MAMA Sez!

Volume 36, Issue 9 **May, 2024**

*"Serving Delmarva Car Modelers for **35** Years!"*

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

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

"OK Folks, Show's Over—Move Along!"

Last month's actual meeting seemed to last less than an hour *(despite being four hours long!)*, when we chose themes for our '25 NNL. Watch for the announcement at our show!

May's meeting was our annual NNL show in Havre de Grace, MD! More next month.

Ron Shirey was MIA. Rumor has it he was spotted at Spring Carlisle. He should be back next month.

The ***"Pontiac Garage"*** was in attendance, with a small breakthrough on my bi-scale "dilemma." Progress!

The raffle raised ***$71.00***, while the door added ***$151.00.*** Paid the rent again—and then some! Thanks to the following donors: ***Brad***, ***Steve M. Buter***, ***Mike Costic, Cruz, Paul Ellis, Matt Guilfoyle, Jim Lyons, Dave Matiko, Rich Meany, Mark Parkhurst, Brian Schindler, yours truly,*** and ***Replicas & Miniatures Co. of MD*** *(Norman)*. Thanks guys—we 'preciate it.—*Tim*

Is Pontiac Back?!

The latest ***Car and Driver*** issue may give us a hint

By: *Diego Rosenberg*
April 25, 2024

If you glance at Facebook, you will still find plenty of Pontiac fans lamenting the disappearance of their favorite marque. "Why couldn't it be Buick?" some quip, the sting feeling greater when it's pointed out Pontiac's market share in North America was greater than Buick's when the axe fell. So, would you be surprised to find a Pontiac ad inside the back cover of the May/June issue of Car and Driver?

With art direction harkening back 20-plus years, and copy that would make any Detroit-based writer fill with pride, the ad teases us with the following:

MAKE SOME NOISE

Pontiac fans, it's been a weird 15 years since we left, hasn't it? Now, we can't definitely say that Pontiac's absence influenced the events we all have been

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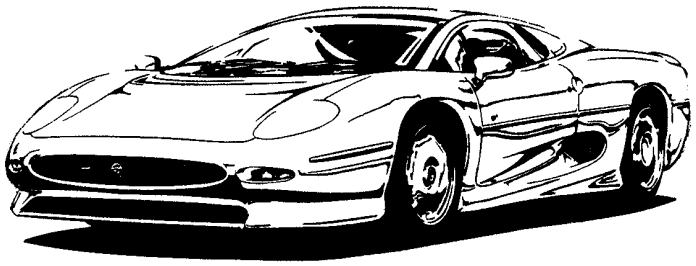
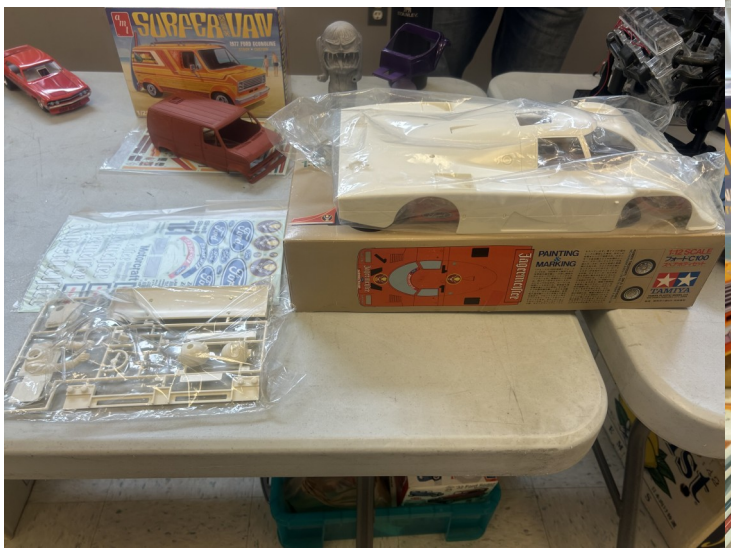
MAMA Meeting



MAMA Meeting LOOK

Raffle Goodies!



T 'n T

New Youtube Sensation! Any MAMA's Boy worth their salt not know that our own ***George Openhym*** has his own Youtube channel? Yup, search for ***Kitchen Table Scale Models*** if you wanna be entertained…***One Mil Car Theft! Eight cars***, including a rare ***2023 Dodge Challenger Demon SRT 170*** valued at ***$158,000***, were stolen from the North County Ford dealership in Arab, Alabama, and investigators are still trying to piece the whole thing together. ***AL.com*** news reports that two of the vehicles—a ***Jeep Wagoneer*** and ***Ford Bronco Raptor***—have since been recovered. The Wagoneer was found near Blountsville and the Bronco Raptor was found at an apartment complex in Bessemer. While they aren't Fort Knox, generally speaking, car dealerships have very robust security measures in place. It's not uncommon for a large dealership like North County Ford to have millions of dollars in inventory on its lot at any given time, so major security measures are a must. With that being said, how did these criminals manage to get past North County Ford's extensive camera system, alarms, and the individual alarms of each vehicle they stole? Well, it all started with a rock. According to the report, at 12:28 am on April 9th, thieves used a rock to break a window in the service bay to enter the main building. Once inside, they found the security camera hub, turned off all the cameras and erased several hours of footage. The dealership said the thieves plugged a laptop into the key safe and managed to hack it open like a scene out of a '90s heist film. They stole 330 keys from the safe and put them all in a bag. Since many modern cars use keyless entry and have push button start, the thieves simply jumped into different cars with the key bag in hand, started each of the eight cars, and drove them away. The only physical evidence left behind was broken glass from the window found by the cleaning crew in the later morning hours. North County Dodge is now going through the tedious task of reprogramming replacements for all the stolen keys but have taken to Facebook to appeal to the thieves for their return, offering a $10,000 reward for the return of the keys "no questions asked." Local police and FBI are on the case and hunting for the thieves and the remaining six vehicles, including the 2023 Challenger SRT Demon 170. If the Nicolas Cage film ***Gone in 60 Seconds*** has taught us anything, it's that the police should be checking shipping docks or a wrecking yard and looking for a well-dressed crime lord with an odd accent…***'24 Charger Debut***. Stellantis has unveiled the all-new ***2024 Dodge Charger***, including the ***all-electric Dodge Charger Daytona***. The battery powered muscle car is motivated by 670 hp and all-wheel drive, sending it from 0 to 60 mph in 3.3 seconds. At present, 'GMC' doesn't offer a direct rival, although they has confirmed development of the next-gen Camaro, which will likely offer all-electric power. Under the skin, the next-gen Charger rides on the STLA Large platform. All-wheel drive is as standard. The 2024 Dodge Charger Daytona Scat Pack will run the quarter mile in an estimated 11.5 seconds. Range-per-charge is estimated at 260 miles. There's also the all-electric 2024 Dodge Charger Daytona R/T, which packs 496 horsepower and offers 317 miles of range. The 2024 Dodge Charger Daytona lineup incorporates a wealth of go-fast features, such as a standard Direct Connection Stage kit for maximum performance off the line, as well as a front "R-Wing" design that enhances downforce. There's also a standard "PowerShot" that delivers an extra 40 horsepower for 15 seconds. Daytona models also feature a Fratzonic Chambered Exhaust system for muscle car-esque noise, plus Donut Mode, Drift Mode, and two Race

(Continued on page 10)

C8 Watch

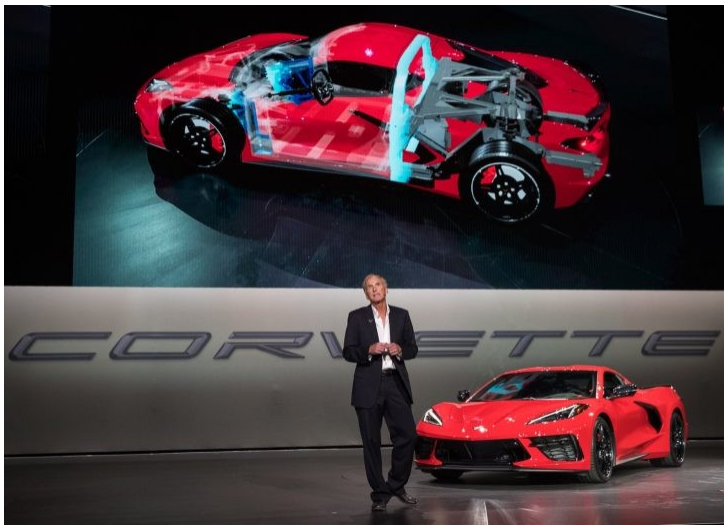
'GMC' has released a Customer Satisfaction Program (CSP) for some C8s due to a ***transmission issue***.

According to Customer Satisfaction Program number N232427051, some C8s may have a condition where the transmission fasteners were improperly torqued. To correct this problem, certified 'GMC' techs are to inspect the cars and ***replace the transmission and all corresponding components, including a coolant flush, as necessary***. It should take techs anywhere from 15.4 to 18.5 hours to complete this CSP, depending on the model.

It's worth noting that this Customer Satisfaction Program should have been completed by May 31st. No word on how many C8s are affected.

For background, the mid-engined Corvette has already dealt with a few transmission-related issues since its inception. Back in December 2021, ***GM Authority*** reported that 'GMC' opened an investigation into the eight-speed dual-clutch automatic transmission after receiving numerous reports related to various problems.

More recently, The General updated the transmission in the C8 Stingray towards the end of the 2023 model year. Adopting a new design, it's currently unclear if the aforementioned fastener issue is related to this fresh transmission revision. The issue affects a number of C8 Z06 convertible units as well.



'GMC' has announced that ***Tadge Juechter***, chief engineer behind the Corvette, will retire this summer following an impressive 47-year tenure with the company. Juechter, who has been involved in the development of the Corvette since 1993, is celebrated for his instrumental role in the evolution of the iconic sports car over the course of four generations, in particular with the successful launch of the C7 and C8. GM is expected to announce Juechter's replacement at a later date.

Juechter's journey with Vette began when he joined the team as an assistant chief engineer. Under his leadership, the Vette not only underwent significant technical and aesthetic enhancements, but also achieved critical acclaim. Juechter led the charge in development of the first-ever mid-engine configuration for a production Corvette with the eighth-generation C8, a shift regarded as one of the most significant updates in the history of the nameplate.

The transition to a mid-engine design under Juechter's guidance was not just a technical achievement, but also a fulfillment of a long-held aspiration first championed by Zora Arkus-Duntov, sometimes referred to as the "father of the Corvette." Rick Hendrick, NASCAR team owner and a prominent Vette collector, lauded Juechter's dedication and innovative spirit, highlighting the C8 as the "biggest leap" in the model's design and engineering, per ***Detroit Free Press***.

Over his more than three decades dedicated to the Vette, Juechter influenced numerous models, including the C5, C6, and the supercharged C7 ZR1, each marked by advancements in performance and design. Now, as Juechter prepares to retire, fans are eagerly anticipating the release of the new C8 ZR1, expected to offer the highest performance yet with a forced-induction-variant of the 5.5L V8 LT6 engine (dubbed LT7) behind the cabin—*Assorted sources*

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

- An ***unknown number*** of ***2023-24 Chevy Low Cab Forward (LCF) 3500, 4500, and 5500 trucks*** equipped the 6.6L V8 L8T gas engine due to an issue related to the ignition coil pack fuses.
  The vehicles may have a condition where incorrectly sized wire seal was selected for the two externally mounted engine ignition coil pack fuse holders. This mishap could allow for potential water intrusion into the fuse holders and lead to eventual corrosion or failure of the fuses.
  If the ignition coil packs were to fail, there are a number of events that could occur, including:
  1) The Check Engine Malfunction Indicator Light (MIL) may illuminate and the engine may misfire and produce decreased power output.
  2) The truck may derate and limit maximum vehicle speed to 5 mph. However, power steering and power brake assist would still function normally.
  3) If the engine is shut off, it may stall when it attempts to restart.
  All three of the events above increase the risk of an accident.
  Certified 'GMC' techs will be instructed to inspect affected vehicles and replace both engine ignition coil pack fuse holder assemblies with new versions. Notably, it should take techs a little more than 30 minutes to fix this recall.
- An ***unknown number*** of ***2024 Cadillac XT4s, Chevy Colorado and GMC Canyon pickups*** that were produced with park lamp function that is not in compliance with Federal Motor Vehicle Safety Standard number 108. The recall describes a remedy available from authorized dealers. When the driver of one of these vehicles switches off the master light control at night or in other dark conditions, the taillights, license plate light, and side marker lamps will switch off. However, the truck's parking lamps will remain on.
  Federal motor vehicle safety standards require that if the parking lamps are on, the taillights, license plate light, and side marker lamps must also be illuminated. Since this is not the case in affected trucks, they are out of compliance with federal law.

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'GMC' Recall Ticker
# of Recalls
327 (!)
# of Vehicles Affected
58,313,954

EV Blues

Is cyber security a big problem in the auto industry? More than you realize. As cyber attacks ramp up, electric vehicles are vulnerable. You'll be stunned to hear how many cyber attacks the auto industry has to fend off every day—something that doesn't get talked about much publicly.

Mandates for electric-vehicle sales have raised concerns over poorly defended charging stations and the possibility of hacks of wider power grids. Amid Europe's and the U.S.'s push to ramp up development and sales of electric vehicles, researchers are concerned that cybersecurity is being neglected. Recent attacks could come in through the charging network, this is very concerning.

In the worst of cases, hackers could engineer blackouts and do damage to entire electric grids by infiltrating charging stations and networks, officials and security analysts warn. But how does this affect your vehicle while charging?

Cybersecurity firm Upstream said there were 295 cybersecurity incidents in the automotive and mobility space in 2023. They stated, "The risk is that, unlike a data leak or a bricked phone or laptop, even a minor car hack can be hugely disruptive to people's lives." Britain's Royal United Services Institute think tank said "the proliferation of EV charging stations and related devices being connected to the grid is widening the attack surface."

According to the Israel-based Upstream firm, from 2019 to 2023 disclosed cybersecurity incidents in the automotive and mobility space increased by more than 50%, with 295 such occurrences in 2023. Some 64% of these attacks were executed by "bad hat actors" with malevolent intent, the report said. And 65% of deep and dark web cyber activities last year "had the potential to impact thousands to millions of mobility assets."

Last week we discussed the data collection and the connectivity of our vehicles. As our cars have more software and computer processes we open our vehicles up to cyber hacking.

For EVs, the connected charging network is a target. In a dramatic example of that, on February 21 the Telegraph newspaper reported that the Office for Product Safety and Standards in Britain told Wallbox that its Internet-connected Copper SB EV home charger was not properly secured against hackers and couldn't be sold.

According to the newspaper, "Critics say continued sales of the charger…risks letting hostile nations disrupt the UK's critical national infrastructure."

Close to 40,000 of the chargers have been sold in Britain, at a cost of £500 ($631). Reportedly, updated Copper SB EV chargers can still be sold until June 30, but the company has stopped marketing the device. Wallbox says this charger is not available in the US. This story highlights that cybersecurity vulnerabilities are not always localized to computers and software.

In 2021, Ukrainian hackers broke into Russia's biggest EV charging network and claimed to have stolen 900 gigabytes of data from it.

But there is more on a larger scale. Last year, the National Institute of Standards and Technology created guidance that called on companies deploying fast chargers to secure their digital payment systems. The government's report said that in 2023, the US had more than 48,000 public charging stations, and they "connect and communicate with cloud providers and third-party vendors for electric vehicle charging station location information, billing and other services."

The big vulnerability is the utilities that provide the power. The interface between the EV and the charging station via the cloud "presents a potential attack surface for malicious actors to cause damage, "that's a vulnerability, along with the utilities that provide the power. The interface between the EV and the charging station via the cloud "presents a potential attack surface for malicious actors to cause damage."

The cyberattacks are not just theoretical. Each of these systems represents a set of interconnected attack vectors. EVs, for example, interface with dealerships, mobile phones, navigation, mapping, telemetry, entertainment, vehicle-based web browsers, other vehicles, driver assist systems, over-the-air software updates, and more."

These and other warnings led automakers to band together. "An attack on one is an attack on all," said the Automotive Information Sharing and Analysis Center.

(Continued on page 12)

Gov't (cont'd)

(Continued from page 6)

Certified 'GMC' techs will reprogram the Body Control Module (BCM). No parts are required to complete the fix of this issue.

- ***74 2024 Cadillac XT5s*** due to an issue related to the driver-side front airbag cushion.
  The vehicles may have a condition where a tear or small hole can develop in the driver-side front airbag upon deployment, which may then degrade the airbag's overall performance in the event of an accident.
  If the airbag cushion were to decrease the airbag's performance, then occupants may be at an increased risk of injury in the event of a crash.
  Certified 'GMC' techs will be instructed to inspect affected vehicles and replace the driver-side front airbag module at no charge to the owner.
- A total of ***10 2024 Cadillac Lyriqs, Chevy Silverado EVs, Chevy Blazer EVs, GMC Hummer EV SUVs, and GMC Sierra EVs*** that may have a defect that can cause the vehicle to suddenly lose propulsion, including while it is driving.
  The recalled vehicles were produced with rear Ultium Drive motor units containing wires that do not have enough insulation. This can potentially lead to a condition in which the poorly insulated wires contact each other, shutting down the drive motor and causing the electric vehicle to lose propulsion as noted in Safety Recall N242447080.
  'GMC' indicates that the loss of propulsion for the affected EVs caused by the wire-to-wire contact inside the drive unit can occur at any time the motor is operating, including at high speeds on the road or highway. Sudden loss of propulsion caused by the defect, which can happen without warning, could cause a crash. Dealers are instructed to replace the rear drive unit of the vehicles, which requires a drive unit, appropriate bolts, coolant, and transmission fluid. Further, dealerships are instructed not to deliver, sell, trade, or demonstrate recalled vehicles until the remedy has been correctly applied and logged with The General's online systems.
  This fix can only be applied by a properly trained technician.

Unsurprisingly, 'GMC' is currently facing a legal battle. Former Hazelwood Police Officer Craig Tudor filed a ***lawsuit*** claiming the company was aware of, but failed to adequately address, the poor roof strength of its ***Chevy Impala police vehicles***. Tudor was paralyzed in a rollover accident while responding to a call while on duty. The lawsuit argues that 'GMC's' negligence contributed to the severity of Tudor's injuries.

In 2016, Officer Tudor was responding to a call with the lights and sirens activated on his Chevy Impala patrol vehicle when he was struck by another vehicle, causing the Impala to roll over. The accident left Tudor critically injured and paralyzed. The lawsuit contends that 'GMC' knew that the roof strength of its police package Impala models was inadequate and required reinforcement as early as 2008. However, despite this knowledge, the lawsuit states that no significant improvements were made to the 2012 model that

(Continued on page 9)

Gov't (cont'd)

(Continued from page 8)

Tudor was driving at the time.

The case has now reached the courts for the third time. The two previous trials ended in a mistrial and a hung jury.

The current trial, once again taking place in St. Louis County, is expected to conclude on May 17th. Tudor's attorney, Grant Davis, emphasized that 'GMC's' internal documents explicitly described the police Impalas as having "poor roof strength." He accused the automaker of opting not to implement the necessary enhancements for financial reasons.

Defending 'GMC,' attorney Michael Cooney argued that the roof design of the 2012 Impala police models met the safety standards of the time and suggested that the type of injuries Tudor suffered typically occur before any roof crushing occurs, thus challenging the lawsuit's claims that the roof strength was a direct factor in the injuries.

In March, ***GM Authority*** reported that 'GMC' was being sued for allegedly violating privacy and consumer protection laws through unauthorized collecting and sharing of private driving data by way of the ***OnStar Smart Driver program***. Now, the Detroit-based automaker has been hit with another lawsuit making similar accusations.

According to a report in ***Detroit Free Press***, this new suit alleges that 'GMC' collected driver info without obtaining consent and subsequently shared this data with third parties. In addition, the lawsuit claims 'GMC' announced it was cutting ties with two data brokers indicating the automaker knew it did not have its customers' legal consent to collect and share their personal driving data.

"We are reviewing the complaint and have no additional comment at this time," a 'GMC' spokesperson stated.

As previously mentioned, the first lawsuit filed by Romeo Chicco of Florida prompted this newest legal action. Chicco's lawsuit alleges that although he took deliberate action to not activate the OnStar services in his 2021 Cadillac XT6, his driving habits were nonetheless tracked in detail and shared with LexisNexis and Verisk, those two aforementioned data brokers.

Although OnStar claims that driver info is only shared with an insurance carrier after the driver has given explicit permission, Chicco nevertheless discovered extensive info about 258 trips that had been shared when Liberty Mutual denied him insurance.

For those interested in opting out of data collection, check out ***GM Authority's*** guide for practical information on increasing your privacy in your 'GMC' vehicle.

That's all, folks—*Assorted sources*

Pontiac (cont'd)

(Continued from page 1)

through, but c'mon. Caffeine comes out of Four Loko, and now it's in lemonade? Everything on the road looks like an Aztek now?

You need us. America needs us. The future needs us. So Pontiac is back.

Our first model is a hybrid. Surprised? Well, it uses a battery and an electric motor to start a 667-hp supercharged 372-cubic-inch V-8. And we think you're going to want one, because what else are you going to do? You can't buy a new Dodge Challenger and leave the splitter guards on anymore. Don't worry, we've got you—our new car's entire front end is a splitter guard.

At Pontiac, we're here to offer a future filled with V-8s, great sounds, gold pinstripes, and window louvers. And if someone shouts "Last call," we'll just smuggle in some Coors from Colorado and keep the party going.

PONTIAC IS BACK

Then, the small-print:

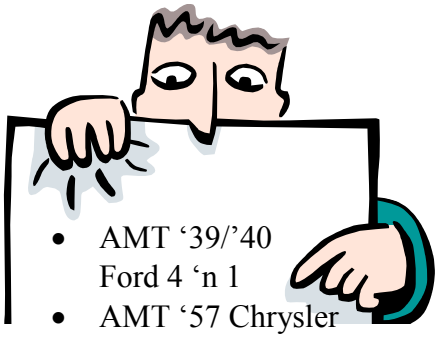
DISCLAIMER: Do you need to be told that this advertisement is fake and not to be taken seriously? Our lawyers think you do.

So, the ad is not quite real, but General Motors has spent tens of thousands of dollars to promote a dead brand and not any car that's currently available in the American market. Is there something GM knows that we don't? Is this a teaser of things to come? Pontiac's ***100th anniversary*** is coming up for 2026 so, for now, let's sit back and see if more of these pop up

(Ed. Note: Time will tell)—Assorted sources

New Stuff

Ron's Rant



- AMT '39/'40 Ford 4 'n 1
- AMT '57 Chrysler 300 Custom
- MPC '68 Coronet R/T
- AMT '73 Cougar
- AMT '79 Nova 2 'n 1
- AMT '21 Charger Police Pursuit
- Atlantis D. Garlits "Swamp Rat XXX" dragster
- Atlantis T. McEwen dragster
- Meng '88 McLaren MP4/4 F1
- Revell '32 Ford Tudor sedan
- Revell '57 Ford Del Rio Ranch Wagon
- Revell '77 Chevy pickup
- SalvinosJR '86 T. Richmond Monte Carlo Aerocoupe *(1/24th)*
- SalvinosJR '24 W. Byron Camaro *(1/24th)*
- SalvinosJR '24 K. Larson Camaro *(1/24th)*

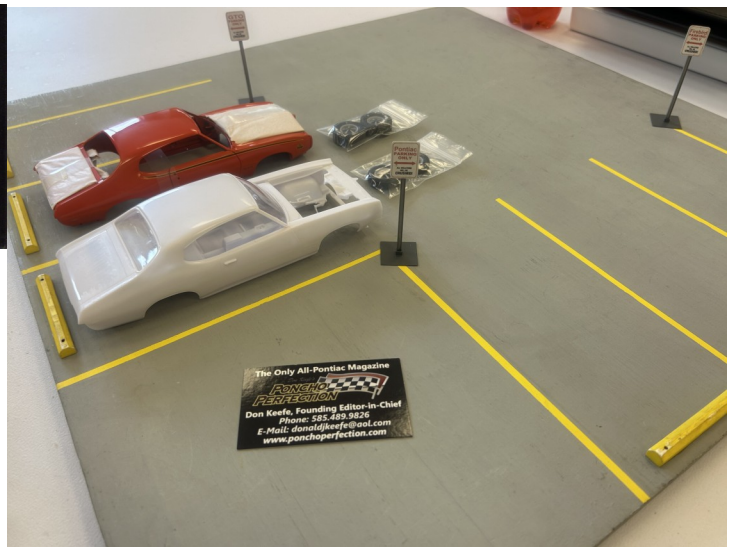
(1/25th, unless noted)

T 'n T (cont'd)

(Continued from page 4)

Prep driving modes. Further highlights include massive 16-inch Brembo brakes and the largest tire package to date on any production-spec Dodge Charger, with 20-inch wheels and staggered Goodyear Eagle F1 SuperCar 3 tires sized at 305 in front and 325 in back. For those who still prefer gas to electrons, there will also be two internal-combustion engine options on the table, including the 550-horsepower Dodge Charger SixPack H.O. and 420-horsepower Charger SixPack S.O., both of which feature the ***twin-turbocharged inline six-cylinder Hurricane ICE***. Production of the all-electric Chargers will kick off in mid-2024, while production of the ICE-powered cars will begin in Q1 of 2025—*(Thanks to GM Authority, Autoweek, and other 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*

Don Keefe's PONCHO PERFECTION



Last month's "reserved parking" showcased another slight expansion of the "Beswick Project."

Slow progress is still the word. The "breakthrough" I alluded to in the intro is that I found a 1/24th scale ***Testor's Lincoln Mint '69 Judge*** in the collection that seems to "wear" a pair of what I believe to be a pair of 1/25th scale ***RMCM of MD's resin slicks*** very well—***Thanks, Norman!!***

It appears that with time running short, I may move forward with this diecast as the opening salvo of my "Beswick Project" *(slump-buster?!)*.

At any rate, I displayed the Monogram '69 alongside the "Mint" car, showcasing a pair of slicks, wearing slightly modified Rally II wheels, as in the enclosed picture.

Here's hoping that you all will keep bringin' 'em and showin' 'em! '***PoP'*** *(Pontiacs on Parade!)* ***Sickle*** signin' off! And don't forget—MAMA may not need all these Ponchos, but I'm diggin' 'em—thanks!!—*Tim*

This is what I am attempting to replicate!

This is the newsletter of the Maryland Automotive Modelers Association

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Phone: 301-249-3830
Email: gtoguy@verizon.net

MAMAs BoyZ do it in scale!

Lost "Stash"?

After the dust had settled from last month's meeting, and everyone had cleared out, it became evident that in their haste, that a MAMA member had forgotten part of their "stash."

I posted a note on the MAMA Facebook page, with no response. I am repeating that request here. If the member who left something behind last month would be so kind as to identify their property, I will have it with me, and be ore than happy to return it to them at that time—*Tim Sickle*

Websites

Central PA Model Car Club:
https://www.cpmcc.org
LIARS Model Car Club:
https://www.liarsmodelcarbuilders.com/
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

EV's (Cont'd)

(Continued from page 7)

What we do know is that such cracks could conceivably permit hackers to access vehicle data, consumers' credit card info, allowing hackers to stop or start charging at will. That could leave frustrated drivers without a full battery when they need one, but it's the cumulative impacts that could be truly devastating.

Many home users leave their cars connected to chargers even if they aren't drawing power. They might, for example, plug in after work and schedule the vehicle to charge overnight when prices are lower. If a hacker were to switch thousands, or millions, of chargers on or off simultaneously, it could destabilize and even bring down entire electricity networks.

Think this can't happen? It already has, the US glimpsed what such an attack might look like in 2021 when hackers hijacked the Colonial Pipeline and disrupted gasoline supplies nationwide. The attack ended once the company paid millions in ransom.

I'm not fear mongering. This is real. Make your passwords stronger, change them often, and when done charging, disconnect. There is more on this coming and we will keep you posted—*Assorted sources*

Classifieds

WANTED: Unbuilt/rebuildable Pontiacs *(any scale?)*—Tempests, GTOs, Catalinas, Venturas, Bonnevilles, Grand Prixs, and Firebirds, Also interested in a Red Baron, and empty Pontiac kit boxes and instructions. Contact me at gtoguy@verizon.net, or see me at a meeting. Thanks! *(Tim Sickle)*

We're on the web!
http://www.mamasboyz.org/

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 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
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Newsletter Editor: Tim Sickle, gtoguy@verizon.net
Club Photog: Lyle Willits