



MAMA Sez!

Volume 36, Issue 5

January, 2024

"Serving Delmarva Car Modelers for 35 Years!"



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

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2024 MAMA Schedule

We meet in 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 20th
- ☞ February 17th
- ☞ March 16th
- ☞ April 20th
- ☞ May—**No Meeting!**
- ☞ June 15th
- ☞ July 20th
- ☞ August 17th
- ☞ September 21st
- ☞ October 19th
- ☞ November 16th
- ☞ December 21st

Hope to see you there 🚗

Happy New Year!!

The *December Christmas Extravaganza* never ceases to amaze! Gobs of food, and, despite what seemed to be a slightly lower than usual turnout, the table seemed to be constantly drawing people back for seconds (and thirds?!).

We also saw



more club members that we have not seen in a while. Thanks to everyone who made it possible, *ESPECIALLY* the "Ladies of MAMA" for organizing it!

Ron Shirey reported on manufacturers' kit news. Thanks for the scoop.

The "Pontiac

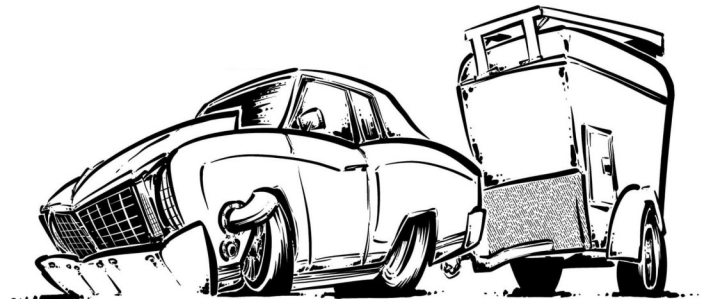
Garage" was **DEFINITELY** in attendance!!

The raffle raised **\$103.00**, while the door added **\$191.00**. Paid the rent again! Thanks to the following donors: **Steve M. Buter, Mike Costic, Matt Guilfoyle, Jim Maness, Rich Meany, Mark Parkhurst, Chuck Rudolph, Replicas & Miniatures Co. of MD (Norman), and Ron Shirey**. Thanks guys—we appreciate it.—**Tim** 🍷



MAMA Sez is the official monthly publication of the Maryland Automotive Modelers Association. Articles as attributed by author and source, and may be reprinted with proper credit given. Opinions expressed are those of nobody of any importance. Any correspondence or contributions should be sent to: Timothy Sickle, 15905 Ark Court, Bowie, Maryland 20716.

MAMA Meeting LOOK



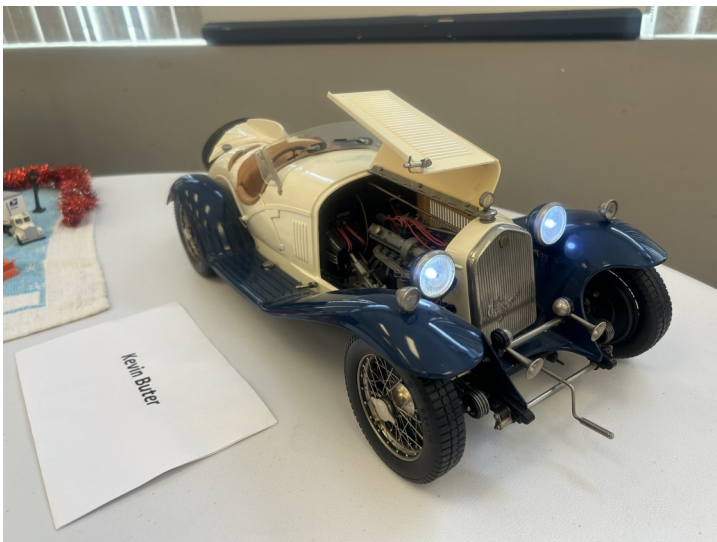
MAMA Meeting



LOOK



Raffle Goodies!



Modelers' Showcase!

This month, the column will be featuring a recent Facebook group build completion by **Marcos Cruz**—this **Revell '69 Corvette coupe** ("California Wheels" kit).

A few details follow:

- ♦ Engine was wired and a small bracket scratchbuilt to hold the alternator at the front
- ♦ Added Moroso valve covers, intake manifold and fuel regulator from **Iceman Collections**. Valve covers were hit with Alclad
- ♦ Added **RB Motion** fittings and braided hoses to plumb the regulator
- ♦ Added Holley carburetor from **Fireball Modelworks**
- ♦ Interior is painted with Testors light brown fabric paint, which is a good contrast to the body

color

- ♦ Added tires from the Revell '32 Ford sedan Street Rod, but added the **Pegasus** outer sleeves. Rally wheel centers are from another Revell kit which are modified to fit with the Pegasus sleeves
- ♦ Paint is **Splash Factory** Fathom Green with a Splash 2K clear wet sanded, polished and waxed
- ♦ Added several **Model Car Garage** photoetch emblems around the body while the Corvette lettering at the rear is actually **Bare Metal Foil** added on the plastic before



any primer or paint and exposed after the fact

- ♦ Hit the rear license plate holder, bumperettes, and front bumper with **Alclad** because I did not like how they were plated by the manufacturer
- ♦ Modified the stance a bit searching for that more aggressive look. Going for the "Arter Rake," Cruz?

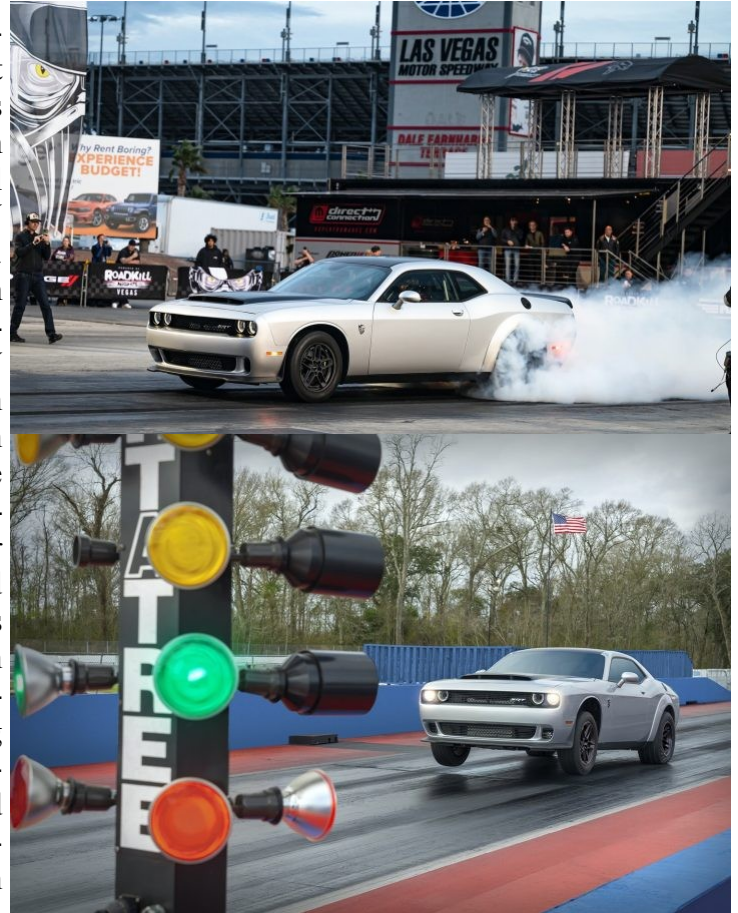
As always, great job. I sincerely hope that you keep up the good work, so we can all enjoy it—Tim 🚗



T 'n T

RIP Challenger. As the auto industry transitions to all-electric powertrains, some of old ICE-powered icons are facing retirement. That includes the sixth-gen Camaro, as **GM Authority** covered previously. Now, one of the Camaro's chief rivals, the **Challenger**, is facing a similar fate. Per a recent report from **Automotive News Canada**, production of the Challenger at Stellantis' Brampton Assembly Plant in Ontario, Canada came to an end December 22nd. Additionally, this plant will terminate production of the **Charger** and **Chrysler 300**, marking the end of three of Stellantis' most-recognizable models. The Challenger underwent significant changes over the years, with the third-gen making its formal intro in 2008, offering the 6.1L Hemi producing 425 hp. Now, in 2023, the top-spec **Challenger SRT Demon 170** throws down with over **1,000 hp** thanks to its supercharged 6.2L V8. Although production of the trio is coming to an end, Stellantis indicates that its next-gen muscle will be built at the Windsor assembly plant, which is also located in Ontario. For now, the automaker has not announced the specific nameplates that will be built. However, the **Charger Daytona SRT Banshee**

concept re-revealed last month suggests that the next-gen machines will leverage EV performance. The Brampton facility will undergo an EV transformation as well, with plans to produce the Jeep Compass crossover in both ICE and EV variants starting late in 2025. The two-year retooling period at the facility is expected to have a significant impact on the plant workforce. Meanwhile, the sixth-gen Camaro has officially sunset following the production of the final unit at the GM Lansing Grand River plant in Michigan in mid-December. The final unit produced was a Summit White ZL1 coupe, equipped with a six-speed manual and the ZL1 1LE Extreme Track Performance Package (RPO code A1Z). These "bad boys" will definitely be missed...**Boy Racers?!** A few days ago, 'GMC' revealed the first official images of the all-new **2025 Chevy Tracker stock car** as **Chevy's next competition car in Brazil**, where new images of the **unprecedented**



racing utility vehicle have just been revealed. Vicar, the organizing company of the **Brazilian Stock Car Pro Series racing championship**, revealed images of the all-new car in its recent official announcement about the drastic and important changes that the famous Brazilian automotive category will experience starting with the 2025 season. That year, the stock car will **stop competing with traditional sedans** and **start using vehicles based on crossovers for the first time**. The images of the car revealed by the race promoters are digital representations that show the vehicle painted entirely in blue and without the body graphics of the official Chevy team as presented by GM Brazil. As such, they allow us to better

(Continued on page 6)



Condolences

Condolences. December was a bad month for the loss of *racing greats*, from more than one series. **Don Schumacher**, a legendary NHRA team owner and one of the most influential figures in drag racing, died from complications of a private battle with lung cancer. He was 79. **Paula Murphy**, a trail-blazing female race car driver who became known as *“The Fastest Woman on Wheels”* for her exploits across the motorsports world, died according to the NHRA. She was 95. Finally, **Cale Yarborough**, who won three con-

secutive NAS-CAR Cup championships in a Hall of Fame racing career that included four Daytona 500 wins, died at age 84. The news comes after NASCAR Vice President John Dodson in April said Yarborough “was not doing well” and asked fans to keep him in

their prayers. *Godspeed to all of you—Assorted sources* 🙏



T ‘n T (cont’d)

(Continued from page 5)

appreciate the vehicle’s actual proportions and changes from the mass-production Tracker. Notably, these images of the car were created by software company Audace Tech and have some notable differences from the setup presented by the automaker. The changes are concentrated mostly at the front, with better-defined elements showing the exact shape of the headlamps, the grille, the daytime running lights and the

incorporation of the brand’s black Bow Tie logo instead of the gold one. Additionally, Vicar confirmed that the car will be powered by a new turbocharged **2.1L 4-cylinder engine** that will replace the *current naturally aspirated V8* which will cease being used in the 2025 season. The new block will maintain a similar output of about 500 hp, but together with a new transmission, chassis and suspension, will meet the objective of making it lighter and more agile. The car will be officially unveiled next year and its track debut will occur later during the 2025 sea-

son. Only two brands currently compete in the series—Chevy and Toyota—but Vicar confirmed that from 2025 onwards, the competition will feature two more manufacturers that have not yet been revealed. It will be the first time since its debut in 1979 that the Stock Car series raced with utility vehicles (*Thanks to numerous Internet sources for this insanity! Ya just can’t make some of it up!! Thanks also to those of you in the Peanut Gallery who have helped entertain by sending stuff—I ‘preciate it!*)—Assorted sources 🙏

'GMC' has issued product recalls for the following vehicles:

- ♦ An **unknown number** of **2013 Chevy Volts** due to a problem related to the front driver's airbag, after issuing a previous recall last year.

The vehicles may have a condition where front driver's airbag contains a supplier manufacturing defect that may result in inflator rupture during deployment.

In the event of a crash and driver's airbag deployment, the airbag inflator may rupture, causing metal fragments to pass through the airbag and into the vehicle interior, which could potentially lead to serious injury or death.

Certified 'GMC' techs will be instructed to inspect affected vehicles and replace the front driver's airbag and steering wheel as necessary.

- ♦ **17,831 additional 2014 Chevy Cruzes** and **2,861 2014 Buick Veranos** which may be equipped with defective roof rail airbag inflators. The vehicles may be equipped with airbags that could rupture and send sharp metal fragments into or out of the vehicle, increasing the risk of an injury.

'GMC' previously issued a recall for this issue last October, but has since expanded it.

The vehicles may be equipped with defective roof rail airbag inflators. These defective airbags may rupture at a

defective weld joint. Some reports indicate that a rupture may not necessarily only occur during a crash, but could in fact randomly occur. If a defective roof rail airbag inflator does rupture, it could result in sharp metal fragments flying into or out of the vehicle. If this occurs, it could increase the risk of injury or death.

Dealers are instructed to replace the left- and/or right-side roof rail airbags as needed, free of charge. Additionally, dealers are instructed to stop delivery of 2014 Cruzes and Veranos in available inventory.

- ♦ An **unknown number** of **2024 Chevy Equinoxes, Blazers, Blazer EVs, and GMC Terrains** that may be equipped with defective door strikers that were given an incorrect heat treatment during

GOVERNMENT MOTORS

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



AN AMERIKAN REVOLUTION™

manufacturing.

Vehicles with the defective door strikers could have their doors come open during a crash or during normal driving, raising the risk of injury to occupants. A stop delivery order was placed on December 18th, though at that time the reason was not made public. The vehicles may have door strikers that do not meet 'GMC' hardness standards for these parts. The strikers were incorrectly heat treated during production by the supplier. Incorrectly heat-treated strikers may fracture if placed under stress, including during crashes and during ordinary driving. If the door striker fractures and breaks, the door may open up unexpectedly

(Continued on page 11)



'GMC' Recall Ticker

of Recalls

302 (!)

of Vehicles Affected

57,135,044

Ugly Cars: The All-Time Definitive List of Eye-Busting Design

Well gang, here is part two of the ugly vehicle article that I promised (*threatened?!)* last month. (*again, thanks to Motor Trend magazine*, <https://www.motortrend.com/features/ugly-cars>)

11. **1974 AMC Matador:** The Matador was designed as an American interpretation of the classic European sport coupes, and yet it manages to come across as the consummate ugly American: Fat, excessive, lazy, and gawd-damn proud of it. The Matador's awkwardly bulbous body houses mechanical bits of the most vapid and insipid ilk: Pushrod V-8, column-shift automatic, live axle with leaf springs. Everything that was wrong with 1970s American car design is wrapped up in this clunker from Kenosha, and the sad part is that it actually drew praise for its design—proving, to borrow a line from the dinner scene in *Scent of a Woman*, that maybe God thinks some people don't deserve to see.

12. **1975 Triumph TR7:** The Triumph TR7 was a British sports car aimed at the American market, and the story goes that its thick roof pillars and gunslit windows were designed in anticipation of U.S. rollover standards that never materialized. Richard Porter, author of *Sniff Petrol* and former head Top Gear writer, surmised that British Leyland's strategy was to build a car so ugly that the

ground would repel it. Built with all the care unhappy British workers could manage—i.e., none—the Triumph further tortured its hapless owners by forcing them to spend countless

hours looking at it while waiting for a tow truck. Happily, most TR7s quickly rusted to the point of compromising their structural integrity, sparing future generations the sight of this terrible Triumph.

13. **1976 Aston-Martin**

Lagonda: Modern-day Aston Martins are the stuff of dreams, so it's a bit hard to understand how the company ever came up with a nightmare like the Lagonda Sedan, which looks for all the world like an '80s-era Chevy Caprice that went four rounds with a rolling pin and lost. The Lagonda did earn praise for its boxy and futuristic interior, probably because staying inside and playing with the myriad mix of electronic gadgets was the only way to avoid getting out and having to look at the awful styling again. If you've ever wondered why this publication has been restrained in its criticism of the Aston-Martin Rapide, well, now you know.

14. **1976 Rolls-Royce Camargue:**

When the Camargue was launched, Rolls-Royce touted the eight-year development of its innovative split-level automatic climate control system.



Apparently, they spent so much time on the air conditioner that they forgot about exterior design. Rolls farmed the design out to Pininfarina, which must have been harboring some post-WW2 resentment, because what they sent back was, well, this. Up front, the Camargue replaces the classic Rolls façade with a stupid wide-eyed stare, while the rear styling seems to have been inspired by the contemporary European-market Ford Escort. Amazingly, Rolls kept this monstrosity in production for eleven years before replacing it with the Silver Spirit.

15. **1982 Cadillac Cimarron:** In retrospect, we know that Cadillac's decision to turn the Chevy Cavalier into a luxury car was the beginning of the end for the once-storied brand's prestige—but let's not forget what an ugly car the Cimarron was. In order to turn the Cavalier into a Cadillac, GM fitted bigger taillights, new wheels, and a front fascia that looked like it was lifted from other Chevy models, a styling transformation on which Cadillac clearly expended dozens of dollars. The

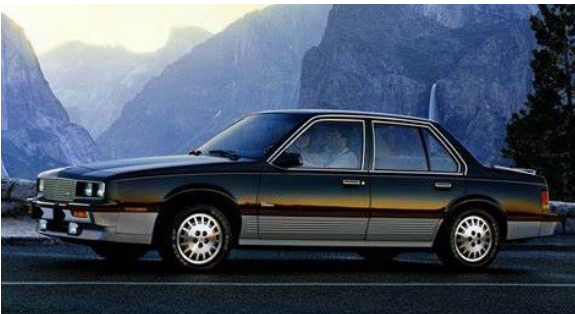
(Continued on page 9)

Ugly (cont'd)

(Continued from page 8)

Cimarron does deserve credit for its one notable accomplishment: Uniting traditional Cadillac buyers and the import-lovers towards which it was (*poorly*) aimed in the opinion that this was one seriously unattractive luxury car.

16. **1985 Consulier GTP:** What makes a supercar super? It has to be fast, it has to be agile, and it has to be beautiful. Perhaps the folks at Consulier figured two out of three was close enough. Oh, the GTP was fast—impressively so, especially considering it had a 190-hp Chrysler turbocharged four behind the cockpit. The GT weighed a mere 2,200 lb thanks to a lightweight composite frame and an industry-first body shell made entirely of Kevlar and carbon fiber. But in a time when Ferrari, Lamborghini, and classic Cobra posters were vying for wall space, the Consulier GTP wasn't even in the running. Can you imagine Samantha Fox draping herself over the Consulier's hood? Of course not—she'd probably wrench her back on the headlight pods.



17. **1989 Alfa-Romeo SZ:** When it comes to Italian cars, beautiful design is almost a given—so how the hell did this happen? With its flat planes, odd proportions, and a weird change in beltline angle fore and aft of the B-pillar, the Sprint Zagato looks like it was designed to be a Lego model rather than a real car (*Even the wheels look like Lego parts*). It's almost as if someone accidentally put the prototype into a compactor and threw the switch before realizing their mistake, and rather than fix it, they put the partially-crushed Alfa into production.

18. **1990 Chevy Lumina APV/Oldsmobile/Pontiac:** Ah, the Dustbuster vans—probably the ugliest vehicles GM ever made until the Pontiac Aztek stole the title a decade later. Trying to make the minivan look futuristic and unique was an admirable goal, but it turns out that people bought boxy vans because they were, y'know, boxy, and sticking an anteater nose on the front didn't add to vans' practicality or their the appeal. Piloting one of these vans felt like driving from the back seat, and anything that slid down the dashboard couldn't be retrieved without removing the windshield. GM spread the love over three divisions with the Chevrolet Lumina APV, Oldsmobile Silhouette, and Pontiac Trans Sport, and all three became among the most hated cars in America—and they deserved every bit of

it.

19. **1992 Buick Skylark:** If you ask us, the last and final iteration of the Skylark has escaped the drubbing it so richly deserves as one of the worst-looking cars ever made. How does it offend the eyes? Let us count the ways: The pointless point on the front bumper and grille; wedge-shaped parking lights that look like they had to be driven in with a rubber mallet; a too-short wheelbase that highlights the awkward proportions; thick body cladding with clashing two-tone paint (*Pontiac should have held the monopoly on that lousy idea*); and that ridiculous fender-skirt look (*in the 90s? Puh-leez*). You'll notice that you don't see many of these early-90s Skylarks around any more; that's because Buick could barely give away a car this ugly.

20. **1995 Oldsmobile Aurora:** The Aurora was a last-ditch attempt to rejuvenate the Oldsmobile brand, and it was a technologically innovative car that was marred by heinous styling. With a body shape lifted from the horribly-named Oldsmobile Tube Car concept of 1989, the Aurora looked as if it had been styled by erosion, with squinty headlights and a grille-free nose that gave it the appearance of a face with no mouth or chin. The Aurora looked more like an undressed mannequin than a technical tour-de-force, and despite rave reviews for its technology and road manners,

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29th Annual



Mid-Atlantic NNL

**Door
Prizes**

May 11, 2024

Theme #1

Vendors

www.mamasboyz.org

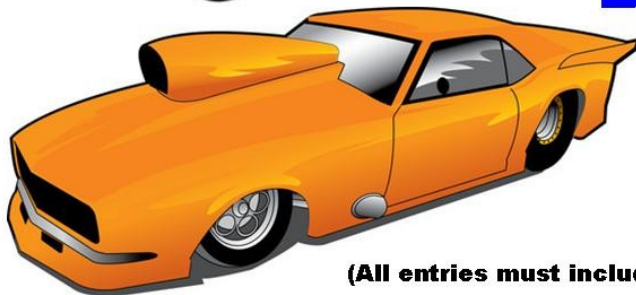
Longroofs

(a.k.a. car-based station wagons, woodies and sedan deliveries!)



Theme #2

“Drag & Drive”



(All entries must include:
head/taillights, wipers, treaded tires, mufflers and
trailers—a.k.a. “street legal” drag cars)

Level Volunteer Fire Company

3633 Level Village Rd

Havre De Grace, MD 21078

Vendor/Show Info—Contact Dave Toups

E-mail: davetoups351@gmail.com

**Make & Take
(Up to age 12)**

Gov't (cont'd)

(Continued from page 7)

during a crash or at a random time while the vehicle is in motion. This increases the risk of injury to occupants.

Dealers are instructed to preemptively replace all four strikers. The GM Warranty Parts Center can supply the necessary strikers and bolts to hold them in place, offering the components as a kit.

'GMC' has placed all vehicles indicated in the safety recall on a stop delivery order (*stop sale*) until the problem is repaired. Vehicles on stop delivery must not be sold, delivered to customers, used in demonstrations, or traded to other dealerships until the fix has been correctly applied and entered in the system. Repairs to customer vehicles are to be carried out free of charge to the owner.

- ♦ An **unknown number** of **2023 Chevy Colorados** and **GMC Canyons** for **dead batteries** following an over-the-air update (*OTA*), as reported by **GM Authority** reported back in July 2023. Now, 'GMC' has released a new update intended to fix the problem. Certified 'GMC' techs will inspect the vehicles and repro-

gram the Engine Control Module (*ECM*) and Serial Data Gateway Module as necessary.

It should take techs a little more than an hour to perform this fix.

'GMC' has issued a customer satisfaction program for an **unknown number** of **2021 Chevy LCF 6500 XD medium-duty trucks** for an issue with the check engine light.

The field action repair offered is available until December 31st, 2025 and can only be done by Chevy Medium Duty dealerships.

The problem consists of incorrect illumination of the Check Engine Malfunction Indicator Lamp when no problem actually exists. Scanning the engine may result in one of several different Diagnostic Trouble Codes (*DTCs*) being indicated by the service equipment.

Before beginning correction of the Check Engine light, dealership service personnel should confirm involvement of the truck using the 'GMC' Global Warranty Management system. Affected vehicles will be marked "Open" on their Investigate Vehicle History screen within the system.

Once confirmed as affected, service personnel can apply the fix, which consists of reprogramming the Diesel Exhaust Fluid Control



Module with SPS. No replacement parts are needed for the repair, which consists entirely of electronic reprogramming for a corrected calibration of the module.

'GMC' has issued two more customer satisfaction programs for an **unknown number** of **2022-23 Chevy LCF 6500 XD trucks** for a problem with tire sizes and speed calibrations.

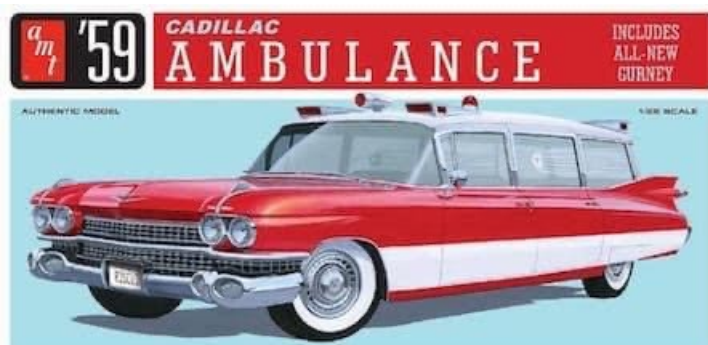
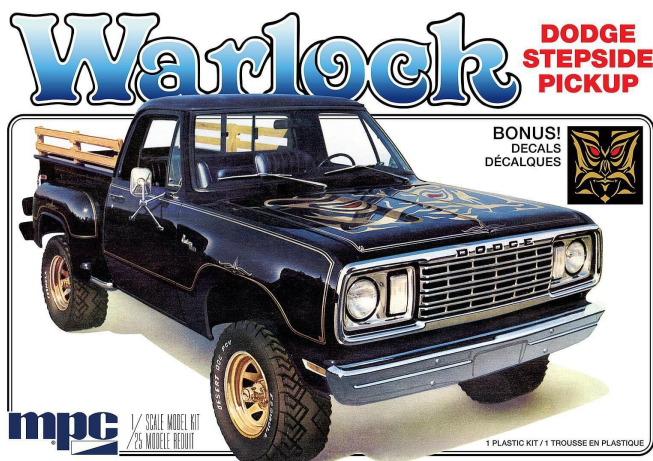
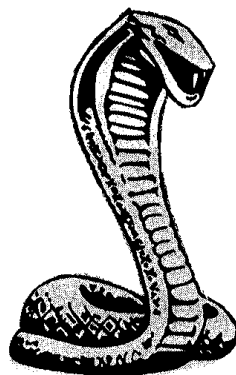
The trucks may have a condition where the incorrect tire size—255/70R22.5—were installed. If this occurred, then the medium-duty truck may not be calibrated properly, which could result in the speedometer displaying a speed that is faster than the actual vehicle speed while driving. Additionally, the odometer will accumulate miles faster than the actual miles of the vehicle, while mileage data collected and stored in the Mimmori unit (*MMU*) will be incorrect. Notably, this could lead to skewed notifications reminding the driver of service intervals, among other things.

To address this issue, certified

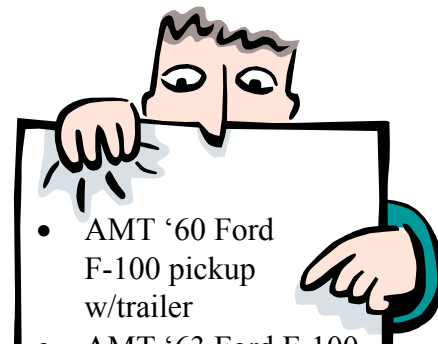
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New Stuff



Ron's Rant



- AMT '60 Ford F-100 pickup w/trailer
- AMT '63 Ford F-100 pickup w/camper
- AMT '64 Impala "Super Street Rod"
- AMT '66 442 W30
- AMT "Touch Tone Terror" '66 Dodge A100 pickup
- AMT "Mach Won" '70 Mustang f/c
- AMT '71 Demon
- Atlantic '57 Chevy f/c (24th)
- MPC "Warlock" '77 Dodge pickup
- MPC S. Muldowney Mustang f/c
- SalvinoJR '85 Petty Grand Prix (24th)
- SalvinoJR '87 Elliott T-Bird (24th)
- SalvinoJR '23 Keselowski Mustang (24th)
- SalvinoJR '23 Blaney Mustang (24th)
- SalvinoJR '23 Beuscher Mustang (24th)
- SalvinoJR T. Owen SK Modified Champ

(1/25th, unless noted)



What can I say about December's "reserved parking" except...*Merry Christmas!!*

MAMA's Boy *Dave Schmitt* found a space (for a brief period) for his '68 Firebird 350 (not 400!) in "Love it or Hate it" Verdoro Green.

My "contributions" included the recently completed "Dynamic Duo" of a '56 two-tone blue Pontiac and a black '60 Ventura with tri-tone red interior.

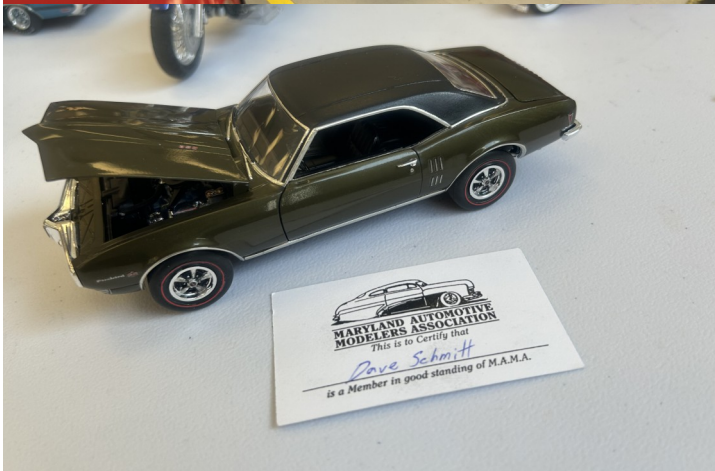
I also added some color in the

guise of the green '72 GTO and red '04 GTO. Finally, my "latest" additions (from the Christmas meeting!) — '58

Pontiac station wagon (body only), '62 Tempest convertible, '64 unbuilt Grand Prix (thanks again, Bob!), and a '71 GTO hardtop! Wow, was I surprised!

Here's hoping that you all

will keep bringin' 'em and showin' 'em! 'PoP' (Pontiacs on Parade!) Sickie signin' off! And don't forget—MAMA may not need all these Ponchos, but I'm diggin' 'em—thanks!!—Tim 🍷



Chapter Contact:

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Bowie, Maryland 20716
Phone: 301-249-3830
Email: gtoguy@verizon.net

MAMAs BoyZ do it in scale!

Ugly (cont'd)

(Continued from page 9)

the car failed to take off with the public. Once the Aurora failed, it was pretty much a straight shot to the grave for Oldsmobile, which folded in 2004.

STILL haven't had enough? There's so much ugly here that you'll be forced to wait for part **THREE!**—Assorted sources 🚗

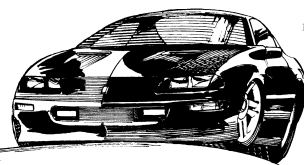


Gov't (cont'd) Classifieds

(Continued from page 11)

'GMC' techs will inspect the vehicles and reprogram the Cummins Engine Control Module (ECM) with the correct tire size, as well as reprogram the MMU to correct the mileage accumulation.

Lastly, the **final Camaro** rolled off the assembly line on December 14th, 2023 as scheduled, marking the end of the Camaro's sixth gen. Adding insult to injury, 'GMC' has confirmed the nameplate will make a comeback at some point in the future, but has provided no timeframe nor details of what the resurrected model or models might look like. Speculatively, the Camaro name may not be applied to a single vehicle, but to an **entire EV sub-brand**—Assorted sources 🚗



WANTED: Unbuilt/rebuildable Tempests, GTOs (esp. '70 and '71 MPC hardtops and convertibles, in particular), Catalinas/Bonnevilles/Grand Prix (esp. '66 MPC or Hasegawa), '67-'00 Firebirds, 1/8th scale Monogram '79 T/A, Red Baron, and empty **Pontiac kit boxes**. Contact me at gtoguy@verizon.net, or see me at a meeting. Thanks! (Tim Sickle) 🚗



Were on the web!
<http://www.mamasboyz.org/>

Websites

Central PA Model Car Club:

<https://www.cpmcc.org>

LIARS Model Car Club:

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

NNL East:

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

Carlisle Events:

<https://www.carlisleevents.com>

East Coast Indoor Nationals:

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

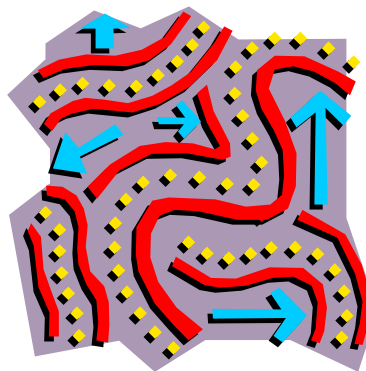
Online Event Calendar:

www.NortheastWheelsEvents.com

Directions

From MD Route 29, I-95, MD Route 1, or I-295: Take MD Route-100 East, then take exit 10-B for MD-713 North (New Ridge Road). Turn left onto Ridge Road, then left onto Hanover Road.

From I-97 or MD Route-2: Take



I ♥ MODEL CARS



MD Route-100 West, then take exit 10 for MD-713 North (New Ridge Road). Turn left onto Ridge Road, then left onto Hanover Road.

Free parking is available and the building is handicap accessible. 🚗

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 Sickle, gtoguy@verizon.net
Club Photog: Lyle Willits 📷

