

MAMA Sez!

Volume 32, Issue 12

August, 2020

"Serving Delmarva Car Modelers for 31 Years!"



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

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2020 Meeting Schedule

Meetings are scheduled for the third Saturday of the month from **11 am to 2 pm** (unless noted otherwise). Do **NOT** assume meeting dates—confirm them with a club officer!

- ☞ January 18th
- ☞ February 15th
- ☞ March 21st
- ☞ April 18th
- ☞ May **NONE (!)**
- ☞ June 20th
- ☞ July 18th
- ☞ August 15th
- ☞ September 19th
- ☞ October 17th
- ☞ November 21st
- ☞ December 19th (10 - 3!)

STILL Sheltering in Place?!

Hopefully, you are all **STILL** doing what is necessary to ensure yours and your family's safety, given the current state of world affairs.

It seems as though we are destined to deal with the club's "Virtual Meeting" concept as put forward by Tim Powers. **Thanks again, Tim.**

It appears as I write

this newsletter (*mid-July*) that the "**other**" shoe has dropped—**cancellation** of The **Tri-State Trifecta** (NNL East, Diversified Scalerz, Philly and MAMA NNLs!), due to COVID-19 concerns, both from governments and the general populace. **Insanity!**

The "hits" (*Pontiacs!*) just keep

coming, in the form of something a bit different—something from the 'GMC' files that I found online.

Please be safe! With any luck, things will get back to some semblance of normal soon! ☺



Wow, it's been six months since we last held an in-person meeting in the multi-purpose room at the Greenbelt Community Center (GBCC). That sucks, but I'm glad we haven't done it.

When the COVID-19 pandemic first started, I didn't take it as seriously as I should have. My co-workers and I would suddenly realize that we were still having discussions in aiseways that didn't facilitate 6-foot distancing, so we'd crack wise and take a step back, but that was about

it. I did start washing my hands more often and using sanitizers after using common touch points like door knobs, though. Then one of our system administrators had to request special travel approval to attend her grandfather's funeral in another state. He'd tested positive for COVID-19

about two weeks before and was now dead. That's when it got serious, fast.

I now took an N95 mask and my own hand sanitizer to work with me. One of our section's Business Managers (BM) told me a close friend of her mother's caught it in

(Continued on page 2)

VIEW
FROM
THE
BASEMENT

VFTB (cont'd)

(Continued from page 1)

the relatively isolated town of about 2500 people where they live in Iowa. I focused even more on making sure the folks in my office had the supplies they needed to keep them as safe as possible, but those were suddenly hard to come by. We all took turns disinfecting the common touch points in our office throughout the day. Thankfully, our employer enabled those employees with any of the Centers for Disease Control (CDC) defined Increased Risk Conditions (IRC) that were known at that time to self-identify and be placed on indefinite administrative leave to further protect their health. After ensuring that all of our qualified team members self-identified and stayed home from work, that we had a plan in place to reduce the building/office occupancy to just 16% of the work force at any time, and that suitable work/home communications capabilities were put in place, I also self-identified as having an IRC. Along with not being to a meeting, I haven't been to work since March, either.

My employer soon put everyone except the absolute most essential personnel on administrative leave. After a few months they began bringing people back in stages starting with the 16% plan. They currently have half staff coming in each week. And they are seeing some issues. They are temperature screening everyone coming into the buildings and have been turning away those with readings above 104 degrees. And they are being very strict on the

protocols for those who are at work. Still, just this week our section's other BM reported that one of his close family members has tested positive, so he's getting himself tested. I'm glad I wasn't at work with him; we normally work very closely in planning, executing, and monitoring our section's budget.

Fortunately for me, my wife's background is in the health/medical field and she's kept close watch on the whole pandemic right from the start. Her experience and training enable her to cut through the bull, recognize which public figures know what they are talking about, correctly interpret the reported numbers and trends, and guide me in keeping my own high-risk hide safe. Her insights have also helped shaped my thinking regarding club activities.

By now, we'd all like to get back to holding regular monthly meetings, I know I would. But to try and do that at this time would just present far too much risk to our members, in my opinion. As yet, there is no specific treatment for COVID-19. There are no vaccines to provide protection and no antiviral drugs to reduce symptoms. They are coming, but they ain't here yet. Some steroids are proving helpful, but they are not a cure and administering them is tricky.

Even if we were to work out all the logistics and ways to enforce proper protocols (*mask wearing, limited attendance, sanitizer/disinfectant usage and provisions, 6-foot distancing, etc*) in order to hold a meeting in an alternate location while the Greenbelt Community Center (GBCC) re-

mains closed, the risk is still too high in my opinion. If during the two weeks prior to such a meeting any one or more of the attendees was exposed to the virus, by the time of the meeting they might not yet be experiencing symptoms, but could still be carrying and spreading the virus. Unless that person is absolutely fastidious in following the protocols, they can easily spread it to any or all attendees.

How realistic is that notion? Look at the results of recent roll-backs of restrictions on restaurant, bar, and nightclub events. Within two weeks, we saw significant (*almost threefold*) increases in positive testing, hospitalizations, and deaths. And that's just in Maryland. Other states and municipalities are seeing similar results. Just last week, California surpassed New York as the state with the most infections. Last week, our current positivity rate earned Maryland a spot on the list of states from which travelers to New York are required to undergo a 14 day-long quarantine before entry.

On a smaller scale, there was the Green family BBQ in Texas. Just six family members had a BBQ one day last month when the state lifted restrictions on gatherings. Not only did all six attendees contract COVID-19, they spread it to eight other family members in a matter of days. Tony Green, who hosted the event, was quoted, "I thought that everything was going to be fine. We're not even really going out. We're just spending time together. Hanging out at the house." Green's mother died, his

(Continued on page 3)

VFTB (cont'd)

(Continued from page 2)

father-in-law is currently on a ventilator.

As I write this, I have learned that Google just extended their work-at-home policy through next July 2021 to help keep their employees healthy. I think we can expect to see other major US corporations very quickly follow suit in formalizing similar extended timetables of their own. Last week, BASYS, a local company told their employees they won't be back in the office before January. I also learned that Dr. Joseph Costa, the chief of Mercy Medical Center's Critical Care Division and a professional at following the safeguards and protocols, died due to COVID-19 on July 25th. Costa was just 56 years old.

Results like those lead me to believe it is unsafe for us to resume meetings at this time. I firmly believe that the health and safety of every MAMA member outweighs the fun and enjoyment we derive from getting together and talking about plastic and cars. I believe that right now the best way for us to take care of each other is to continue to stay apart physically.

If you haven't been tracking Maryland's COVID-19 statistics, you can see them updated daily at the Maryland COVID-19 Dashboard: <https://coronavirus.maryland.gov/>.

Some of the key signs I am watching for that will signal when it's safe to resume meeting in-person again include when:

- we no longer have to rely on

everyone around us to do the proper things (*masks, distancing, limits, sanitizing, etc*) to ensure our health

- vaccines are approved and distributed to provide protection
- antiviral drugs are approved and distributed to reduce symptoms
- we see consistent decline in the state and national positivity, hospitalization, and attributable death rates

What about alternatives in the mean time? Well, as you know we've been holding Virtual Meetings via our website (www.mamasboyz.org) since GBCC shut down. This is where members and friends send photos of models they would have displayed at a meeting. The number of monthly photos submitted has been growing and we see new names participating along with some regulars. Participation is easy, send in your photos and text. That's it. When the site is updated following the third Saturday each month, you can see what your fellow club members sent in.

A new option that was recently brought to my attention, called JITSI Meet, could enable on-line virtual meetings where members connect their computer or smart phones to an online server and can then all see and hear each other. Based on open-source software, it does not appear to have the devastating security problems as other virtual meeting platforms we've looked at. You will need an active camera and microphone to participate. Because I do not have this hardware, I am hopeful that one of our mem-

bers or officers will soon take the lead in trying it out and scheduling online meetings. Check it out at <https://jitsi.org/jitsi-meet/>.

Another option that I personally *don't* care for, is that of individual members organizing their own gatherings to spend time together and hang out outside the purview of the club. While most of the full-size car clubs in the state have made very clear that they will not host their weekly cruises or car shows until the pandemic tide has turned, each weekend some of their members are choosing on their own to meet anyway, without benefit of the club's official leadership, sponsorship, or organization.

If any of our members were to pursue organizing such in-person gatherings or events on their own and truly believed that they can assure the health of everyone who attends with strong adherence to all necessary safeguards and protocols and that needed disinfectant and sanitizing supplies will be on hand, we would be able to report to other members what those individuals are planning, albeit without any endorsement from the club. I feel that an official club meeting or a club-sanctioned event of any sort at this time would be more enticing to many of us than would a grass-roots gathering. I fear that sort of enticement would unfairly influence some members to attend when they might otherwise choose not to. As I've stated earlier, I regard your health and safety far above the fun and enjoyment we derive from our meetings, but I also respect your right to make your own choices. 🙏

Virtual Meeting! LOOK



Cruz has been busy this month...



Lyle Willits built a Caddy without fins—heresy!



Howdy Hoffman's "Mopower To Ya" collection



...Cruz again



Steve Buter's small-scale convertible



A PORTION of Gary Sutherlin's car & truck models

Virtual Meeting!

LOOK



Tom Jerow, rockin' the two-wheelers again!



...and, Cruz one final time!



Jim Maness' Mazmanian Gasser replica



One of *FIVE* builds this month by Paul Lee!



I'd say "help yourself," but they are all gone!



Mike Costic seems to be settled in nicely in retirement!

The National Highway Traffic Safety Administration (NHTSA) has launched an investigation over purported steering issues with the **Chevy Equinox** and **GMC Terrain**.

According to **Automotive News**, NHTSA is looking into claims that the 2010-12 Equinox and Terrain have a problem that may cause friction within the power steering system. This can make the steering wheel feel as though it is sticking and require increased steering effort from the driver.

'GMC' allegedly sent out a service bulletin to dealerships instructing technicians on how to repair the problem and also began offering extended warranties over the issue. NHTSA is now investigating vehicles that were repaired under this service bulletin, but later experienced the same issue. There has so far been one report of a crash and injury related to the problem, but 'GMC' claims it is not a safety issue.

"(There is) a slight feeling of friction in the steering system that can be an annoyance to customers," 'GMC' spokesman Dan Flores told *AN* this week. "We've reviewed this issue internally and have reviewed it with NHTSA previously. We do not consider it to be a safety issue."

NHTSA's website indicates the safety watchdog has received numerous complaints related to the power steering of the 2010-12 Equinox and Terrain. In one instance, a 2011 Equinox owner experienced stiffness in the steering and was later told the problem was covered in a technical service bulletin.

"Upon leaving the parking lot, the steering wheel became extremely difficult to turn," the complaint said. "At a certain point in the turn, the wheel violently jerks back to the center position. I returned the vehicle to the dealership immediately and it was identified as another special repair bulletin issued by 'GMC' on this specific make/model."

Another owner had a similar complaint with their 2011 Equinox.

"After traveling on (the) Interstate at 75 mph the steering wheel sticks in the position it is in," the complaint said. "When you try to move the steering wheel there is a resistance and then it breaks free from that position causing the vehicle to make abrupt movement either to the left or right depending on which way you were attempting to steer. It then works fine for a while and will do the same thing again."

It is currently not clear when the NHTSA investigation will be complete.

NHTSA has also launched an investigation after receiving numerous complaints regarding fuel leaks in the **Chevy Cobalt** and **HHR** compact cars.

According to **The Detroit Free Press**, NHTSA says it has received 208 complaints from

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



AN AMERICAN REVOLUTION™



owners of the Cobalt and HHR over fuel leaks. Of these, 39 complained of fuel leaking out from a

(Continued on page 7)

'GMC' Recall Ticker

of Recalls

181 (!)

of Vehicles Affected

46,128,048

Gov't (cont'd)

(Continued from page 6)

line located near the left rear well. The safety watchdog claims the leaks are caused by corroding metal fuel lines.

In a statement issued to the *Free Press*, 'GMC' spokesman Dan Flores said the automaker has "been in discussion with NHTSA on this matter and will continue to cooperate with NHTSA in its investigation."

The government has not yet tied any crashes, fire or injuries to the purported fuel leaks. NHTSA reps also told the *Free Press* they would investigate any potential

safety issues that may stem from the problem and noted that investigations like these can lead to recalls.

The agency's probe involves **614,000 Cobalt and HHR models. Cobalt models affected are from 2008-10**, while the HHRs are from 2008 and 2009. Searching these vehicles on NHTSA's online database turns up a number of complaints pertaining to this same fuel leak issue.

"The gas line is rusted and leaking," one owner of a 2009 HHR said. "There is a strong odor of gasoline at the rear drivers side tire of my car. It leaves fuel on my driveway."

One complaint said the loca-

tion of the gas lines, which are located within an insulation heat shield near the exhaust pipe/muffler, is the reason behind the corrosion. They also said 'GMC' had them come in to confirm the corrosion problem—suggesting the issue was previously on the automaker's radar.

"Gas line corrosion problem (due) to muffler right under gas lines and gas line up in pocket where heat and moisture cause early corrosion (poor design)," the complainant, who owns a 2008 Cobalt, wrote. "'GMC' had me go to a dealership and confirm corrosion problem."

It is not clear when the findings from NHTSA's investigation will be released. 🚗

Modelpalooza

The first event of its kind came off well. Ron said there was a steady stream of people throughout the day, dropping by to get their "plastic fix", since we've not gotten together since March.

I myself managed to find a few items of interest in Gary Suth-

erlin's parts collection, including a complete, **unpainted screw-bottom '65 Grand Prix** (with *Howdy's* help), missing only its engine.

Ron wants to impart info about Gary's

Cruz is just catching his breath!



builtup model collection. The family has chosen what they want to keep, and Ron has about **200 assorted modifieds, street rods, customs, and NASCAR racers**. When-

ever we begin to meet again, he will bring them 20-40 at a time. They will sell for \$10 each, no haggling. He says that there are some very nice paintjobs, and some beautiful workmanship.

Speakin' of that, when we are cleared to have meetings again, you will receive notification by club President Tim Powers. In the meantime, keep building! 🛠️

C8 Watch

If this page remains, it just became obvious that the title may change. Read on to find out why!

The '20 Corvette looks like a true world-beating performance icon, with neck-snapping specs and head-turning styling from front to back. Unfortunately, there are a few issues popping up that could sour the experience for some, including news that a misaligned front fender could cause paint chips.

As outlined in a new post at **GM Techlink**, some cars exhibit a small paint chip just below the headlamp where the fender panel lines up with the front fascia. The misalignment can occur on one, or both sides of the vehicle.

To “fix” this issue, the fender and fascia joint fit must be realigned such that the panels are repositioned inboard and downward, which will make the two panels flush and hide the paint chip.

The fix is outlined in Bulletin #20-NA-124, and involves removal of the front tire and wheel, the front wheelhouse liner, and the front wheel opening molding.

As it turns out, this isn't the first time we've heard about panel gap issues on the car. Back in April, we covered a video posted by the YouTube channel **Daily Downshift**, which outlined a number of imperfections on a recently acquired mid-engine Corvette, including the panel gap issues covered above. That particular vehicle also had a sizable panel gap near the rear of the vehicle, where the engine cover was also

clearly misaligned.

While these issues aren't the most impactful imperfections we've ever seen, they are still undoubtedly troubling for those buyers that spend big money to get their hands on the new C8 Corvette. Fixing it also doesn't sound like too big of a job, but still, for those buyers that demand perfection, misaligned panels and panel gaps are definitely quite annoying to see.

With the '20 C8 Corvette now out in the wild, it was only a matter of time before we started to see some mechanical issues pop up. After all, this is an all-new vehicle, built from the ground up from a clean-sheet design. Unfortunately for one owner in Minnesota, the mechanical issue in question turned out to be **complete engine failure**, as captured in a series of videos posted to the new **YouTube channel [MidwetRide](#)**.

The first video in the series documents how the engine failure occurs. Apparently, the owner took his car out for a video shoot with some other enthusiasts. However, just a few minutes in, the engine hesitates, then dies, showing a low oil pressure warning light in the digital gauge cluster. The C8 won't start, or shift out of park, so the owner calls a tow truck.

The owner says he followed the break-in procedure to a T, and that while he does occasionally drive the car hard, he retains some level of mechanical sympathy.



What's more, the C8 is obviously a mid-engine supercar—it's supposed to have the right stuff to take a hammering from time to time.

After towing the car over to a local Chevy dealer, the car is hoisted and the mechanics start taking things apart. Included in the disassembly process is a download of the Activity Log, which, according to the narrator, is used to identify how the car was driven and if it was abused—for example, revving it and bouncing off the rev limiter.

The Activity Log came back clean, so the dealer ordered a new 6.2L engine, while the broken one is sent back to Michigan for analysis. Apparently, the cause of failure was identified as spun bearings for the number one and two rods, possibly resulting from either a bearing fitting issue during assembly, or from debris during manufacturing (*the oil filter was full of metal shavings*).

The sad thing is, that if you watch the videos (*I did*), this poor guy was not even **DRIVING** when the car lost the motor. Worse yet, he can't even lay claim to having the **FIRST** engine failure on his YouTube channel—his was actually the **SECOND** engine failure in the C8's brief time on the street! This info came from the

(Continued on page 14)

T 'n T

Camaro Month?!! An NFL wide receiver was recently dropped by his team after he was charged with DUI for **crashing his fifth-gen Camaro** into a lake in Put-In-Bay, Ohio. Jermiah Braswell, 23, was picked up by the Arizona Cardinals as an undrafted free agent shortly after the 2020 NFL draft. Unfortunately for him, though, his time in the big leagues was over before it even began. According to the Put-In-Bay Police, Braswell was behind the wheel of a Camaro when it veered off the road, drove off a grass embankment and landed in Lake Erie. When police arrived on scene, they approached the car and found Braswell “still in the driver’s seat trying to drive forward.” He allegedly told officers that he was “stuck” and didn’t know how his vehicle had landed in the water. Police then noticed his speech was slurred and administered a breathalyzer test. He was found to be over Ohio’s legal blood alcohol content limit for operating a motor vehicle and was subsequently placed under arrest. Photos of the scene show Braswell’s car, which appears to be outfitted with large aftermarket wheels, sitting stranded near the

shore of Lake Erie with rather significant front and rear-end damage. The air-bag appears to have also gone off in the crash. Braswell previously played football for Youngstown State and racked up 11 touchdowns with 986 yards in 40 games over four seasons with the school. Not surprisingly, the Cardinals have now elected to drop him from the team, though he wasn’t guaranteed to make the roster this season. Thankfully, this was a single-vehicle crash and no one, Braswell included, was hurt in the accident. Put-In-Bay is a popular destination for tourists and vacationers this time of year, so it’s a relief that no pedestrians, cars or golf carts were collected by Braswell’s speeding, out-of-control Camaro...**4X4 Camaro?!** The fifth-gen Camaro has served as the jumping-off point for all sorts of interesting builds, like Hoonigan’s new **Duramax-powered standing mile race car**, or the custom **Camaro Shooting Brake** from a few years ago. This dune-running Camaro 4x4 may be one of the more extreme fifth-gen builds, however. Details are scarce, but it looks and sounds as though it is powered by a twin-turbo’ed LS V8, based on the two turbos sticking out of the hood and the unmistakable sound of a cammed LS at idle. There’s no word on if it has an automatic or manual transmission, unfortunately. Other upgrades include a ZL1-style front fascia, a rear wing and red



vinyl decals with ‘Camaro 4x4’ cutouts. No details on the suspension either, which likely features some sophisticated parts to help make this Chevy a bit more suited to climbing massive sand dunes in the Arabian desert. The only downside of this build is that it doesn’t appear to be street legal. In the video embedded below, the Camaro is seen being reversed off of a trailer before the owner starts ripping it up a large dune. A street-legal, twin-turbo Camaro 4x4 sure would be different, but in many countries, registering heavily modified cars for road use can be difficult, if not impossible. That said, it seems the owner has plenty of places where they can let loose in this dune runner. There’s no shortage of sand in the Arabian desert, after all (*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 y’all by sending stuff—I ‘preciate it!*) 🍷



★ THE PHILLY AREA CAR MODELERS (PACM) ★
Present...

Philly NNL

MODEL CAR SHOW
At The Simeone Foundation Automotive Museum

GIMME FUEL!

THEME 2
"That '70 Show!"
(THE YEAR 1970)

GIMME FIRE!

THEME 1
DRAG RACING!

THEME 3
PORSCHE 917s!
(Remembering
Le Mans 1970)

**MARCH
28, 2020**

VENDORS!
RAFFLE!

Philly NNL is sponsored by PACM to benefit the Simeone Foundation Automotive Museum.

All proceeds benefit the Museum.

- ★ **Date:** MARCH 28, 2020 ★ **Time:** 9:00 AM - 2:00 PM
- ★ **Location:** The Simeone Foundation Automotive Museum
6825-31 Norwitch Dr., Philadelphia, PA 19153
- ★ **Entry Fee:** \$12 includes Museum admission plus unlimited model entries
- ★ **Vendors:** Please email Tommy Kortman at kortmat@yahoo.com or Bob Doebley at rdoebley@comcast.net
- ★ **Info:** Visit simeonemuseum.org, email kortmat@yahoo.com, or on facebook at facebook.com/PACMSimeone/



Posted 3-15-2020

Coronavirus Information

With the uncertainty of the current Covid-19 virus, in the interest of everyone's safety, both the Philadelphia NNL and NNL East have postponed this spring.

Our joint team met on 3-14 and agreed to a course of action. We hope benefits everyone.

The Event is Affected!

We will be holding all these shows this year on September 26 in Wayne, New Jersey. If you are building a model for NNL East or Philly NNL theme, all the themes announced by all three of our host organizations will be included in the choice ballots and will be awarded at this extra special event!

And we hope this announcement is a bright spot during these uncertain times!

Everyone stay safe and we will see you in September!

Thank you,

The Tri-State Scale Model Car Club / NNL East
Philadelphia Area Car Modelers / The Philadelphia NNL

Diversified Scalercz

(as always, please watch this website for the latest announcements)



The Tri-State Scale Model Car Club Presents

The 34th Annual

NNL™

East

- MODEL CAR SHOW
- SCALE MARKETPLACE
- COTTAGE INDUSTRY EXPO

This Year's Theme:

KNOWN SURVIVORS

Original Old Customs
From Our Past
Or Modern Classics

Sub-Theme:

Beats



April 25, 2020

at Drive, Wayne NJ 07470

Show Information: WWW>NNL EAST.COM
Or Write: nnleat@aol.com

27th Annual Mid-Atlantic NNL

www.mamasboyz.org

May 9, 2020

9 AM—3 PM

Admission \$10.00 (under age 16, free)

"Tri-Five Vehicles" (ALL!)



Vendors



Sub-Theme:

Door Prizes

"Vehicles of 1970"



Note New Location!



Level Volunteer Fire Company
3633 Level Village Rd
Havre De Grace, MD 21078

Vendor/Show Info—Contact Dave Toups
E-mail: davetoups351@gmail.com
Phone: (410) 239-7081

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

CENTRAL PENNSYLVANIA IPMS PRESENTS
PENNECON 2020
MODEL SHOW AND CONTEST
 SEPTEMBER 19, 2020 9:00AM TO 5:00PM
 EISENHOWER COMPLEX
 2638 EMMITSBURG RD, GETTYSBURG, PA 17325
 SHOW THEME: **FIRE & ICE**



CANCELLED

Contest fee (up to 3 entries):
 Adult \$15.00 (additional entries \$1.00 each)
 Junior (16 & under) \$5.00
 Uniformed individuals admitted free!
 Make & Take for kids 15 and under.

Walk-in and Display only:
 Individuals \$7.00
 Families \$10.00

For more information visit: www.cenpennipms.com
 Contact: Chet Mohn (717) 774-4803 e-mail: Magus47@aol.com
 Vendor Contact: Rodden Crossley (717) 436-4353 e-mail: ricthf@aol.com

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

Super September Showdown

#21

Model Contest & Vendor Show!
 21 Class Trophies & 1st in Show!

2020 Theme:

Military Theme Cars & Trucks!



ANY Style! ANY year! ANY scale!

September 13th, 2020 / 9AM- 2PM
 at the Boyertown Fair Hall / 240 N Walnut St, Boyertown, PA 19512
 Admission is **STILL JUST \$5** and covers your registration!
 Please limit your entries to 10 per class per person.
 Food will be available on site.

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



More from the "WTF" Files!

My Meeting Two Cents: Regarding Tim Powers' take on not gathering for meetings due to health and liability issues, then I feel that reporting on members' "unofficial" gatherings still lends credence to these meetings as

club-supported, and, as such, should **NOT** be legitimized in this way.

This is one reason our club roster exists—to facilitate contact between meetings. If you need a copy, contact me.

I do not control what Tim posts on the website, all I can say, is that in line with his policy of safety for all MAMA members, you won't see any such notices in this newsletter. Until we meet again, stay safe everyone. 🚗

More Thoughts!

After digesting last month's column on our "mortality," I received some feedback that I thought that I would pass along, thereby possibly adding to choices when the time comes.

The first comes from Jim Cassassa, of the Hoosier Model Car Association. They dealt with the issue on two occasions with a combination of a club auction, followed by the remaining unsold kits finding new owners by way of swap meets.

Yet another idea that was suggested by my wife in a recent conversation, is that online auction site. Simply set up a storefront, set prices, and sit back and wait. This approach, however, may mean taking a hard look at what a kit **MAY** be worth, and whether or not it would reach that price. In essence, it could mean taking less for the kit than you might want to, thereby freeing up funds for more kits and/or making room in the stash. Or, for those models that could command significantly

higher prices, they could be listed individually.

Finally, the May-June 2020 issue of the IPMS Journal had a small (*one page*) column with some suggestions in it.

In brief, here they are:

- Try to finish what you start (*Ed. Note: Ha!*), or at least keep everything in the proper boxes, appropriately labeled
- Have a plan for not only your unfinished models, but your completed ones as well. Keep this plan where the family has access to it
- Keep an current listing of your collection (*with values established, if that is your wish*), and make sure that this is also accessible to the family
- Finally, if you have tools, paint, etc. that you are no longer using, begin getting rid of these items now (*trash, sell, donate*), while you know what you want done, since your family may not

I hope this somber subject has struck a chord with not only all my fellow MAMA club members, but modelers in general out there. Forewarned is forearmed. 🚗

Ron's Rant



Plastic

- AMT '65 GTO
- Revell '69 Chevelle SS396

Diecast

- '69 "Corporate Blue" "Street Fighter" Hemi Barracuda (*ACME, 750/pcs*)
- "Green With Envy" '32 AMBR Ford Roadster (*ACME, 750/pcs*)
- Black '41 "Stone Woods & Cookie" Gasser (*ACME, 750/pcs*)
- Red w/flames '41 Willys Gasser (*ACME, 500/pcs*) 🚗

(1/18th, unless noted)

More "New" Round 2 Stuff!!

Here is yet more word being spread on social media about upcoming Round 2 releases.

- '57 Bel Air convertible (*1/16th*)
- '63 Chevy II station wagon (*Craftsman Series*)
- Kenworth Challenge Transit Cement Mixer
- '72 GMC Jimmy
- Ford C600 Hostess truck w/trailer
- Cal Drag Combo—'64 Galaxie, Falcon funny car & trailer
- '72 "Racer's Wedge" Chevy
- '36 "Wild One" Modified racer
- Semi truck Tall Tire pack



- Wacky Races: Compact Pussycat (*1/32nd snap*)
- Wacky Races: Mean Machine (*1/32nd snap*)

A few interesting items there that have not been seen in a while. No word on release dates. 🚗



This month, we're gonna do something a bit different with the Pontiac column.

Since 'GMC' "threw" Pontiac and GMC together back in the day for marketing purposes, I think we could stretch the column a bit to accommodate this "sister" brand.

You gotta love those old '80s-era TV shows. Of all the popular titles that rolled out at that time, *The A-Team* was undoubtedly one of the more over-the-top and fun, and throughout it all, the modified 1983 GMC Vandura played a crucial role. Between flying through billboards, tearing it up off-road, and transporting a revolving stock of equipment and weaponry, this two-tone GMC is one of the coolest vans ever made, and now, *TheSketchMonkey* is applying the 'ol A-Team gloss to a modern GMC Savana.

"All of these shows, they had

TheSketchMonkey host during the video introduction, referencing all those classic '80s-era TV shows. "And today, I don't think we have shows like that anymore."

"There aren't really any good shows today where they have a vehicle that is a big part of the show."

With that, the host dives into rendering up a new A-Team-spec GMC Savana. After applying the requisite black paint and red stripe, *TheSketchMonkey* starts modifying the body with a new front lip and flared fenders, followed by a prominent bash bar up front and the iconic spoiler

a bit of inspiration for me when it comes to my interest for cars and vehicles in general," says

element on the roof. The final touches are the big multi-spoke wheels, once again in red.

Of course, we have to at least mention *our own* GMC Savana rendering – the GMC Savana AT4. While *TheSketchMonkey's* Savana looks ready to rip up the tarmac, ours is more off-road oriented, with knobby all-terrain tires, matte fender liners, and new bumpers. Oh yeah – we also added some stripes, because, of course.

All we can say is: we love it when a rendering comes together.

So, c'mon—bring 'em and show 'em! *'PoP' (Pontiacs on Parade!) Sickie signin' off! And don't forget—MAMA may not need all these Ponchos, but I'm diggin 'em!!* 🍌



This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMAs BoyZ do it in scale!

C8 (cont'd)

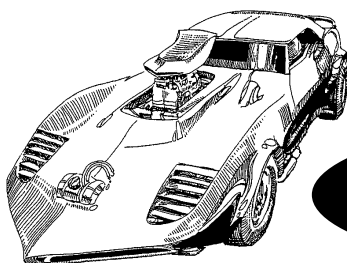
(Continued from page 8)

service manager of the Chevy dealer where his car was taken. The first engine is already back in Michigan, undergoing failure analysis.

Another facet of this ordeal is that when the car quit and would not restart, they could not get it out of gear. From Nick's and my exposure to the Mecum driving experience for the last several

years, we can attest that most (*if not all*) late-model cars pretty much "lock up" if the battery goes dead. And, believe me—regardless of what you see on TV, it happens—a lot! The battery was not dead in the C8, but I guess the computer was "smart" enough to disable the car, not allowing it to start.

The Corvette apparently also needs some sort of a shop tool to be able to get it out of Park. Progress, eh? 🚗



Classifieds

WANTED: Unbuilt/rebuildable Ponchos (*GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!*). I have a collection to trade from. Want a Red Baron, an 1/8th scale Monogram '79 T/A, '66 Bonneville (*MPC or Hasegawa*), '69-'72 Grand Prix, '70-'81 Firebirds, and empty *Pontiac kit boxes*. Would like to buy/borrow *old model car catalogs*. Contact me at gtoguy@verizon.net, or see me at a meeting. *Thanks!* 🚗

Were on the web!

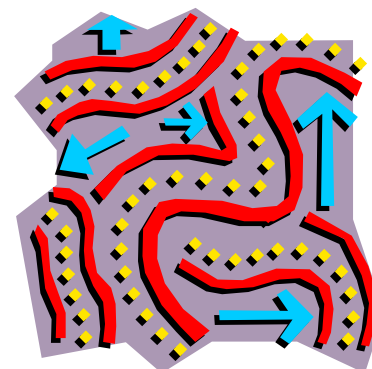
<http://www.mamasboyz.org/>

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. 🚗

Websites

Central PA Model Car Club:

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

LIARS Model Car Club:

<http://www.liarsmodelcarbuilders.com/#>

Philly Area Car Modelers:

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

NNL East:

<http://www.nnleast.com/>

Carlisle Events:

<http://www.carlisleevents.com>

East Coast Indoor Nationals:

www.eastcoastindoornats.com

York US30 Musclecar Madness:

www.yorkus30.com

Online Event Calendar:

www.NortheastWheelsEvents.com

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