



MAMA Sez!

Volume 34, Issue 11

July, 2022

"Serving Delmarva Car Modelers for 30+ Years!"



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

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2022 MAMA 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 1 pm**:

- ☞ January 15th
- ☞ February 19th
- ☞ March 19th
- ☞ April 16th
- ☞ May—**No Meeting!**
- ☞ June 18th
- ☞ July 17th
- ☞ August 21st
- ☞ September 18th
- ☞ October 16th
- ☞ November 20th
- ☞ December 18th

Hope to see you there 🚗

Car Shows Are Upon Us!

Another great meeting, and we are still bumping up against the self-imposed room limit.

There will be ongoing discussions until we can secure a new meeting place that suits our monthly needs within the clubs monthly budget. Club members will be notified when things are completely finalized.

For now, refer to the

schedule below for dates and hours, and the last page for museum location details.

The raffle raised **\$106.00**, while the door kicked in **\$111.00**, meaning that we more than made the rent. Thanks to the following donors: **Brad, Steve M. Buter, Mike Costic, Mal Douglas, Matt Guilfoyle, Russ Kirkpatrick, Jim**

Maness, Rich Meany, Ron Shirey, and Repligas & Miniatures Co. of MD. Thanks guys—we 'preciate it.

Poncho Parade features a brief look at this years' **GTOAA convention**, and the **kids' Buildoff**.

I hope all of you are still doing whatever is necessary to be safe—**Tim** 🚗

I recently bought a set of bucket seats to install in my 1987 El Camino. They actually came from a 1995 Trans-Am and they were in really good condition at a fair price. The only drawback was that the seller was selling the whole set of front AND rear seats and would not separate them. That wasn't surprising because most Firebird and Camaro rear seats see extremely little, if any, use over the course of a car's effective life, so almost no one ever seems to go



searching to buy them.

Being that I was essentially out of storage space for full-size car parts, especially for larger ones like rear seat bottoms and backs, I had little choice but to temporarily store the unused seat pieces in my model car hobby room. I decided to nestle them at

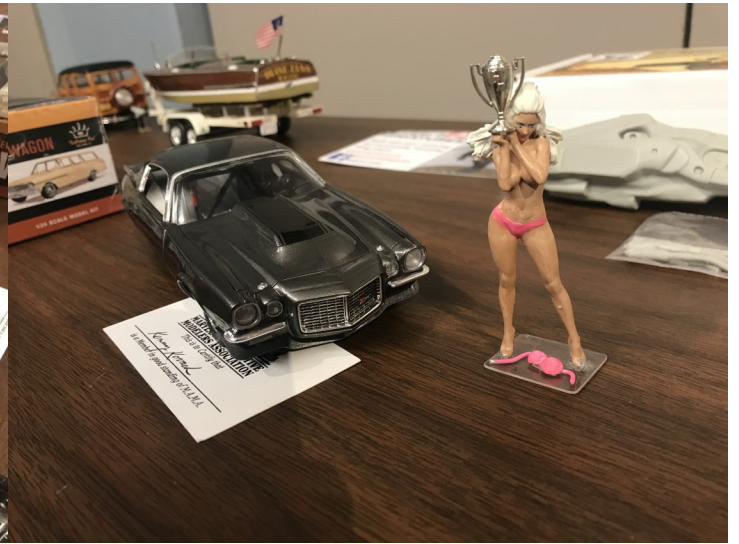
the far ends of the rows of shelves on which I store my unbuilt kits so they'd be as out of the way as possible. As I hustled the rear seat parts to the end of the row with the Chevrolet kits, an MPC 1978 Chevy Nova kit caught my attention.

(Continued on page 8)

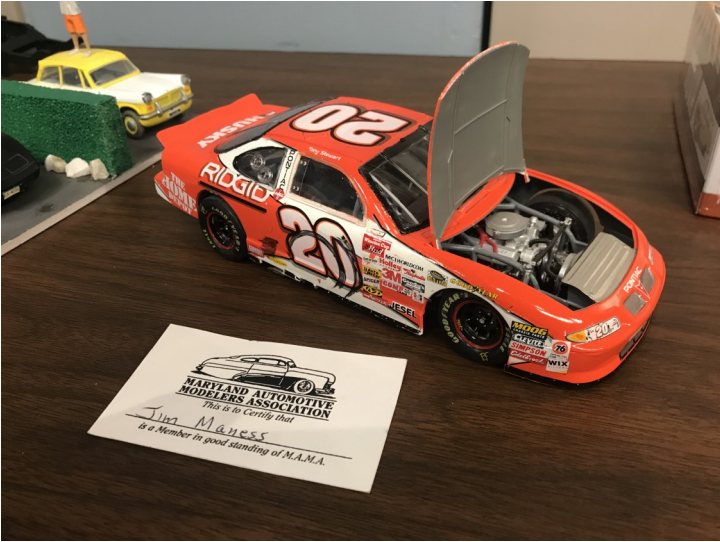
MAMA Meeting LOOK



Congrats Ken!



MAMA Meeting LOOK



VeePee Pick

This month, the focus of this column again appears to be “Old School” drag racing, featuring new member Ken Kovach’s Camaro. Here is Ken’s story.

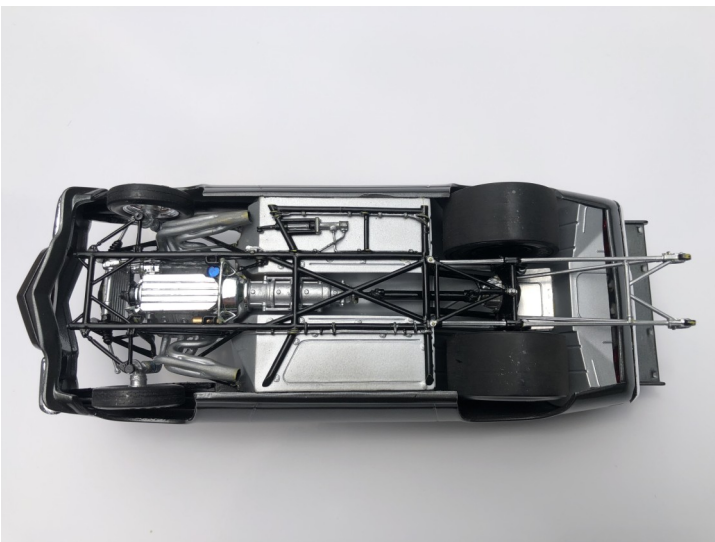
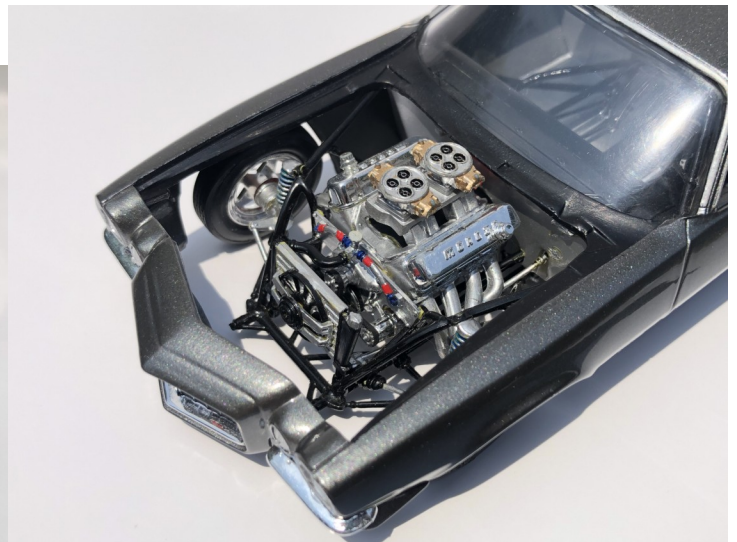
The basis for this build was the 1970 1/2 Baldwin-Motion Camaro from AMT.

To this, Ken added liberal does of Engine, transmission, chassis and interior from the Revell Soft Seal ‘57 Chevy Pro Mod.

Ken adds that careful trimming of the frame, wheel tubs and toll cage was necessary.

Throw in the rear spoiler and wheels and tires from the ‘87 Glidden Pro Stock T-Bird, and top it all off with Testor’s 1849M Graphite Dust, with black stripes, and there you have it.

Nice work, Ken!—Tim 🏆



C8 Watch

A video posted to the infamous Reddit page [/r/IdiotsInCars](https://www.reddit.com/r/IdiotsInCars) over the weekend shows a C8 Corvette Stingray successfully driving through deep flood waters in Florida.

The video starts as a black C8 coupe is seen driving down a badly flooded residential street in Miami. The C8 is seen pushing through the deep flood waters with relative ease as the driver revs the naturally aspirated 6.2-liter V8 and a surprised onlooker shouts “What?! How?” The driver appears to continue onward once the vehicle is passed the flooded section of road, driving casually to their destination.

As one of the Reddit commenters points out, it’s unlikely the driver would be able to do this with a front-engine sports car, as the water would immediately flood the engine bay. The C8 obviously has its engine mounted amidships, though, which allows the nose to push through the water without flooding the engine compartment. This is still ill-advised, though, as the Corvette still has

heat exchangers and other components out front that could be damaged. Deep flood waters like this can also damage electrical components. All that said, it’s impressive at how the car was able to push through this rather tall wall of water.

To steal the joke from the top-rated comment in the Reddit thread, this is a rather ironic capability for a vehicle that has Stingray in its name. And with its pointed silhouette and low-slung shape, there’s no denying the C8 looks a bit like a Stingray as it moves through the water in this video. Don’t think this is what Chevy had in mind when it started using the Stingray name for its flagship sports car, though, so it’s best to keep your C8 on dry land.

The beat(down) goes on. Corvette Racing failed to finish the 90th running of the 24 Hours of Le Mans after the No. 63 entry suffered a mechanical issue and No. 64 was taken out by a wayward LMP2 car.



the Mulsanne Straight, forcing the Spaniard to limp the car back to the pits for lengthy repairs.

With the No. 63 car out of the fight for the lead, the team’s full focus turned to the No. 64 car. British driver Alexander Sims was leading the GTE Pro class by over a minute with roughly six hours remaining when he was hit by the AF Corse-run LMP2 car of amateur driver Francois Perrodo. The Frenchman was in a duel with another LMP2 car and pulled out to pass in the draft not knowing the yellow Corvette of Sims was alongside, bodychecking Sims and sending the car hard into the outside metal barrier.

While both Corvettes showed tremendous pace in both qualifying and race trim, the Pratt Miller-run team left Le Mans with nothing to show for it. The FIA World Endurance Championship will also abandon the GTE class at the conclusion of this season in favor of GT3-based machinery, making this the last appearance at Le Mans for the GTE-spec C8.R, which has more downforce than the GT3-spec version that currently races in the IMSA WeatherTech series and also lacks anti-lock brakes, among other differences.

The GTE Pro class was won by the No. 91 Porsche 911 RSR of

(Continued on page 10)



The No. 63 Corvette C8.R of Antonio Garcia was leading in GTE Pro by a significant 17 seconds at the eight-hour mark when it suffered a strange left rear suspension failure on

'GMC' is recalling **1,722 2022 Chevy Colorado/GMC Canyon mid-size pickups** due to an issue related to the front seat frames.

The trucks may have been delivered with a front passenger seat hook attachment that was not properly welded, allowing it to separate from the inboard track of the seat frame. This problem only affects trucks equipped with a manual seat slider mechanism.

An improperly welded seat frame may result in the occupant not being properly restrained, increasing the risk of injury in the event of a crash.

'GMC' dealer technicians will inspect the front passenger seat and replace the metal cushion frame with a new one, if necessary. These repairs will be performed at no cost.



'GMC' and NHTSA have issued a Product Safety Recall for **235 2022 Cadillac XT6s** that were shipped with missing brake fluid reservoir cap warning labels, making them non-compliant with Federal Motor Vehicle Safety Standards.

The vehicles may not have been fitted with a brake fluid reservoir cap warning label from the factory. The XT6 is produced exclusively at the Spring Hill plant in TN.

Without a brake fluid reservoir

cap warning label do not comply with Federal Motor Vehicle Safety Standards relating to light-duty passenger vehicle braking systems. NHTSA says a missing brake fluid reservoir warning label can also increase the chances that the brake system will become unintentionally contaminated with debris, which can impact brake performance and

dealer techs will be instructed to inspect the brake fluid reservoir cap and replace it if necessary. These repairs will be performed at no cost to the vehicle owner.

'GMC' and NHTSA have issued a recall for an **unknown number of 2022 Cadillac XT5s/XT6s** and **GMC Acadias** over an issue related to the rear toe links.

They may have a left-rear suspension toe link with a fastener that was not properly tightened during assembly at the factory.

GOVERNMENT MOTORS

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increase the risk of a crash.

' G M C '

The Acadia is built at the Spring Hill plant in TN, but will soon be moved to the Lansing Grand River plant to make room for the Cadillac Lyriq.

A loose left-rear suspension toe link fastener may cause the toe links to become separated, resulting in misalignment of the left-rear wheel, increasing the risk of a crash.

'GMC' dealer techs will inspect the left-rear suspension toe link and replace the suspect fastener if it is loose or missing. These repairs will be performed at no cost.

'GMC' has issued a product

(Continued on page 7)

Gov't (cont'd)

(Continued from page 6)

safety recall to fix a problem related to the fuel tanks on **228 2022 Cadillac XT5s/XT6s** and **GMC Acadia** crossovers.

The fuel tank rollover valve may not properly seat itself in the event of a rollover crash, potentially allowing fuel to leak out.

A vehicle with a faulty fuel tank rollover valve may begin to leak fuel in the event of a rollover crash, increasing the risk of a fire.

'GMC' dealer techs will be inspect the fuel tank in affected vehicles and replace the fuel tank shell if the rollover valve is found to be dislodged or missing. These repairs will be performed at no cost to the vehicle owner.



'GMC' will mail letters to notify owners of affected vehicles instructing 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 and type in their VIN to see any open recalls or other actions that may be active on it.

When it comes to buying a new car, customers usually have a long list of concerns and criteria

to consider, with many buyers often investigating just how "American-made" their prospective new vehicle may be. Now, according to one recent study, 'GMC' doesn't even make the top-ten list.

In a recent report, automotive website [Cars.com](https://cars.com) listed the results of its latest American-Made Index, which ranks new vehicles on five criteria, including assembly location, parts content, country of origin for the engine, country of origin for the transmission, and US manufacturing workforce. Now in its third year, the latest 2022 study examined 95 vehicles total, with each vehicle ranked on a 100-point scale, with heavier curb weights functioning as a tiebreaker when needed.

According to the report, the top-ranked 'GMC' vehicle in the latest index is the **Corvette**, which slots in at **11th** place on the list. Produced at the Bowling Green plant in KY, the Vette slid considerably from 2021 to 2022, and was previously ranked **fifth** overall on the 2021 list.

At the top of the 2022 list is the **Tesla Model Y**, which is produced in Fremont, CA, and Austin, TX. Previously, the Model Y was third on the 2021 index. Just



below the Model Y is another Tesla, specifically, the **Model 3**, which is also produced in Fremont. The Model 3 was previously first on the list for 2021. Rounding out the top three is the **Lincoln Corsair**, produced in Louisville, KY. Interestingly, the Corsair shot up the rankings this year, previously coming in at **64th** for the 2021 list.

Other notable 'GMC' vehicles on the 2022 list include the **Canyon** in **12th**, the **Colorado** in **13th**, the **Malibu** in **27th**, and the **Camaro** in **28th**.

Although 'GMC' did not rank well in this latest study from [Cars.com](https://cars.com), 'GMC' did better in the 2021 Kogod School of Business index, with the **Corvette** slotting in at **second overall**. Third, fourth and fifth places were held by **Tesla Model 3s**. First place? The **Mustang GT**.

A Ford, especially a Mustang 'outpointing' a Corvette. What's the world comin' to?!—Assorted sources 🚗

'GMC' Recall Ticker

of Recalls
246 (!)

of Vehicles Affected
55,294,051

VFTB (cont'd)

(Continued from page 1)

All of a sudden my mind was back in 1984 again. My friend Jimmy's cousin Frank was a few years younger than me and Jimmy and he'd gotten his first car, a used Pastel Blue 1978 Nova, from a guy he knew in his neighborhood. The car was in really good shape, Frank knew its history: it had never been wrecked and it wasn't rusty, but the little 305 cid engine was getting worn out.

When Frank scraped up enough money, Jimmy took him to some local junk yards and together they eventually found a very nicely maintained 350 cid small block at a very good, affordable (for a kid who stocked shelves at the local Ames department store) price. It was in a super-clean car that had been a real looker before it was rear-ended badly enough to total it. This engine even had Bosch platinum-tipped spark plugs and what appeared to be fairly new high-performance 7-mm spark plug wires. Pulling the valve covers showed that the inside was as clean as the day it was assembled. Clearly, the previous owner took good care of it.

They had the nice 350 pulled and delivered to the sheet metal shop that Jimmy's dad owned and operated in Annapolis and on one Saturday morning the three of us met there in the parking lot at 7 am.

Frank was not mechanically inclined. Jimmy and I were the car guys. While Frank's old engine was cooling down Jimmy and I

removed the car's hood and started unbolting and removing everything we could stand to touch. As the day progressed Jimmy handled all the dismantling that had to be done underneath the car as he was physically smaller and thinner than me. This minimized jacking up the car and putting it on stands. Throughout the day we kept Frank busy running errands. First we sent him for our breakfast – his treat, of course. Later we sent him for parts or tools, then for lunch – his treat again. Then more parts, then dinner – you guessed it, his treat! Later we sent him for fresh oil, filters, anti-freeze, and more parts. And these were all legitimate errands; not once did we send him searching for high-speed bumper bolts.

Aside from a few short breaks to wolf down our food, Jimmy and I worked a straight 13 hours to complete that engine swap; from Frank pulling his Nova into the parking lot that morning to Frank driving it home that night.

That 350 motor ran well and pulled strong. Frank had to get used to all the extra power he had. Fortunately, he drove it in a mostly level-headed, rational kind of way.

Within a year, Frank's brother, Kevin, developed a serious immediate need for a vehicle. As Kevin had no money with which to purchase a vehicle and, thanks to a



job change, Frank's income had grown large enough to support a new vehicle payment, Frank GAVE the Nova to Kevin and bought a new Toyota Tacoma pickup for himself. Jimmy and I constantly threatened to add an "N" to the vehicle name on the truck's tail gate so it would read, "TACO MAN".

Kevin did not have the same approach to driving that Frank did and he truly enjoyed the power of that 350 in the Nova, much to the car's detriment. I recall one day driving on Magothy Bridge Road headed toward Baltimore-Annapolis Boulevard when I saw Kevin coming from the other direction in the Nova with his left turn signal activated, intending to turn left onto Ullman Road. Recognizing me in my Camaro and wanting to show-off, Kevin overpowered the turn, losing traction, and power-sliding sideways until slamming into the four-inch high curb along the right-side of Ullman Road. He blew out the Nova's right rear tire, bent the wheel, bent the axle, and ended up with the back end of the car perched atop the sidewalk.

(Continued on page 10)

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

SUPER SEPTEMBER SHOWDOWN!



MODEL CONTEST & VENDOR SHOW!
21 CLASS TROPHIES, PLUS BEST IN
SHOW!

2022 THEME CLASS:

FABULOUS 40'S CUSTOMS

When:

September 11th, 2022 / 9AM- 2PM

Where:

**Keystone Fire Hall / 240 N Walnut St, Boyertown, PA
19512**

Admission:

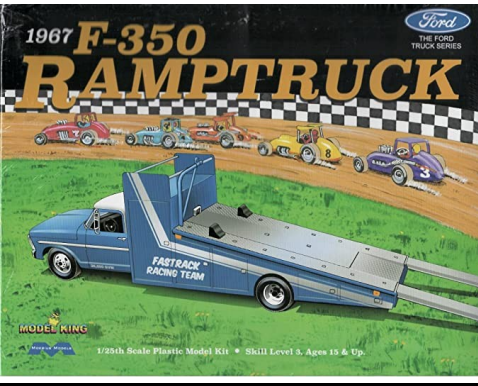
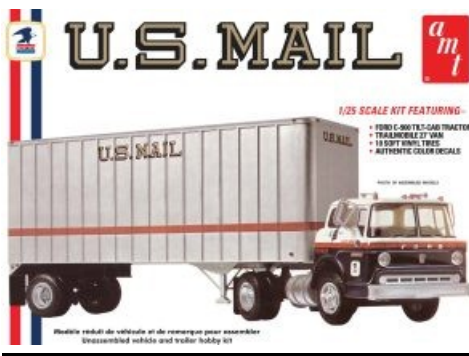
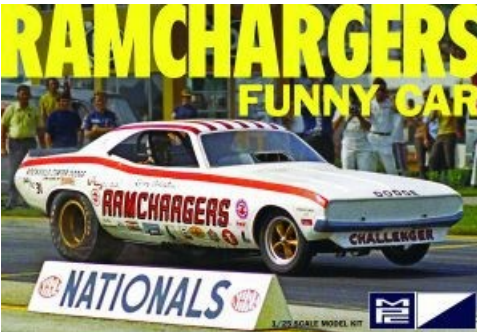
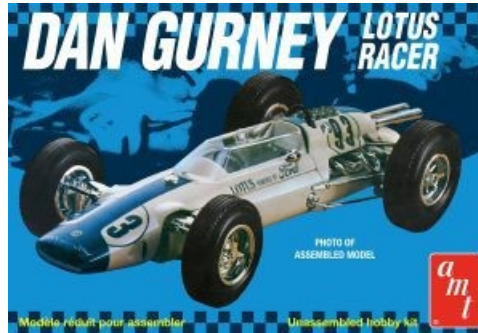
It's *STILL* just \$5 and covers your registration!

Please limit your entries to 10 per class per person.

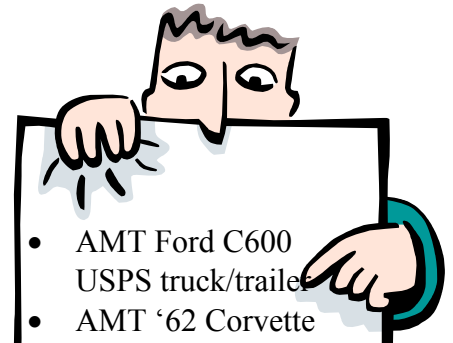
Food will be available on site.

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





Ron's Rant



- AMT Ford C600 USPS truck/trailer
- AMT '62 Corvette
- AMT Gurney Lotus
- AMT "Wild Hoss" Bronco
- AMT '63 Shelby Cobra
- Moebius '67 F-350 Ramp truck
- MPC Barris Rickshaw (1/20th)
- MPC '80 "Coke D-50 pickup
- MPC "Ramchargers" f/c
- Salvinos JR K Larson Camaro
- Salvinos JR C Elliott Camaro 🚗

VFTB (cont'd)

(Continued from page 8)

After pulling in behind him and making sure he wasn't injured, I laughed at him, and then went on my way as he was getting out the spare tire and jack. Sometimes in life, we deserve help with our problems, other times we richly deserve the problems we bring upon ourselves.

After that, Kevin drove the Nova with its bent axle and wobbling rear tire for as long as he could put up with it. By then Frank took pity on him and let him have the Tacoma along with

taking over the payments. Having to pay for it, Kevin took much better care of the pickup than he did the Nova. Frank's next new vehicle was a 1986 Ford Mustang GT, but that's a subject for another VFTB—*Tim Powers* 🚗

C8 (cont'd)

(Continued from page 5)

Gianmaria Bruni, Richard Lietz and Frederic Makowiecki, which capitalized on the bad luck of not only the two Corvettes, but also the No. 92 Porsche 911 RSR sister car. The two AF Corse Ferrari 488 GTE entries took up second and

(24th & 25th, unless noted)

third in GTE Pro, with the No. 92 Porsche finishing fourth, two laps down. The Riley Motorsports-run Ferrari 488 GTE was fifth in GTE Pro after lacking pace throughout qualifying and the race and falling three laps behind the class leader.

The overall win in the Hypercar category went to the No. 8 Toyota GR010 Hybrid of Sébastien Buemi, Brendon Hartley and Ryo Hirakawa, which crossed the finish line just over two minutes ahead of the No. 7 Toyota sister car—*Assorted sources* 🚗



This month, we'll "upsized" the column, with a peek at this year's **GTOAA Nationals** from Kingsport, TN. As always, a grrreat show! And, no, mine was not ready for a show of this caliber!

There were about 300 Pontiacs there (*Tempests and GTOs*) with a few other Pontiacs thrown in for good measure (*including a documented, restored '62 SD Catalina race car!*), and the award winners are shown below. You can check out my Fotki page for more pix.

As the GTOAA "Scale Pontiac Coordinator," I was there for the scale show, with my assistant Nick in tow. All told, 18 enthusiastic kids took part in our annual Buildoff, using the Airfix "Quick-Build" kits. It was indescribable—the kids **LOVED** it!!

They showed their appreciation to Nick and I, too!

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 2022—Tim



**BEST
RESTORED**



1970 Judge

Steven Race

**BEST
MODIFIED**



1964 GTO

Michael Guess

2022 BEST of SHOW



1965 GTO

Paul Kilker

**BEST
FACTORY
ORIGINAL**



1967 GTO

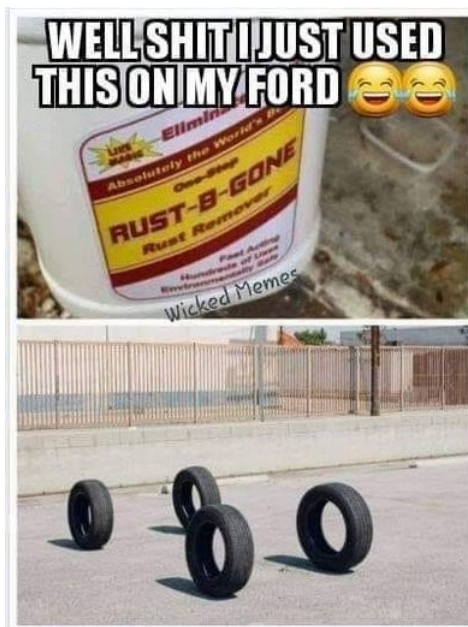
Art Constantine

This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMAs BoyZ do it in scale!



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

Club Contact Info

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 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
(R T
695):
Take
Exit
7

Route
295

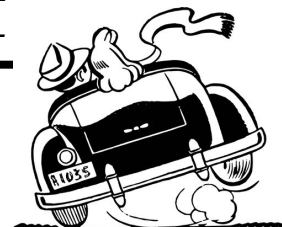
(Baltimore-
Washington
Parkway) south to-
wards Washington approx. 18



miles to
Route
193

(Greenbelt
Road), and
exit. When on
the off-ramp,
stay to the right
and merge right onto

South-
way (see be-



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Club Photog: Lyle Willits 🍷