



# MAMA Sez!

Volume 34, Issue 1

September, 2021

"Serving Delmarva Car Modelers for 30+ Years!"



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

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## Happy Anniversary To Us!

I'm told that another "Get-together" was held last month on the traditional MAMA meeting day at the MD Fire Museum (*Nick and I were reveling in full-size Poncho Power in PA!*).

In an odd turn of events, there seems to be quite a bit of content in this month's newsletter. Without Howard's help, I am beginning to run dry.

If it continues, the newsletter frequency may have to change.

Thanks again to **Howard Weinstein** for another Ford Buyer's Digest piece.

This month, there is an interesting piece submitted by **Joe Bush** about the electrification of America—a thought-

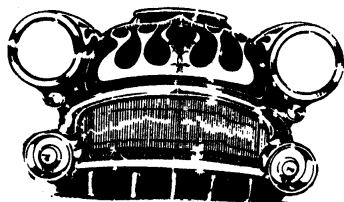
provoking read.

**Poncho Parade** this month shares full-size Poncho Power from the annual GTOAA East Coast Regional event.

I hope all of you are doing whatever is necessary to be safe, especially if you are in the target group—**Tim** 🚗



PONTIAC  
DRIVING EXCITEMENT



### 2021 Get-Together Schedule

In the near-term, with our Greenbelt location unavailable (*alternate locations are being considered, including the Fire museum*), interested modelers may "show up" at the Fire museum on the schedule listed below (*based on their comfort level*), from **10 am to 2 pm:**

- 📅 July 17th
- 📅 August 21st
- 📅 September 18th
- 📅 October 16th
- 📅 November 20th
- 📅 December 18th

**Hope to see you there** 🚗

## Nikola!

Nikola founder Trevor Milton has been formally charged with defrauding investors after he lied about the company's products and technology.

Prosecutors in New York late last month charged Milton with two counts of securities fraud and one count of wire fraud, Reuters reports. The charges are related to statements Milton made between November 2019 and September

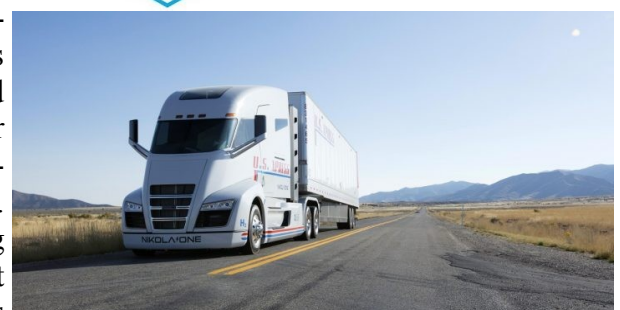
2020 regarding Nikola's products and their capabilities. During a recent news

conference, US Attorney Audrey Strauss said Milton "lied about nearly every aspect of the business," during his tenure as executive Nikola's chairman, which ended

after he voluntarily stepped down from the role last September.

Milton had claimed that the company built a fully functioning proto-

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**“Get-Together”**



**LOOK**



Lookin' a bit crowded, there!



Ron Shirey looks happy—musta had a good day in sales!!



# Virtual Meeting



# LOOK



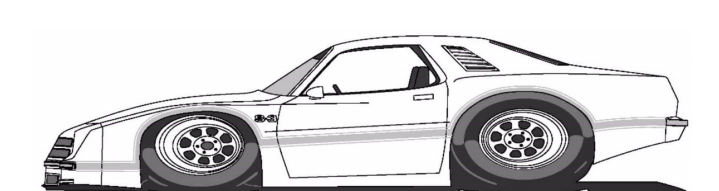
Lyle Willits' '37 Ford coupe



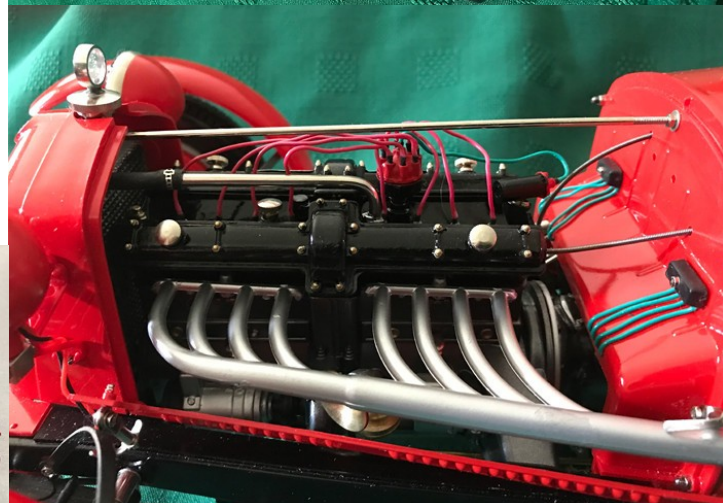
Ken Shanks' custom Studebaker Lark, with credit to Steve Buter's custom T-Bird!



The Buters are at it again, with Steve's Lincoln...



Cary's '61 Impala street machine...



...And Kevin Buter's latest, a Pocher '31 Alfa Romeo 8C 2300 Monza



# Virtual Meeting LOOK



Don Krone's latest ten-year "affair" (on & off!)



Ken Shanks' very cool "Outer Limits" f/c, which uses a heavily modified Flintstone Studebaker body



Ted Bonar's Dukes of Hazzard Daisy's Jeep CJ

Hope everybody got a cookie (virtual, of course!) ☺







## Digest (cont'd)

**FALCON**

**GALAXIE**

**SUNLINER**

**COUNTRY SEDAN**

**THUNDERBIRD**

**STARLINER**

**YOURS FREE . . .**  
**as a reader of**  
**Ford's "Buyer's Digest"**

Imagine having an accurately scaled model of Ford's famous Thunderbird . . . the stunning new Sunliner convertible . . . or the saucy New-size Ford, the Falcon. Or perhaps you'd prefer the miniature Galaxie, the Country Sedan or the stylish new Starliner? Any one you want is yours as a gift!

These handsome  $\frac{1}{2}$  scale models are approximately  $8\frac{1}{2}$ " long (except the Falcon, which is  $7\frac{1}{4}$ "). They actually run, powered by friction drive that sends them scooting across the floor with a gentle push. So check your favorite on the attached Certificate and take this to your Ford Dealer. He will see that your miniature 60 Ford is mailed to you with our compliments.

promo offer, I'd write to Ford asking for a model from that year's selection, and some nice PR person would usually send me one. It's also worth noting that promos sparked my interest in building model car kits, too.

As an adult, I've added to the collec-

*(Continued on page 16)*

**This nice artwork from the 1960 Buyers Digest featured a choice of six different promos**



## Digest (cont'd)



Although the all-new-for-'61 T-bird is missing from the promo illustration. In fact, the '61 Buyer's Digest itself didn't include a section on the new T-birds. It's possible that the publication had to be prepared and printed far enough in advance that info on the T-birds wasn't yet available

An exact replica of the  
1961 Ford of your choice...  
**YOURS FREE**  
as a reader of the  
Buyer's Digest

Handsome scale models (1/25th actual size) of Ford cars have proven so popular with readers of the Buyer's Digest in previous years that they now have become valuable collectors' items. Ford wants you to have your favorite '61 model as a gift, just for dropping in at your nearby Ford Dealer's to view firsthand the cars you've seen in the Buyer's

Digest. In return, you'll have a beautiful model that will add color to any part of your home or office. To receive your miniature, check the model you want, complete the attached certificate, and take it to your Ford Dealer. He'll make sure your model car is mailed to you promptly — without cost or obligation on your part.



## Digest (cont'd)

Exact scale models of Ford cars (1/25th actual size) have proven so popular in previous years that they have now actually become valuable collectors' items, with some known to be worth as much as \$30. Ford wants you to have the replica of your favorite '62 Ford as a gift, just for dropping in at your nearby Ford Dealer's to view firsthand the cars you've seen in the Buyer's Digest. Your beautiful scale model will add color to any part of your home or office . . . or will please any child. To receive your miniature, complete the attached certificate, checking the model you prefer, and take it to your Ford Dealer. He'll see that your model car is mailed to you promptly—without cost or obligation on your part.

FALCON      COUNTRY SEDAN

SUNLINER      FAIRLANE

THUNDERBIRD      GALAXIE

The '62 Buyer's Digest was the first to feature a photo of the promos instead of artwork. Models that year included the new intermediate-size Fairlane (*the first, and maybe only, promo with a removable hood and an engine*). Note the enhancements, including painted chrome trim



'GMC' has issued a recall for **SIX 2021 Chevy Traverse** and **Buick Enclave crossovers** over an issue related to the front airbags, which may not deploy properly in the event of a crash.

The crossovers may have received incorrect airbag calibration software at the factory, which could affect frontal airbag deployment and/or prevent the airbags from deploying properly.

Airbags that don't deploy as intended can increase the risk of an injury, NHTSA says.

Dealers will update the airbag calibration software in affected Traverses and Enclaves. This software update will be performed at no cost to the vehicle owner.

'GMC' has issued a product safety recall for an **unknown number** of **2021 Chevy Silverado 1500s** that may have a loose airbag cover.

The front driver's side airbag module may be missing one or more of the metal tabs that are intended to secure the plastic airbag cover to the housing.

If left in this condition, the front driver's side airbag may not properly fill and position in a deployment, increasing the risk of injury in the event of a crash.

Dealers will inspect the front driver's side airbag and, if necessary, replace the airbag module. All involved vehicles that are still in dealer inventory must be held and not delivered to customers, dealer traded or used for demonstration purposes until the repair mentioned here has been completed.

'GMC' has issued a safety recall for an **unknown number** of **2020-22 Cadillac CT4** and **CT5s**

for a problem related to the roof rail airbags.

They may have roof rail airbags that were not installed correctly at the factory. The roof rail airbags may have been installed partially twisted between two of the attachment points, which would prevent the airbag from deploying in the event of a crash. This problem can exist with either the left or right side roof rail airbag systems.

If the roof rail airbag does not deploy correctly in the event of a crash, there will be an increased risk of injury to vehicle occupants.

Dealers will inspect both the left-side and right-side roof rail airbag systems and correct the installation if necessary. These repairs will be performed at no cost to the vehicle owner.

'GMC' will replace the battery modules in some **Chevy Bolt EVs** involved in the battery fire recall campaign.

'GMC' issued a recall for 2017-19 Chevy Bolt EVs last month due to fire risks. Vehicles involved in the campaign were repaired under an earlier recall

## GOVERNMENT MOTORS

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



© DESPAIR.COM

### AN AMERIKAN REVOLUTION™



issued late last year, however 'GMC' was forced to recall the vehicles again after it received at least two more reports of fires in vehicles that had already been fixed.

According to Reuters, 'GMC' has now decided vehicles involved in the second recall campaign will receive new battery

(Continued on page 13)

#### 'GMC' Recall Ticker

# of Recalls

**225 (!)**

# of Vehicles Affected

**53,790,267**



## C8 Watch

Michigan-based tuning shop **Lingenfelter Performance Engineering (LPE)** debuted its new limited-edition 60th Anniversary Cunningham C8 Corvette.

LPE built this custom C8 Corvette to commemorate the No. 3 Corvette that won its class at the 1960 24 Hours of Le Mans in the hands of John Fitch and Bob Grossman. The car was fielded by sportsman and entrepreneur Briggs Cunningham, who got the idea to take the C1 Corvette to Le Mans in 1960 following a discussion with Zora Arkus-Duntov earlier that year.

The 60th Anniversary Cunningham C8 features a variety of throwback-style components, including a bespoke aero kit that was drawn up by Peter Stevens Design, custom retro-look HRE

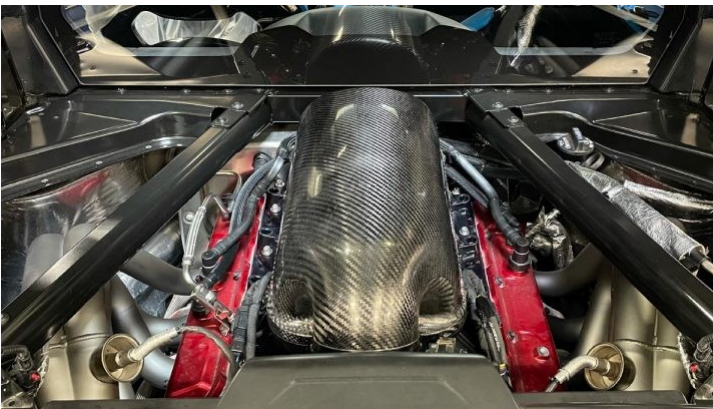
forged aluminum wheels shod in Michelin Pilot Sport 4S tires, Cunningham exterior badges and Cunningham-branded competition sport bucket seats. It also has some minor performance bolt-ons, including Corsa headers and exhaust, a Lingenfelter Performance carbon fiber intake manifold and Cunningham/MOV'IT Performance brakes.

Only **60** of these special 60th Anniversary C8 Cunningham C8s will be produced, Lingenfelter says, each featuring a numbered plaque to commemorate the 1960 Le Mans-winning No. 3 Corvette. In addition, each VIN will be entered into the Cunningham Registry, which includes records of Cunningham's various race cars, from the oddball Cadillac Le Monstre to the iconic Cunningham C-4R.

A pricy,



limited edition tuner car like this is out of reach for most Americans, but there's one way to put this unique C8 Corvette in your garage that doesn't require big bucks. The **Chip Miller Amyloidosis Foundation** is currently hosting a raffle for the 33rd example of the 60th Anniversary Cunningham C8 Corvette, which costs just \$25 to enter for 12 tickets. The winner of the raffle will be announced on October 1st 2021 at 4 PM EST.!)—Assorted sources





## T 'n T

**Nanny State CA?!?** If you are a Porsche fan living in California and happened to order this year's 911 GT3 *six-speed manual option*, your *voluntary transaction has been nullified*. "The seven-speed PDK gearbox will be the only transmission offered in California with the 911 GT3," Porsche announced in a news release, according to *Car and Driver*. Its six-speed manual option is outlawed. The prohibition stems from California's *drive-by noise test*. While the automatic passes, the manual fails—but not because of the car's inherent noise level. Instead, the state employs a flawed testing method. California's Code of Regulations stipulates that each vehicle must pass a test produced by the Society of Automotive Engineers. The testing methods are intricate, measuring a vehicle's highest noise level by size, horsepower, peak acceleration rate and gearing. Manual transmissions are required to trigger full-throttle, while automatic transmissions are forbidden to operate under the same condition. In the case of the GT3 six-speed, the test's guidelines require it to run full-throttle nearly to redline in third gear, while the automatic must test in first gear. In the end, the microphone chip which measures drive-by noise registers the same engines and exhaust systems as different. What is this regulatory nonsense? The bureaucratic dribble, according to *Car and Driver*, was most recently revised in 1998, leaving Porsche's car on the island of misfit toys. Despite there being

a new set of SAE standards available, California has yet to update its regulatory requirements. Some will be quick to remind you that suburbia is safer when it is quiet. Should we simply ignore the fact that these regulations are ill-reasoned? The situation would be easy to shrug off if it were simply an unfortunate consequence for Porsche. But the outright folly of California's bureaucratic overlords obstructs a person's prerogative to engage in a voluntary transaction on the basis of a methodological error. A threat to liberty anywhere is an affront to liberty everywhere, even when it only restricts one's ability to acquire an automobile with a manual transmission. To the dismay of those who prescribe value to human liberty, advocating for it as a preeminent ideal may appear to boil down to nothing more than a proclamation of "I do what I want." This is not the tack defenders of liberty should take. Government regulations are merely an extension of the state's legal authority, but they are often drawn on arbitrary grounds by specialists and "experts" who do not act in the interests of the American people. Government agents are not tasked with defending life and liberty; they are tasked with manifesting the government's role in people's lives. This theme encompasses the entire government and its prescribed role in society. Gov-



ernmental paternalism is a form of state coercion, consisting of policies and practices that restrict liberty and infantilize the population. The burden of dependency is shifted from the individual and community to the state, cementing the divide between ruler and ruled. For Porsche and the car-loving Californian, government paternalism is apparent under the guise of outdated automotive testing guidelines. Californians ought to reject these guidelines and admonish a government that dictates what they can and cannot buy... **"Taking a Dip."** A Washington man has an absurd explanation for how his Chevy Suburban ended up submerged in a river. The driver claims to have *intentionally driven his SUV into the water to fill up his radiator*. Police in Yakima, Washington, were called out to a strange scene on Tuesday, reports KIMA-TV. Callers reported seeing an SUV submerged in the Yakima River. When the Yakima County Sheriff's deputies arrived on scene, they found the owner nearby. According to police, the man says he intentionally drove into the river to fill its radiator with water, from KIMA-TV: According to YCSO,

(Continued on page 16)



# The Future for Electric Vehicles

Depending on how and when you count, Japan's Toyota is the world's largest automaker. According to Wheels, Toyota and Volkswagen vie for the title of the world's largest, with each taking the crown from the other as the market moves. That's including Volkswagen's inherent advantage of sporting 12 brands versus Toyota's four. Audi, Lamborghini, Porsche, Bugatti, and Bentley are included in the Volkswagen brand family.

'GMC,' America's largest automaker, is about half Toyota's size thanks to its 2009 bankruptcy and restructuring. Toyota is actually a major car manufacturer in the United States; in 2016 it made about 81% of the cars it sold in the U.S. right here in its nearly half a dozen American plants. If you're driving a Tundra, RAV4, Camry, or Corolla it was probably American-made in a red state. Toyota was among the first to introduce gas-electric hybrid cars into the market, with the Prius twenty years ago. It hasn't been afraid to change the car game.

All of this is to point out that Toyota understands both the car market and the infrastructure that supports it perhaps better than any other manufacturer on the planet. It hasn't grown its footprint through acquisitions, as Volkswagen has, and it hasn't undergone bankruptcy and bailout as 'GMC' has. Toyota has grown by building reliable cars for decades.

When Toyota offers an opinion on the car market, it's probably worth listening to. This week,



Toyota reiterated an opinion it has offered before. That opinion is straightforward: The world is not yet ready to support a fully electric auto fleet.

Toyota's head of energy and environmental research Robert Wimmer testified before the Senate this week, and said: "If we are to make dramatic progress in electrification, it will require overcoming tremendous challenges, including refueling infrastructure, battery availability, consumer acceptance, and affordability."

Wimmer's remarks come on the heels of 'GMC's' announcement that it will phase out all gas internal combustion engines (ICE) by 2035. Other manufacturers, including Mini, have followed suit with similar announcements.

Tellingly, both Toyota and Honda have so far declined to make any such promises. Honda is the world's largest engine manufacturer when you take its boat, motorcycle, lawnmower, and other engines it makes outside the auto market into account. Honda competes in those markets with Briggs & Stratton and the increased electrification of lawnmowers, weed trimmers, and the like.

Wimmer noted that while

manufacturers have announced ambitious goals, just 2% of the world's cars are electric at this point. For price, range, infrastructure, affordability, and other reasons, buyers continue to choose ICE over electric, and that's even when electric engines are often subsidized with tax breaks to bring price tags down.

The scale of the switch hasn't even been introduced into the conversation in any systematic way yet. According to Finances Online, there are 289.5 million cars just on US roads as of 2021. About 98 percent of them are gas-powered. Toyota's RAV4 took the top spot for purchases in the US market in 2019, with Honda's CR-V in second. 'GMC's' top seller, the Chevy Equinox, comes in at #4 behind the Nissan Rogue. This is in the US market, mind. 'GMC' only has **ONE** entry in the top 15 in the US. Toyota and Honda dominate, with a handful each in the top 15.

Toyota warns that the grid and infrastructure simply aren't there to support the electrification of the private car fleet. A 2017 US government study found that we would need about 8,500 strategically-placed charge stations to support a fleet of just 7 million electric cars. That's about six times the current number of electric cars but no one is talking about supporting just 7 million cars. We should be talking about powering about 300 million within the next 20 years, if all manufacturers follow 'GMC' and stop making ICE cars.

Simply put, we're going to need a bigger energy boat to deal

(Continued on page 15)



## Gov't (cont'd)

(Continued from page 9)

modules. While there were about 69,000 vehicles involved in the first recall, this second campaign affects roughly **50,000 vehicles**.

'GMC' is still recommending owners of affected Chevy Bolt EV models park their vehicles outside and not leave them charging overnight. The automaker is also advising owners to revert to the temporary battery management software it issued last year, which limits battery capacity to about 90 percent. Owners are advised to not let their vehicle's range dip below 70 miles, as well, which will further reduce the chance of battery module fires.

'GMC' spent \$800 million on the Chevy Bolt EV battery pack recall in the second quarter of 2021, the automaker's financial records indicate. In addition to

paying to repair or replace the expensive battery modules in some vehicles, the automaker has also offered to buy back vehicles from customers in certain states.

Chevy Bolt Executive Chief Engineer Jesse Ortega told **GM Authority** previously that the battery fires can be traced back to defective cells manufactured by 'GMC' supplier LG Energy Solution (formerly LG Chem) in South Korea between May 2016 and May 2019.

LG Energy Solution will be involved in manufacturing cells in future 'GMC' EVs like the GMC Hummer via its joint venture partnership with 'GMC', Ultium Cells LLC.

The battery module replace-



ments were expected to begin last month.

'GMC' will notify owners of affected vehicles and instruct them to make an appointment with their dealer. If owners are unsure whether or not their vehicle is affected by this recall, 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 it.

Everything (un)fit to print this month from 'GMC'—*Assorted sources* 🚗

## Nikola (cont'd)

(Continued from page 1)

type version of its battery-electric Nikola One truck, with the company even releasing a promotional video showing the truck apparently moving under its own power. However, a short-seller report published by Hindenberg Research later revealed ***the truck was nothing more than a rolling chassis and engineers had actually pushed the vehicle down a hill to get it moving for the promo video***. Nikola also claimed it had developed its own lithium-ion vehicle batteries in-house when in reality, these battery packs were

purchased from an outside supplier.

Milton's lies were enough to convince 'GMC' to ***sign a memorandum of understanding with Nikola***. Under the agreement, 'GMC' would receive a \$2 billion stake in Nikola in exchange for various "in-kind contributions," including technology sharing. 'GMC' later backed out of the deal, but signed a memorandum of understanding to sell Nikola its Hydrotec hydrogen fuel cell systems for use in its future semi-truck offerings.

Spokespeople for Milton declined to comment on the



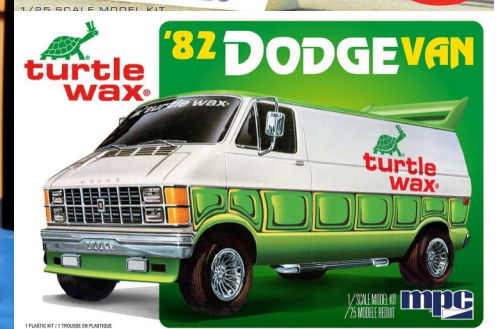
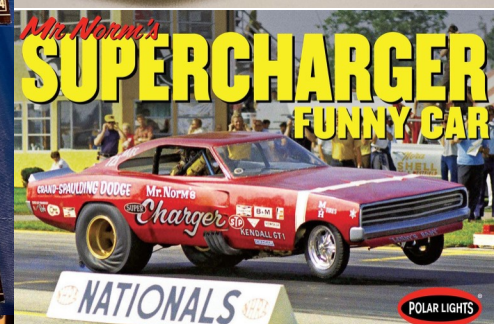
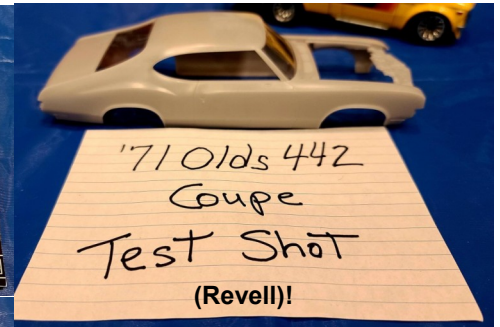
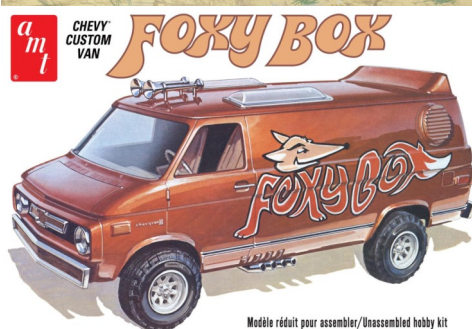
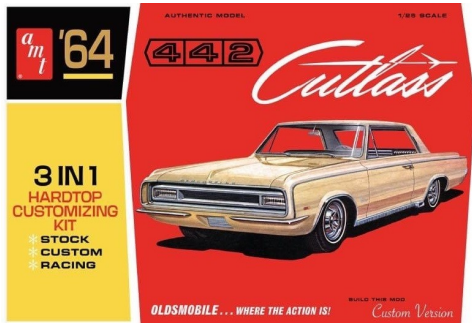
criminal charges when approached by Reuters. The former auto exec, who is still worth an estimated \$1.2 billion, was taken into custody and expected to in court later in the day—*Assorted sources* 🚚







## New Stuff!





## Future (cont'd)

(Continued from page 12)

with connecting all those cars to the power grids. A **LOT** bigger.

But instead of building a bigger boat, we may be shrinking the boat we have now. The power outages in California and Texas—the largest US states by population and by car ownership—exposed issues with powering needs even at current usage levels. Increasing usage of wind and solar, neither of which can be throttled to meet demand, and both of which prove unreliable in crisis, has driven some coal and natural gas generators offline. Wind simply runs counter to needs—it generates too much power when we tend not to need it, and generates too little when we need more. The storage capacity to account for this doesn't exist yet.

We will need much more generation capacity to power about 300 million cars if we're all going to be forced to drive electric cars. Whether we're charging them at home or charging them on the road, we will be charging them frequently. Every gas station you see on the roadside today will have to be wired to charge electric cars, and charge speeds will have to be greatly increased. Current

technology enables charges in "as little as 30 minutes," according to Kelly Blue Book. That best-case-scenario fast charging cannot be done on home power. It uses direct current and specialized systems. Charging at home on alternating current can take a few hours to overnight to fill the battery, and will increase the home power bill. That power, like all electricity in the United States, comes from generators using natural gas, petroleum, coal, nuclear, wind, solar, or hydroelectric power according to the US Energy Information Administration. I left out biomass because, despite Austin, Texas' experiment with purchasing a biomass plant to help power the city, biomass is proving to be irrelevant in the grand energy scheme thus far. Austin didn't even turn on its biomass plant during the recent freeze.

Half an hour is an unacceptably long time to spend at an electron pump. It's about 5 to 10 times longer than a current trip to the gas pump tends to take when pumps can push 4 to 5 gallons into your tank per minute. That's for consumer cars, not big rigs that have much larger tanks. Imagine the lines that would form at the pump, every day, all the time, if a single charge time isn't reduced

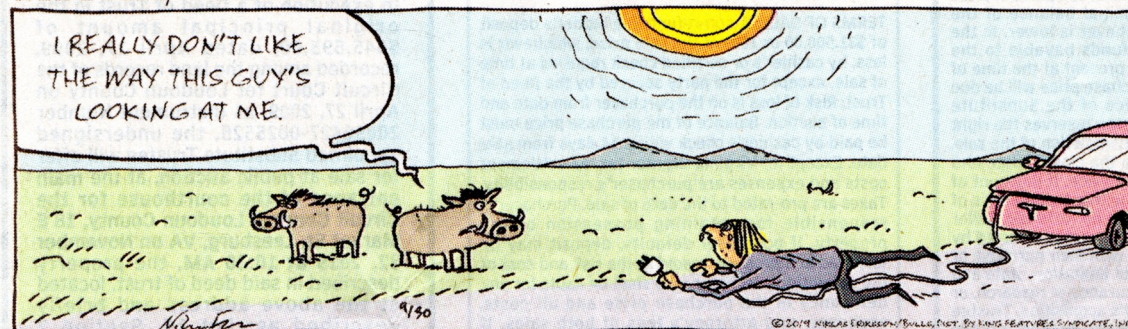
by 70 to 80 percent. We can expect improvements, but those won't come without cost. Nothing does. There is no free lunch. Electrifying the auto fleet will require a massive overhaul of the power grid and an enormous increase in power generation. Elon Musk recently said we might need double the amount of power we're currently generating if we go electric. He's not saying this from a position of opposing electric cars. His Tesla dominates that market and he presumably wants to sell even more of them.

Toyota has publicly warned about this twice, while its smaller rival 'GMC' is pushing to go electric. 'GMC' may be virtue signaling to win favor with those in power in California and Washington and in the media. But Toyota's addressing reality and its record is evidence that it deserves to be heard. Toyota isn't saying none of this can be done, by the way. It's just saying that so far, the conversation isn't anywhere near complete and the concept is not yet feasible.

**YOU CAN IGNORE REALITY, BUT YOU CANNOT IGNORE THE CONSEQUENCES OF IGNORING REALITY!**

(by: Bryan Preston Mar. 19, 2021, As Seen on For B Bodies Only Mopar Forum) 🍷

CARPE DIEM/Niklas Eriksson





## My Two Cents

With our Anniversary this month, and Fall here, car show season is winding down (*and mask mandates seemingly ramping up*), club members should make their feelings known to club officers on the future of our intrepid group.

**IF** (*and that's a big if*) we can maintain a presence at the museum through the end of the year (*and until attendance outpaces the museum's capacity*), perhaps we can use their facility for our monthly MAMA meetings. If (*when*) attendance is greater than the room capacity, the club should



entertain alternate (*i.e., larger*) venues. Your thoughts on this approach are appreciated.

"Get-together" directions are on the last page—*Tim* 🍷



### Plastic

- Atlantis McEwen '57 Chevy funny car (1/24th)
- Atlantis "Mooneyes" dragster
- AMT '64 Galaxie 500XL Craftsman Plus series
- AMT '82 "Turtle Wax" Dodge van (stock/custom)
- ♦ MPC "USA1" Vega P/S
- ♦ Salvinos' '72 "STP" Charger 🍷



## Digest (cont'd) FYI

(Continued from page 6)

tion by hunting down promos at car shows, model shows, and on eBay. With careful shopping, I've found a dozen or so 1962-'66 promos in very good condition—all under my price limit of \$50.

Every time I pick up one of my vintage promos and hear the distinctive clickety sound of vinyl whitewalls rolling on thick metal axles, it takes me back all those years, rekindling the thrill of sliding a new promo out of its slim cardboard Ford carton bearing the Dearborn return address, and spinning those tires on their very first scale-model drive. That's gotta be worth at least \$50, right?

by: Howard Weinstein

(Ed. Note: So, who wants to go next with something to entertain the "troops"?) 🍷

Two different recent contacts are painting a dire picture for model car hobbyists and collectors.

Ron Shirey, in his normal monthly e-mail update on what's going on in the model car hobby release cycle, heard from an Asian distributor that US shipments that used to take 21 days are now taking up to 83 days! That means any release dates are simply estimates.

The other contact from John Strick and Facebook is the worst of the two, warning of **product shortages** and **price increases**!

The cost of shipping containers has increased from just over \$6,000 on July of 2020 to **OVER \$26,000** on August 10th, 2021!

Surcharges have already been added to many shipments. **Can price increases be far behind?!—Assorted sources** 🍷

## T 'n T (cont'd)

(Continued from page 11)

the owner of the vehicle told them he had replaced the thermostat in the vehicle and needed to fill the radiator with water. Deputies say the driver told them he intentionally drove the SUV into the water so that he could get water into the radiator (*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!*)—Assorted sources 🍷







This month, we have some full-size Pontiac muscle for you, in the form of the **2021 GTOAA East Coast Regional** event in nearby PA, in late August.

So, 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

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Email: [gtoguy@verizon.net](mailto:gtoguy@verizon.net)

**MAMAs BoyZ do it in scale!**

**BIZARRO / Dan Piraro**



**Websites**

**Central PA Model Car Club:**

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

**LIARS Model Car Club:**

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

**Philly Area Car Modelers:**

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

**NNL East:**

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

**Carlisle Events:**

<https://www.carlisleevents.com>

**East Coast Indoor Nationals:**

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

**Online Event Calendar:**

[www.NortheastWheelsEvents.com](http://www.NortheastWheelsEvents.com)

If you would like to attend the monthly "Get-together," here is the necessary info:

The Maryland Fire Museum is located off York Road (1301) at the Beltway I-695, Exit 26B, in Lutherville, 410-321-7500. Go north on York Road and make the first right to go behind the Heaver Plaza Office Building. Free parking is available, and it is handicap accessible. No RSVP is required.

FYI—current Maryland COVID-19 guidelines will be respected and enforced.

Come join the fun! 🍷



**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 Prixs, '70-'81 Firebirds, and empty *Pontiac kit boxes*. Would like to buy/borrow *old model car catalogs*. Contact me at [gtoguy@verizon.net](mailto: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  
1 9 3  
(Greenbelt  
Road), and exit.

**Club Contact  
Info**

**President:** Tim Powers, [partsbox@broadstripe.net](mailto:partsbox@broadstripe.net)

**Vice President:** Dave Toups, [davetoups351@gmail.com](mailto:davetoups351@gmail.com)

**Treasurer:** Matt Guilfoyle, [blackbuick1941@yahoo.com](mailto:blackbuick1941@yahoo.com)

**Newsletter Editor:** Tim Sickle, [gtoguy@verizon.net](mailto:gtoguy@verizon.net)

**Club Photog:** Lyle Willits 🍷

