



# MAMA Sez!

Volume 33, Issue 7

March, 2021

"Serving Delmarva Car Modelers for 32 Years!"



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

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## Show Season Again...NOT!

I know I sound like a broken record, but it appears as though we are still solidly locked in the pandemic, what with vaccines slowly trickling out to prioritized groups of people.

Restaurants are still restricted for dining in, or not open at all, depending on the jurisdiction.

Shows that were cancelled last year have ei-

ther already cancelled for **THIS** year, or didn't even **THINK** of trying to have their shows. They include the **Philly NNL**, **NNL East**, **our NNL** and the **Diversified ScalerZ** show in September.

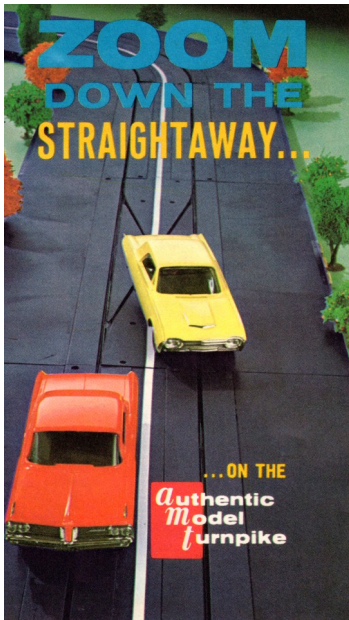
**A "Get-together" is scheduled for March 20th, from 10 AM to 2 PM—Fire museum!**

I am hopeful that you are all **STILL** doing what

is necessary to ensure yours and your family's safety, given the current state of world affairs.

Thanks for the "virtual" pix on the MAMA website—so many neat builds, so little space here!

**Please continue to stay safe! No idea when things will get back to some semblance of normal!**—Tim 🍷



### 2021 Meeting Schedule

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

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

## Condolences

**Bruce Meyers**, creator of the **Meyers Manx**, a car that would become known worldwide as "The Dune Buggy" and that would be copied and replicated for generations, and who was an original pioneer of racing in Baja, has passed away at the age of 94.

Meyers died of a blood disease called myelodysplasia, which is similar to leukemia.

"You know, it was just his time," said his wife **Winnie Meyers**,

who for many years helped operate the business **Bruce** founded.

The company, **Meyers Manx**, had just changed hands to a company called **Trousdale Ventures**.

"We sold our business recently," said **Winnie**. "And that was wonderful. So that it really was able to close some doors."

The announcement of the sale was made at the time by the new company chairman, **Phillip Sarofim**. **Sarofim** is a

venture capitalist, car collector, and racer with a passion for cool cars. **Sarofim** named former **VW**, **Audi**, and **Porsche** designer **Freeman Thomas** as CEO and chief creative officer.

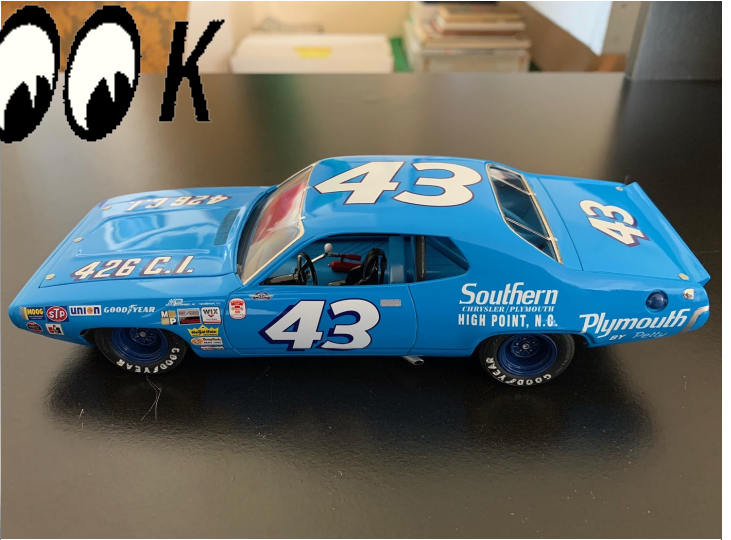
"He was an original," **Thomas** said. "He paved the way. He was different, so different than every other innovator that came before him. He was someone who understood humanity as much as innovation."

**Thomas** and **Sarofim** got to spend a couple

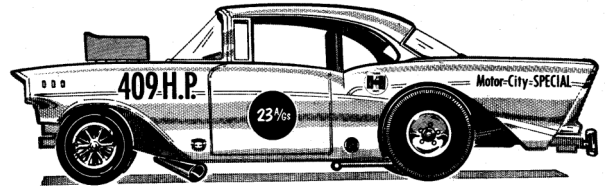
(Continued on page 9)



# Virtual Meeting



Don Stone's MPC-based Petty Plymouth



Ken Kovach's "Grumpy" Jenkins Vega, while...



... son Kevin slaves away on this Chevy II Gasser...

Rex Turner completed the Farrah Fawcett '76 Cobra II



...and this SOHC-powered (!) Vette Gasser!



JC Reckner has too many projects, and too little time!



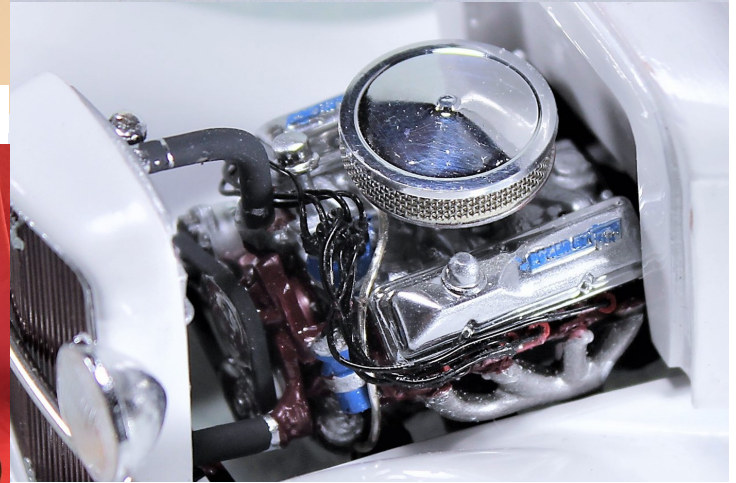
# Virtual Meeting



# LOOK



This month, we have the Buter show, with Steve...



Lyle Willits continues to impress with his specialty, street rods



...and brothers Kevin



...and Cary Buter, back in the hobby after over 40 years!





## 1971 “Diamonds Are Forever” 007 Mustang

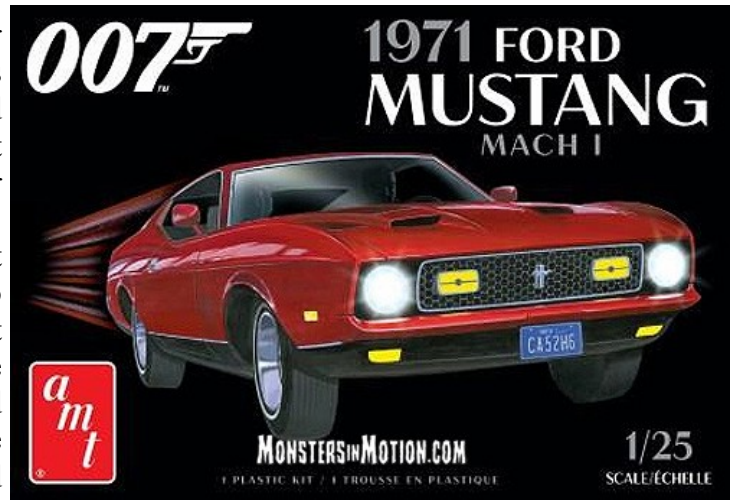
AMT Round 2 007 “Diamonds are Forever (DAF)” Mustang Mach 1 1/25th scale plastic kit molded in red, chrome, clear, clear red, w/vinyl tires and decals.

MPC and AMT have been making 1971-’73 Mustang kits and AMT promos since the early 70’s and have revised or reissued the kits over the years as drag cars, road racers and a stock Mustang sportsroof or Mach 1. There were exterior changes in 1973 to the front end, so most reissues were based upon the ‘73 version. MPC did release a Boss 351 based upon the original molds and other than adding decals and including the 1971-72 style grille, there were no other changes to the basic kit. This 007 version is very similar in the sense that it is actually based on the MPC kit despite the AMT branding. The kit still includes a lot of parts that were created to make a replica of the Warren Tope Trans Am series’ race car around 1973.

I’ll cut to the chase (*on four wheels for now*) and highlight what is “new” in this release. It has Mach 1 decals for the fenders and trunk, gauges, air cleaner, side marker lights and sport lamp light

decals, clear headlight lenses and a revised grille and front bumper to better represent the ‘71 Mach 1 front end. The kit also has the correct FOMOCO style trim ring and hubcap style wheels and whitewall tires for the movie car.

So what should the kit have to make an accurate Mach 1 as driven by Sean Connery in the movie? For starters, a **correct engine** would help. From the kits’ drag racing roots, it has a **Boss 429 engine**. To say that is incorrect is a mild understatement. The other engine, according to the box art is **supposed** to be a 351 Cleveland. While it would be wonderful if it actually looked like one, it is actually an old mold from the MPC ‘67 Mustang kit which had a 289 Windsor V8. So since neither engine is correct, they could have at least gotten the exhaust system correct. Sorry to say no—it is from the 1969-70 kits and has dual resonators, not the oval style mufflers on ‘71 Mustangs powered by four barrel engines.



It’s interesting there is no clutch pedal in the interior despite the kit engines both having manual transmissions and shifters.

So, in order to build a correct movie car, the builder will need to source a 429/460 385 series engine with the CJ style aluminum valve covers and a chrome air cleaner. Some Mach 1’s had a Ram-Air system but my research indicates the movie car was a non-ram air version. It did have the NACA hood which had the air scoops, but they were non-functional. Speaking of the hood, the “vents” in the back of the hood are incorrect. Unlike previous year Mustangs that had a cowl and visible vents, beginning in ‘71, the cowl and wipers were hidden under the hood so the vents need to be filled in by the builder. It should be noted there is some debate about whether the stunt cars used were 302 or 351-powered for the famous alleyway stunt that was filmed in different locations, when the Mach 1 miraculously rode on two wheels going into a Las Vegas alley, coming out on



The star car in the movie was a 429CJ non-ram air Mach 1 with a C6 automatic transmission.

(Continued on page 5)

# 007 (cont'd)

*(Continued from page 4)*

the *opposite wheels* eluding several police cars chasing Mr. Bond. While the kit does have a 351 4V air cleaner decal, only Mustangs made in Mexico came with a 351 Windsor engine, so in essence, the builder is supposed to pass off a 302 Windsor as a 351 Cleveland and, I suppose, add a clutch pedal for a faux 351 Cleveland.

I would not have lost a bet when I heard in 2020 that this kit was being revised when I guessed there would be only minor cosmetic changes. Although the movie car did not have the side stripes which were an option on Mach 1's and standard on all Boss 351's, including them on the decal sheet would have been nice. Although a lot of the parts in the kit have no use for creating a 429 Mach 1, there are many possibilities with this kit if one wants to build a road racer. Most Mustang fans know about the 1969-70 "Boss 302s" raced by Parnelli Jones and George Follmer but the '71 body style was raced in dirt track, Trans Am and the NASCAR Grand Am series. Many of the kits' parts could also be retro-fitted to build a '69 MPC Mustang T/A racer using the interior parts as this kit includes a roll cage and interior that are absent from those years kits. The Boss 429 engine could be used to convert the MPC '69 from

a Mach 1 into the engines' namesake. I do not like to see kit parts go to waste, so if nothing else, this kit could be the source for many other builds. There is no point in spending two or three times the current MSRP for a vintage '71 MPC kit as this has everything the original kit has, plus fresher decals. If nothing else, I wish Round 2 had at least corrected the hood. Expecting a new accurate engine with an automatic transmission would have left me shaken.

In closing, Rex would like to pass along a few websites for those hardy souls who want to at-



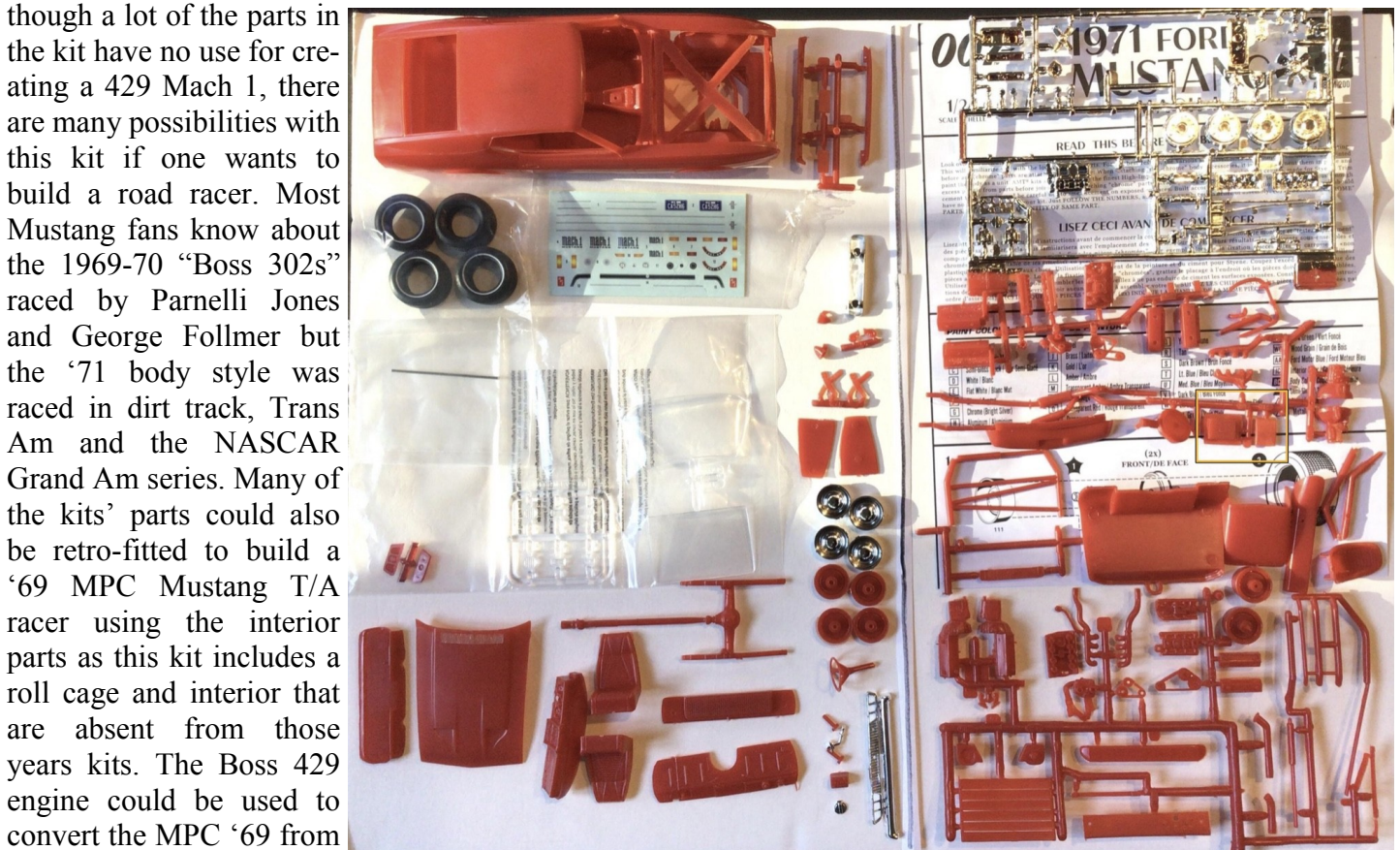
tempt to "accurize" this kit:

- ◆ [http://www.ponysite.de/pony/bond\\_ind.htm](http://www.ponysite.de/pony/bond_ind.htm)
- ◆ [https://www.isomustangs.org/Articles/TabId/122/ArtMID/483/ArticleID/43/WANTED-1971-Mach-1-Used-In-\"Diamonds-Are-Forever\"-part-2.aspx](https://www.isomustangs.org/Articles/TabId/122/ArtMID/483/ArticleID/43/WANTED-1971-Mach-1-Used-In-\)

**Thanks, Rex!**

by: Rex Turner

[rturner72@verizon.net](mailto:rturner72@verizon.net)





NHTSA has issued a recall for **38,048 2017-18 Silverado and Sierra 2500/3500HD pickup trucks** over an issue related to the front seat belt retractor assemblies.

The front seat belt retractor assemblies may have been built with the incorrect torsion bar, which can prevent the seat belt from performing as designed in the event of a crash.

If the seat belt retractors do not perform as intended during a crash, there may be an increased risk of injury to occupants of the driver's seat and/or front passenger seat.

Dealers will inspect both the driver and front passenger seat belt retractor assemblies of the involved Chevy Silverado and GMC Sierra HD pickups and replace them. These repairs will be performed at no cost to the vehicle owner.

At the same time, NHTSA has issued a recall for **94 2021 Chevy Tahoes, Suburbans and GMC Yukons and Yukon XLs** over an issue related to the front seat bolts in the SUVs.

Vehicles affected by this recall campaign had to undergo a minor repair during the general assembly process that required workers to remove the driver and front passenger seats. The attachment bolts for the front seats may not have

been properly reinstalled after the repair was completed and as such, the front seats may now be loose.

If an occupied front seat has loose or missing seat bolts, it may move during a crash. This can increase the risk of injury to the seated occupant.

Dealers will inspect the front seat attachment bolts for both front seats in affected vehicles. If necessary, dealers will tighten the bolts or install new attachment bolts as needed. These repairs will be performed at no cost to the vehicle owner.

'GMC' has issued a recall of **2017-20 Chevy Colorado and GMC Canyon pickups** due to a potential problem with the evaporative emissions canister.

'GMC' has issued the voluntary emissions recall as evaporative some emissions canister service parts manufactured during a certain time period and installed in vehicles during a service repair were not manufactured to engineering specifications. This problem may affect vehicles with both the four-cylinder and V6 engines.

An evaporative emissions canister is a type of emissions control device. If there is an issue with the

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emissions canister, the vehicle's tailpipe emissions may be adversely affected.

Dealers are instructed to inspect the evaporative emissions canister and replace it if the part does not meet engineering specifications. A new evaporative emissions canister will solve the issue completely, as the original part may have been repaired with faulty service parts.

In most cases, 'GMC' says it will notify owners of affected vehicles. If owners are unsure whether or not their vehicle is affected by these recalls, they can visit [my.gm.com/recalls](https://my.gm.com/recalls) and type in their VIN to see any open recalls or other actions that may be active on their vehicle.

A **class-action lawsuit** has

(Continued on page 7)



## Gov't (cont'd)

(Continued from page 6)

been filed against 'GMC' over the problems some owners are experiencing with the *Chevy Bolt EV battery pack*.

Lawfirm Chimicles Schwartz Kriner & Donaldson-Smith filed the nationwide class-action lawsuit on behalf of plaintiff Andres Torres. The law firm claims that when the lithium-ion battery pack in the Chevy Bolt EV is "charged to full, or very close to full," it can pose a risk of fire. It also says that 'GMC's only fix for the problem is a software update that limits the maximum state of charge to approximately 90% battery capacity, thereby reducing the amount of mileage that these vehicles can otherwise travel on a full charge.

The complaint accuses 'GMC' of violating the Illinois Consumer Fraud and Deceptive Practices Act and the Magnuson-Moss Warranty Act, along with fraudulent concealment/fraud by omission. It also accuses 'GMC' of breaching its express and implied warranties on its vehicles. The plaintiff is seeking restitution and punitive damages as a result of " 'GMC' knowingly introducing defective vehicles into the marketplace and defrauding consumers across the country, and also an award for costs and fees and other relief," the law firm says.

'GMC' issued a recall for almost 69,000 units of the Chevy Bolt EV worldwide in November after it received five separate complaints of the battery packs in the vehicles catching fire. 'GMC' has not yet identified the root cause of

the fires and has instructed dealers to install a software patch that limits the battery capacity to 90 percent of its limit as a sort of stop-gap measure. A more permanent fix for the problem is expected to arrive sometime this year.

As of November of 2020, dealers located in the states of California and Washington are no longer able to order *new 2021 Chevy Camaro SS, Camaro 2SS, Camaro ZL1, or Camaro ZL1 1LE models*. The restrictions apply to both the coupe and the convertible body styles, and are related to the *copper brake pads* on these trim levels.

"Due to restrictions in California and Washington state related to copper brake pads, customers in those states cannot order a 2021 Camaro SS, ZL1 and 1LE for delivery after January 1, 2021," said Senior Manager, Chevrolet Cars and Crossover Communications at General Motors, Kevin M. Kelly, in an official statement to GM Authority. "Customers can, however, purchase these models from available dealer stock in those states."

For those customers in California and Washington looking to order a new 2021 Chevy Camaro SS or ZL1, the news undoubtedly comes as something of a disappointment. Luckily, the issue won't prevent new orders forever.

"We will resume allowing customers in California and



Washington state to order the Camaro SS, ZL1 and 1LE models in 2022 when we introduce a new brake system that is compliant with the copper requirements," Kelly added.

Although 'GMC' did not specify, it's assumed that the issue has to do with the upgraded Brembo brakes offered on each of the trims mentioned. To note, the 2021 Camaro SS comes with standard SS Brembo front and rear performance antilock brakes, while the ZL1 comes with six-pot front Brembo units and four-pot rear Brembo units.

GM Authority recently reported that a judge had dismissed a lawsuit filed against 'GMC' in which it was alleged the automaker had fit various seventh-gen Corvettes with faulty wheels. Although the case dismissal means the automaker will avoid ponying up replacement C7 wheels and

(Continued on page 10)

### 'GMC' Recall Ticker

# of Recalls

**208 (!)**

# of Vehicles Affected

**53,454,343**



## C8 Watch

A Georgia man couldn't believe his luck when he won a C8 from a *scratch-off lottery ticket*, but he no longer feels so fortunate after the lottery he purchased the ticket from realized it couldn't deliver on its end of the deal.

According to *Corvette Forum*, Dennis Kahler recently purchased a scratch-off lottery ticket because it had one of his favorite cars on it, a C8. To his surprise, his card ended up being the grand prize winner, entitling him to a new C8 and \$250,000 cash.

The problems started when he reached out to Georgia Lottery to redeem his car and cash. Virtually every new C8 already has an owner, so it's been difficult for him to find the vehicle he's looking for. Furthermore, many dealers want additional markup for the C8s that have not been spoken for.

There's another problem, too. Georgia Lottery assigned the C8 a value of \$107,000, which would allow him to receive some cash on top if his desired specification came in under that amount. He wants a Rapid Blue 2LT trim level model with the Z51 performance package, which rings in at \$80,465. The first dealer picked by the lottery affiliation, Five Star Chevy, placed a **\$10,000 markup** on the one they had in stock, which Kahler balked at.

"I used to be a general sales manager for a dealer, so I *know* the way things operate," he told *Corvette Forum*. "I'm not giving up the money on my purchase by using them."

The lottery later found other

dealers willing to sell the car at MSRP, but these stores said they probably wouldn't be able to get him a car until the third quarter of the year. That's not surprising, seeing as the C8 is in high demand and has faced

numerous production setbacks in the past 11 months or so. Despite being a lottery winner, it seems as though Kahler will have to wait for his C8, just like many other eager prospective owners.

The C8 is offered in all sorts of eye-popping factory colors, including Accelerate Yellow, Rapid Blue and Sebring Orange.

For Sandra Hart, though, the factory C8 color palette was simply lacking. She is a dedicated Vette enthusiast who recently replaced her bright pink '14 Stingray with a '20 C8, which she had wrapped in a very **bright fuchsia**. While the pinkish-purple hue won't be for everyone (*Ed. Note: Ya think?!), Hart's car actually looks better than expected (!), especially with the black Stingray stripe and optional High Wing Rear Spoiler.*

"Finally finished," Hart wrote in a Facebook comment after her new C8 was done. "We ordered it 478 days ago on July 24, 2019. Had it wrapped in 3M Hot Gloss Fuchsia. Love the color. Wanted to be different. The car is still black, so when we get tired of it, we can remove the wrap."

Hart's car looks good with the



Sky Cool Grey Napa leather interior, which contrasts nicely with the wrap. She has her own hang-ups about the light-colored seats, though, and regrets getting them over black or another color that would be easier to keep clean.

"Need to get seat covers for the seats," she said in another comment. "They get dirty real fast. The guys are going to put ceramic coating on them when they wrap the car. But we will get custom seat covers made for the bottom. Does anyone else notice this problem with your gray seats? Big mistake on our part."

The C8 offers lots of options, from paint and interior color combos, to stripes, hash marks, wheels and performance upgrades. Now, one company is offering something a bit unexpected—**fake velocity stacks** for the C8's naturally aspirated 6.2L V8.

Developed by *Custom Cre8ions* out of Golden Valley, Minnesota, the fake stacks are designed to add a custom touch to the new C8's engine bay, mimicking classic sports machines like the original Ford GT40.

For those who may be unaware, high-performance engines

(Continued on page 10)



# Condolences (cont'd)

*(Continued from page 1)*

hours with Bruce Meyers just before he died.

“We ended up staying with him for over two hours,” said Thomas. “He wouldn't stop. He wanted to keep talking. We kept asking questions. You know, he was so alive at that moment. He told us about how happy he was that we had Meyers Manx, and we could tell that made him feel good, that his dream, his vision, his innovation, his ideas would go on. So we were pretty lucky.”

To say Bruce Meyers was a renaissance man would be to limit him. Yes, he was trained in fine

arts at Chouinard Art Institute, with a specialty in life drawing, but unlike the traditional renaissance man, Bruce surfed, raced in the Baja 1000, and sailed to Tahiti on a trading schooner.

If you took everything that is pure Southern California—surfing, sailing, the beach, some guitar playing, blond hair, the Laguna Beach Arts Festival, even large portions of neighboring Baja, California, Mexico—and poured it all into a huge cultural Cuisinart, out would come Bruce Meyers, driving a Manx.

He was equal parts Raymond Loewy, Carroll Shelby, and Degas all rolled into one and riding a surfboard. And we, the motoring public, are the better for it.

“There are no retired artists,” Meyers once said, during a day at the beach we spent with him almost 20 years ago.

Sadly, Bruce was not alone. None other than **Norm Kraus** also recently passed away. No further details were available.

Godspeed, gentlemen—*Assorted sources* 🙏



**THIS** is what the “General Lee” **SHOULD** have been!

When someone steps on your hot wheel.



## Gov't (cont'd)

(Continued from page 7)

reimbursement costs, it's also a major snub to owners.

First, a little background. It's been well-documented that the lightweight aluminum alloy wheels equipped on C7-gen Grand Sport and Z06 models can bend, warp, or crack. The wheel issue is a common topic in online car communities and forums, and multiple lawsuits have been filed against 'GMC' alleging a defect.

Corvette chief engineer Tadge Juechter has even acknowledged that the C7 wheels could be damaged by potholes and crack or warp over time. And although 'GMC' has every right to defend itself from the allegations, it could come at the cost of customer loyalty and trust.

For starters, the C7 is not a cheap vehicle, especially the Grand Sport and Z06 models. One would assume that these high-end sports cars come with equally high-end components to justify the price, and the sort of damage alleged by numerous owners and lawsuits doesn't line up with that thinking.

Furthermore, the wheels themselves are quite expensive. Replacements can cost over \$900 per wheel, and given the replacement C7 wheel could have exactly the same defect, its longevity is anything but assured.

Intentional or not, the message to customers is clear – 'GMC' is more concerned with short-sighted loss mitigation than it is with long-term customer loyalty.

This is a major issue. Corvette

owners are some of the most loyal 'GMC' customers out there, often owning multiple 'GMC' vehicles, but for a C7 owner that suddenly must replace bent or cracked wheels on their new sports car, it begs the question – does 'GMC's handling of the wheel issue instill confidence in future purchases from 'GMC'? The answer is likely "no."

Hopefully, this issue does not continue into the future. The up-and-coming C8 Z06, for example, will offer carbon fiber wheels that will drastically reduce unsprung weight. But with the ongoing C7 wheel issue, will C8 buyers spring for the expensive composite option? Will impacted C7 owners consider the C8 at all?

The real question is this—is 'GMC's defense on this issue worth the hit to customer loyalty? It remains to be seen.

Tune in to see what happens *NEXT* month—*Assorted sources*

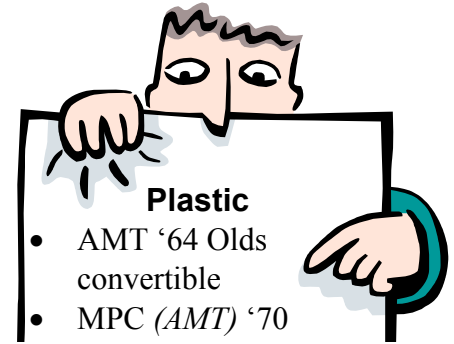


## C8 (cont'd)



Yeah, but is it \$1,500 worth of cool?!

## New Stuff!



### Plastic

- AMT '64 Olds convertible
- MPC (AMT) '70 GTO Super Stocker
- MPC (AMT) "Wild One" '36 Chevy
- MPC (AMT) Cobra Chopper Trike
- MPC (AMT) "Wacky Racers Mean Machine" (1/32nd scale)
- MPC (AMT) "Wacky Racers Compact Pussycat" (1/32nd scale)

### Diecast

- ACME '60 #3 Cunningham Corvette LeMans class winner (RESIN Real Art Replica) 🏆

(1/18th, unless noted)

can utilize real velocity stacks to smoothly and efficiently guide air into the engine, as well as enable tuners to optimize the intake. However, this new component from Custom Cre8ions is not a real set of functioning velocity stacks. Rather, it's little more than an *engine cover* designed to make the C8 **LOOK** like the part.

It ain't cheap either. Per the company's website, pricing for one of these covers is set at **\$1,500**, half of which is required

(Continued on page 12)





What follows is a capsule review of the *Salvinos '81 LeMans* stock car.

Let's face it. Those of you who have built Monogram stock cars all know that they are pretty much the same basic chassis, with the appropriate body draped over it, wearing that team's markings. So, this 'mini-review' will focus on the new parts in this kit—the never before produced LeMans body.

The body is seven pieces in all, and they appear to capture the lines of the car very well. This is obviously the main focus of the kit—the all-new LeMans body, modeled by a 3D CAD program. The kits are so similar that the Grand Prix hood is also actually included on the parts tree.

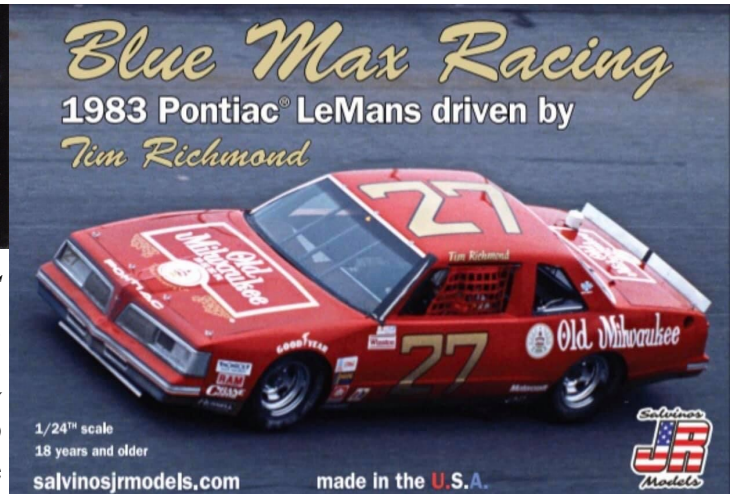
LeMans drivers included but were not limited to: Bobby Allison (*Tuf-Lon, Gatorade*), JD & Jeff McDuffie (*Bailey Excavating*

and *MACKS Stores Inc.*), Benny Parsons and Buddy Baker (*JD Stacy*), Cale Yarborough (*Hardee's*), Tim Richmond (*Old Milwaukee*), Phil Parsons (*Skool*) and possibly a few racers in other second-tier series (for example, *Davey Allison, with Miller Beer*).

The bright spots for Team Pontiac by year are as follows:

**1981**—Bobby Allison – five top fives, one top ten; **1982**—Benny Parsons/Buddy Baker – ten top fives, six top tens; **1983**—Tim Richmond – four top fives, one top ten; Cale Yarborough – one top five (*the Daytona 500*); **1984**—my NASCAR research failed to unearth anyone running the LeMans this year

Pontiac was denied championships all three years by Darrell



Waltrip in '81 and '82, in the "Mountain Dew" Buick Regal; and in '83 by Bobby Allison, in the "Miller" Buick Regal.

Salvinos also has kitted the "Hardee's" car driven by Cale Yarborough. Additionally, Mike's Decals has several of the aforementioned teams available.

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



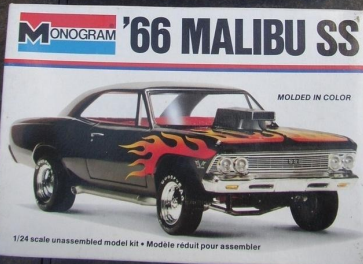


This is the newsletter of the  
Maryland Automotive Modelers  
Association

#### Chapter Contact:

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**MAMAs BoyZ do it in scale!**



See Classified at left

## Websites

**Central PA Model Car Club:**

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

**LIARS Model Car Club:**

<https://www.liarsmodelcarbuilder.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>

**York US30 Musclecar Madness:**

<https://www.facebook.com/YorkUS30/>

## Club Contact Info

## C8 (cont'd)

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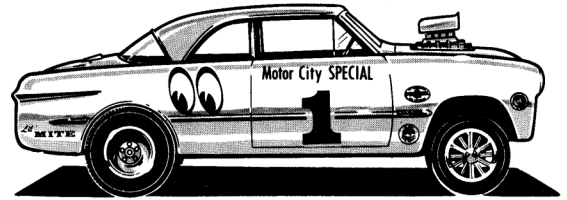
upfront as a down payment, with the remainder due once it is ready to ship. Custom Cre8ions says the product began shipping last month.

Installation is simple, requiring four bolts, a clip, and five minutes time. It can also be painted to match, if desired.

While it would be nice to see a real velocity stack intake setup developed for the C8, this cover at least gives you an idea what such a setup could potentially look like—*Assorted sources* 🍷

## Classifieds

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



Were on the web!

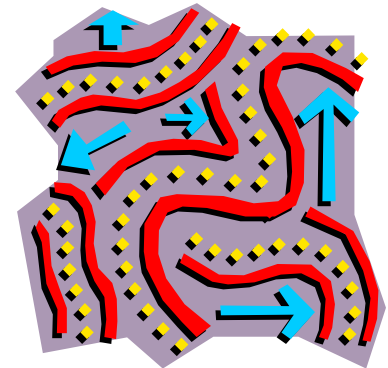
<http://www.mamasboyz.org/>

## Directions

**From the Baltimore Beltway (RT 695):** Take Exit 7, Route 295 (*Baltimore-Washington Parkway*) south towards Washington approx. 18 miles to Route 193 (*Greenbelt Road*), and exit. When on the off-ramp, stay to the right and merge right onto Southway (*see below*).

**From the Washington Beltway (RT 495/95):** Take Exit 22 north, towards Baltimore. Stay in the right lane and take the first exit onto Route 193 (*Greenbelt Road*). When on the off-ramp, bear to the right and take Greenbelt road west, towards College Park. Stay in the right lane and immediately after passing over the Parkway, make a right (*at the light*) onto Southway (*read on!*)

**Once on Southway:** Go



straight to the second (*2nd*) STOP sign. Make a left onto Crescent road. Go to the STOP sign and make a right into the parking lot behind the Greenbelt Library. Once in parking lot, look to the right. The large, white building is the Greenbelt Community Center. Enter building using the doors near fenced tot lot. The multi-purpose room is on the second floor. There is an elevator to the left of the entrance. 🍷

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