 9)

class action lawsuits.

According to a new report by Car Complaints, the lawsuit alleges that 2017-22 Chevy Bolt EVs and 2022 Bolt EUVs are equipped with defective lithium-ion batteries and battery management systems.

The lawsuit alleges the battery pack catches fire if a single battery cell has a torn anode as well as a folded separator. As a stop-gap, 'GMC' released a software update to prevent the affected Chevy Bolt EV/EUV models from charging to full capacity. 'GMC' also advised owners to charge and park their vehicles outside and away from things that could catch fire, as well as warned them not to deplete the battery below certain charge levels.

However, the lawsuit argues that these measures mean that customers aren't getting the full value of the vehicle they paid for. Chevy Bolt EV/EUV models with this update have a real-world range of 163 miles, which is only 63 percent of the full mileage advertised by 'GMC.' Plaintiffs have also cited anxiety and a lack of sleep over fire concerns, stating that they wouldn't have leased the ve-

hicle to begin with if they were aware of the battery issues.

'GMC' has been hit by multiple class action lawsuits related to Chevy Bolt EV/EUV battery issues for the past two years, including the following:

- ♦ Chimicles Schwartz Kriner & Donaldson-Smith, which accused 'GMC' of violating the Illinois Consumer Fraud and Deceptive Practices Act and the Magnuson-Moss Warranty Act, along with fraudulent concealment/fraud by omission
- ♦ Keller Rohrback L.L.P., Markovits, and Stock & DeMarco, LLC, which accused 'GMC' of concealing various defects with the 60 kWh lithium-ion battery pack found in the electric vehicles, which can allegedly cause the battery pack to overheat when the vehicle is nearly or fully charged

Powell Miller, who represented 30 plaintiffs, said "'GMC' and LG) imposed limitations on consumers' use of their Bolts, those limitations dramatically reduced the value and usefulness of the Bolt,

the resale value, restriction of driving range and when and where they can charge their vehicles—even where they can park them"

- ♦ A California



class action lawsuit, where the plaintiff was forced to make "unforeseen accommodations and take precautions that interfere," with their normal expected use of the vehicle

- ♦ A Canadian lawsuit, where the plaintiff, who owns both a 2017 and a 2018 Chevy Bolt EV, claims 'GMC' has been aware of potential defects with the battery pack "since at least 2018," and knowingly marketed and sold affected vehicles anyway

Hummer has been a controversial topic ever since the original H1 was released. With the 2022 GMC Hummer EV Pickup, 'GMC' aims to appeal to both the hardcore off-roading crowd as well as those who are more environmentally friendly may not want to deal with gas stations. Regardless, the all-new electric Hummer truck has been widely anticipated, and one was recently spotted on Australian soil, starting a flurry of rumors that it would be offered in that market. However, this has been confirmed to not be the case, at least as of this writing.

A Hummer EV was recently spotted in transit at Sydney, Australia, spurring some to believe that this was an indication that 'GMC' was planning to offer the

(Continued on page 12)



C8 (cont'd)

(Continued from page 7)

hicle—with some exception—there is one particular problem area that we've seen pop up a few times among Corvette Forum owners—its dual-clutch transmission. Some members have had to get a replacement after just a few thousand miles, which is obviously not ideal. But Corvette Forum member Red Pill seems to hold the unofficial record for blowing C8 transmissions after he just grenaded his fourth after passing the 10k mile mark, as he explains in this thread.

"I wonder if I hold the record for most blown C8 transmissions," he said. "Well, today while making an emergency run to the store, my 2021 2LT C8 dropped its 4th transmissions in 10,781 miles. The first two they pawned off as bad valve bodies caused by clogged solenoids. The third one was a new 2022 unit. It only lasted 3,000 miles. After I raised hell over losing three transmissions, they installed a transaxle from the 2023 my cars and said they had a fix for the earlier issues and I shouldn't have any problems. It went 4,800 miles or so until today. The car made a loud bang and a shudder at about 30 mph and the A8 won't shift higher than 3rd gear."

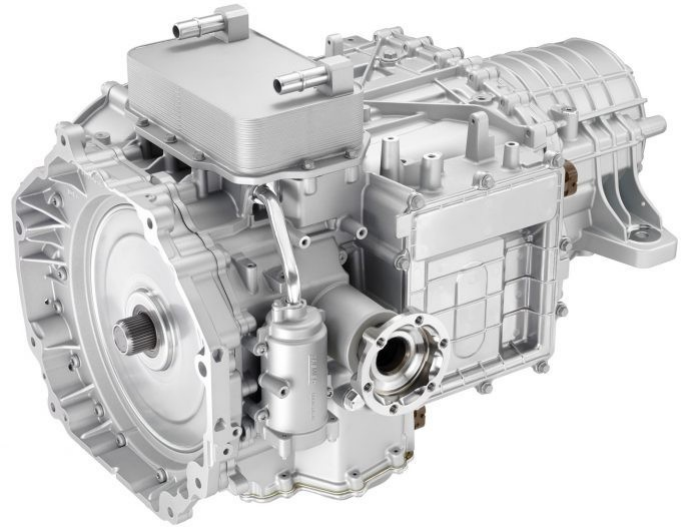
"I'm starting to seriously reconsider the 3LT HTC I have on order (*due to arrive between April and August '23*). Never in my life have I had a car that completely bricks transmissions like this. It's just insane. FWIW, I have followed the break-in procedures to

the letter each time they've replaced them. In fact, the majority of my ownership has been in some form of break-in or another due to the frequency of failures. I don't track the car, it's bone stock. I live in a rural area and the car rarely sees any stop and go traffic... altogether very easy miles. I'm just at a total loss."

Regardless of how he drives a car, this development is still pretty shocking, to say the least. We see transmissions get used and abused all the time, taking that punishment like a champ. But what is it that makes this particular car eat gearboxes more than most? Well, at least one of the owner's fellow members has a solid theory.

"To me it sounds like there's something wrong with the drivetrain itself that's killing the transmissions," said Korbek. "Even if the DCTs as a whole have a 10% failure rate (highly unlikely) his odds of getting four failed units would be one in ten thousand. Not impossible but highly improbable. As it is, I can't imagine more than a 3% failure rate if that, which means millions to one odds of getting four duds in one car. 'GMC' should buy the car back and go over every millimeter of the engine and drivetrain with a fine tooth comb. Something in that car is eating transmissions, I'll bet."

One thing's for certain—this



is an extremely unusual case. We've seen a handful of blown C8 transmissions out there, but never one car that's exploded three of them thus far. We certainly understand the OP's frustration with this issue, and we're also interested to hear how things ultimately pan out, as well as what you think might be causing this unique issue. So be sure and head over here to join this fascinating conversation!

Sounds like the C8 has come a long way from its' \$60K "introductory" price when it debuted (*losing money on almost every one sold*), given the fact that the Z06 is currently running \$100K+—Assorted sources 🚗



Gov't (cont'd)

(Continued from page 10)

model in the Australian market. However, 'GMC' explained that this is not the case. Instead, the Hummer EV Pickup will be used as the halo vehicle in the 1980s *remake* of the *cult TV show* "The Fall Guy." The feature-length re-

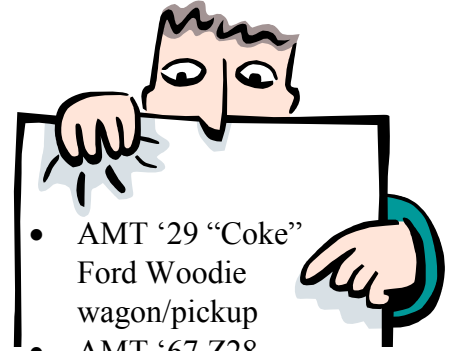
make, starring Ryan Gosling, is set to be released on March 1st. 'GMC' also confirmed that the Hummer, as well as a number of GMC Sierra pick-ups, will be returned to the US after production of the film concludes.

Sounds like 'GMC' currently has their hands full with recalls and class action lawsuits—*Assorted sources* 🚗



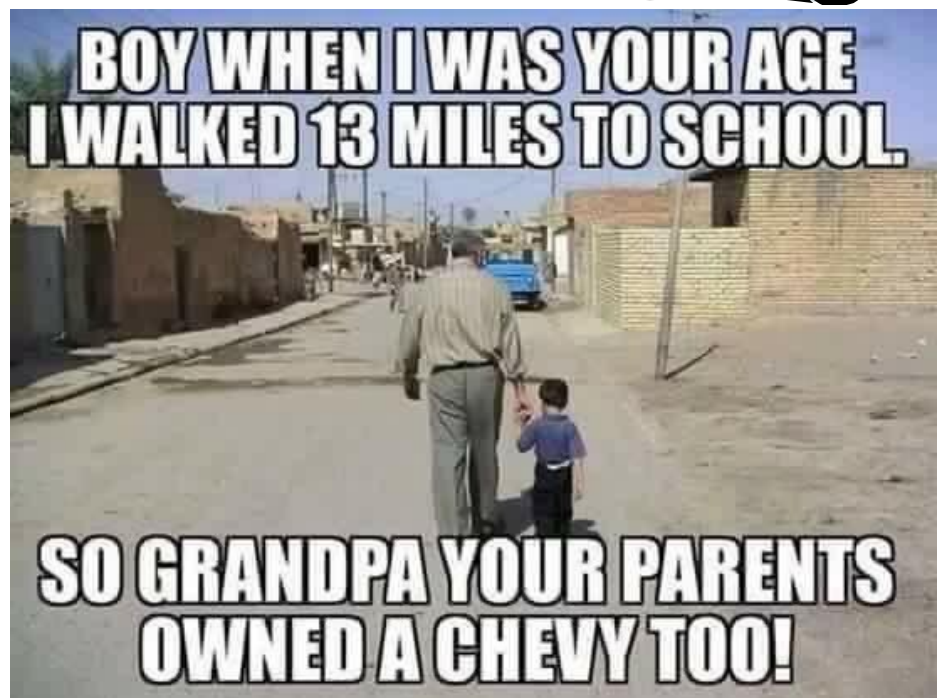
Sneak peek at the 2023 Chevy HD Pickup

Ron's Rant



- AMT '29 "Coke" Ford Woodie wagon/pickup
- AMT '67 Z28 Camaro
- AMT "USA-1" Silverado Monster truck
- AMT Firestone Wide Oval tires
- AMT Whitewalls/wire wheels/continental kit
- MPC '83 Toyota Supra
- MPC Monkeemobile
- Salvino's Asphalt Modified racer (Z. Knowlden) 🚗

(1/25th, unless noted)





This month, the column will talk about the “scale connection” at one of the preeminent car shows in the country—the *Musclecar and Corvette Nationals*, or *MCACN* for short.

Held every year in November, this show brings out not only the “best of the best” in restored musclecars, it also features unrestored musclecars, and even unique

“barn finds.”

This year, they “scaled it down to another level”—the “scale connection” that I alluded to in the opening paragraph. Yup, that’s right, they had a model car display at this year’s show!



MERRY CHRISTMAS FROM PONTIAC

involved—none other than local “*Mr. Replica Stock*” builder *Neil Blanchette*. I apologize, but the name of his partner in this display escapes me.

Let’s keep 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!! We have a good ending for ‘22—a room!—Tim 🍷

Oh, and by the way, the Grand Prix SSJ in the picture below? That belongs to one of the modelers!

I actually discussed this display with one of the modelers

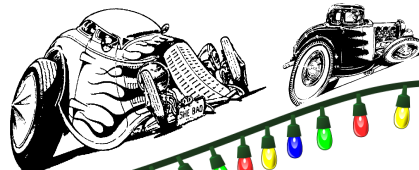


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Chapter Contact:

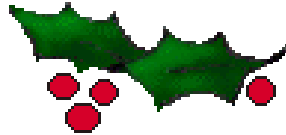
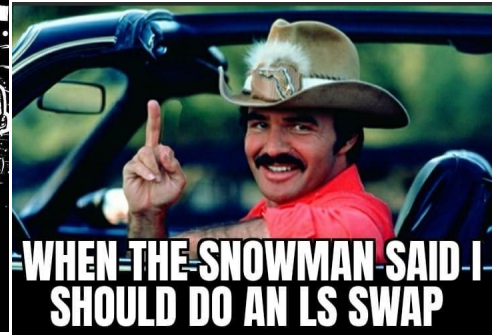
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MAMAs BoyZ do it in scale!



Classifieds

FOR SALE Turning 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/>

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

Directions

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

Route
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

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Club Photog: Lyle Willits 🍷

