



MAMA Sez!

Volume 35, Issue 3

November, 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 20th
- ☞ September 17th
- ☞ October 15th
- ☞ November 19th
- ☞ December 17th

Hope to see you there 🍷

Happy Thanksgiving!

Quiet, and low-key were the buzzwords for last month's meeting. We did discuss (*briefly*) our future meeting options. It is believed that there have been some new developments on that front, that may be discussed this month.

Kudos to **MAMA members Steve Buter** and **Chazz Clanian**, for thoughtfully providing

me with some material to lighten my load and hopefully entertain you.

Thanks also to **Norman Veber** for the pictures from his **Heart Walk fundraiser**.

I found some info on the recently-held **ACME>NNL**, and included them for your info.

The raffle raised **\$57.00**, while the door added **\$102.00**, meaning

we made the rent from the following donors: **Brad, Matt Guilfoyle, Rich Meany, Ron Shirey, Lyle Willets/MCW** and **Replicas & Miniatures Co. of MD**. Thanks guys—we 'preciate it—**Tim** 🍷

clean Alpha Models
Bugatti Chiron

Top Ten

- ♦ **Luis Perez**: US Army Top Fueler
 - ♦ **Tim Kolankiewicz**: 1929 Model A Roadster
 - ♦ **Mark Batson**: 1940 Ford Sedan Delivery
 - ♦ **Bill Cunningham**: Phantom Z (*Bill's own 3D design/printing*)
 - ♦ **Shane Harrold**: '72 Ford F-100
 - ♦ **Tom White**: '32 Ford Chopped Coupe
 - ♦ **Bradley Weirick**: '61 Chevy Bel Air
 - ♦ **Clay Kemp**: Bubby Jones #2 CRA Sprint Car (*scratchbuilt*)
 - ♦ **Jay Savarese**: Dale Jr's '02 Budweiser Chevy
- Congrats to all of you—**Tim** 🍷

ACME Does Atlanta

586 models entered, with the following modelers' skill recognized:

- ♦ ACME Excellence in Engineering Award & Best In Show: **Randy Derr** with his '74 IMSA Greenwood Corvette
- ♦ Where Were You in '62 Theme Award: **Jerel Wolfe** with his '57 Ford Gasser riding atop his Dodge Hauler
- ♦ RADwood Theme Award: **Mark Batson**

for his killer model creation of their '22 flyer image Plymouth Prowler with a scale figure of Clay Kemp overlooking the model

- ♦ Web Theme Vintage NASCAR: **Jay Savarese** with his Petty Roadrunner. Yes, a Roadrunner won at ACME!
- ♦ MCM Award: ACME show newcomer **Dylan Thomas** for his super

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MAMA Meeting LOOK



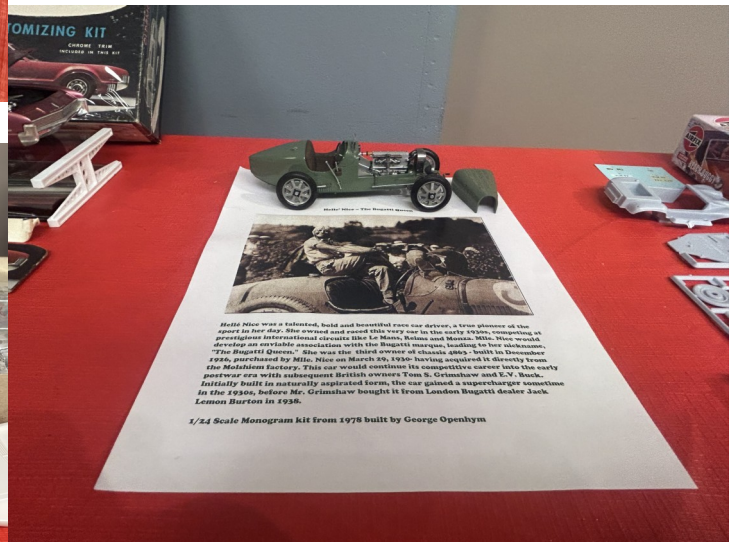
Congrats Jim!



MAMA Meeting



LOOK



VeePee Pick

This month, the column will be featuring **Jim Maness's '60 Dodge Phoenix hardtop**.

Jim's subject this month started out as a Modelhaus curb-side kit.

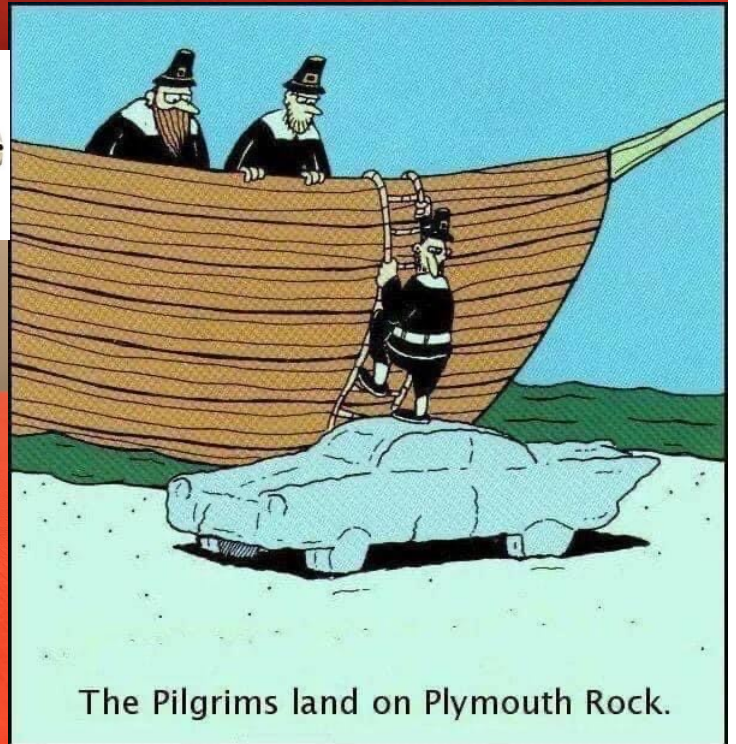
It is based on the second car that he owned. He was going to VoTech school and working in a gas station after school. He bought the Dodge for \$125 (*Ed. Note: the real one, not the Modelhaus one*

☺!) and it was the first engine he ever rebuilt.

He learned how **NOT** to "powershift" a pushbutton trans with it, too!

The model is painted Arctic White, the same as the real car he drove.

Nice work, Jim—Dave 🍷



Heart Walk!



Norman and Mary Veber would like to thank all of the donors that supported the recent Maryland Heart Walk. He provided the pictures included. It appears to have been a well-attended event—*Tim* 🚗



“It appears that the old ticker is doin’ just fine, Norman”



Except this one 😊 !



'GMC' has issued a recall for an **unknown number of 2011-12 Tahoe and Suburban SUVs**. Affected units may be equipped with a defective airbag inflator that could rupture when deploying the airbag, resulting in metal fragments entering the cabin.

The SUVs may be equipped with a front driver airbag module and inflator built with a supplier-manufacturing defect. The defect could result in the inflator rupturing when deployed. This rupture could result in metal fragments passing into the cabin.

A ruptured inflator could pose a serious safety risk if it passes metal fragments into the cabin. If a ruptured inflator sends metal into the cabin, it may result in injury or death.

Dealers are advised to inspect the front-driver airbag module on affected vehicles and replace it if necessary.

'GMC' will notify Tahoe and Suburban customers affected by this recall and provide instructions on how to proceed. Some of the defective part purchasers include body shops, independent repair shops, and other third-party automotive repair or distribution busi-

nesses, which will also be notified. Unsold vehicles affected by this recall will be placed on a stop-sale order until the necessary repairs are completed. Customers who have further questions or concerns can also reach out to 'GMC' or the National Highway Traffic Safety Administration (NHTSA) directly.

'GMC' has issued a product recall for an **unknown number of 2022 GMC Terrains and 2022-23 Chevy Equinoxes** due to an issue related to the compact crossover's driver's seat height-adjust pivot bolt.

Vehicles fitted with power driver seats that were not equipped with the memory function may have a stripped or loose bolt at the seat frame height-adjust pivot.

If the seat frame height-adjust pivot bolt comes out of the pivot pilot, the seat structure may have reduced ability to restrain the occupant in a crash, thus increasing the risk of injury.

Certified 'GMC' techs will be instructed to inspect the vehi-

GOVERNMENT MOTORS

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cle's driver seat and replace the seat cushion frame if necessary.

'GMC' has launched a new customer satisfaction program for the **2023 Cadillac Lyriq** to address an issue related to cracking in the liftgate panel.

The vehicles may exhibit a condition wherein the molded-in interior trim panel of the liftgate assembly cracks in cold temperatures.

Dealer techs are instructed to replace the liftgate assembly with a new unit. Installation of the new liftgate requires the transfer of the upper rear spoiler, two interior trim panels, key lock assembly, and latch cover from the original liftgate.

This latest customer satisfaction program for the Cadillac

(Continued on page 8)



'GMC' Recall Ticker

of Recalls

257 (!)

of Vehicles Affected

55,318,213

C8 Watch

The Las Vegas Metropolitan Police Department (LVMPD) took a suspect into custody in late October after a **high-speed race** on public roads resulted in the **destruction of a C8**. The other suspect was taken directly to the hospital.

In a Facebook post, LVMPD responded to calls around 9 PM that there was a crash related to illegal street racing involving as many as seven different vehicles.

“There was vehicle debris for approximately a quarter mile down the roadway, white smoke coming from a transformer, three vehicles with major damage, airbags deployed, and multiple other vehicles with minor to moderate damage,” described one officer.

The ensuing investigation found that the C8 had been racing a GR Toyota Supra. The two vehicles were traveling over 100 mph and failed to stop at a red light. The resulting crash destroyed a bus stop, hit a few parked cars and a fire hydrant, and knocked out power after light poles and power lines were found sparking.

The suspect who was arrested was charged with multiple crimes including reckless driving, participating in a speed contest, and disregard for the safety of a person and property.

Unfortunately, these types of crashes don’t seem to be out of the norm for the C8. **GM Authority** has covered C8 accidents for some time now, with a few notable examples. These include a Lime Green C8 that was split in half, a completely disfigured C8 that

looked like it fell off a cliff, and a high speed crash in a residential area with a stolen vehicle.

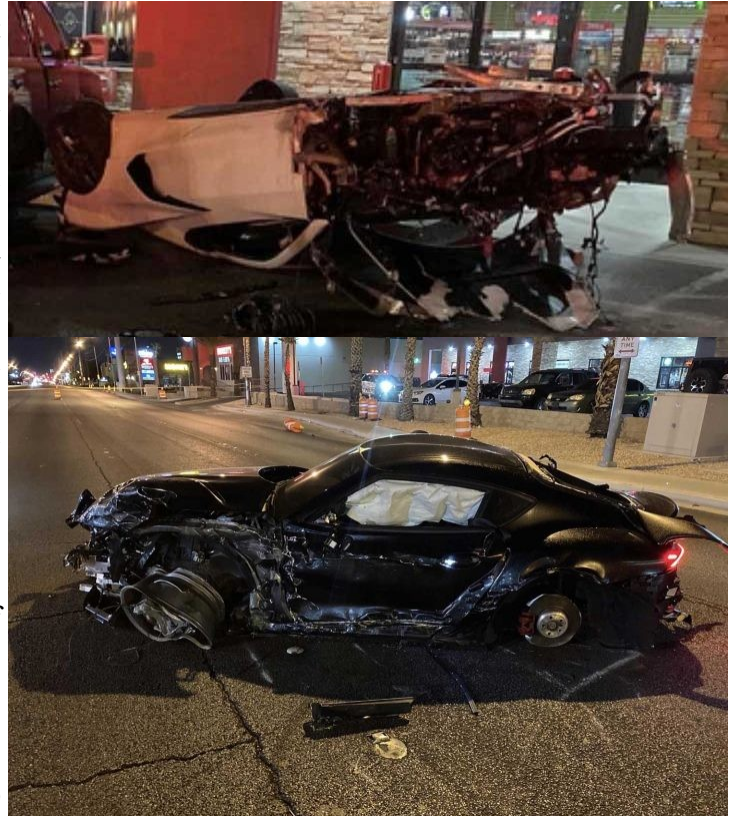
This should be a given, but as a reminder, **NEVER** race on public roads. Leave the high speeds for the track. It’s simply not worth risking your life or the lives of others for a short-term thrill.

GM Australia has issued a recall for **109** C8s over an issue related to the car’s lighting system.

Per a report from Australian car website [CarExpert](#), the cars will turn on the primary headlights, taillights, parking lamps, and license plate lamps during the day time when the primary light switch is set to automatic. In these conditions, the daytime running lights will also be turned off.

This issue is not compliant with the Australian Design Rule (ADR), specifically Australian Design Rule (ADR13/00)-Installation of Lighting. The ADR dictates national standards for vehicle safety, anti-theft, and emissions.

Customers affected by this recall will be contacted by ‘GMC’ Australia and New Zealand Pty Ltd with instructions to contact their local dealer, which will update the Body Control Module



(BCM) software free of charge.

As **GM Authority** covered previously, the first deliveries of right-hand drive C8s began in Australia and New Zealand early this year after a lengthy two-year wait. Pricing for the 2022 C8 starts at **\$144,990 AUD** in Australia, while C8 convertibles carry a **\$15,000 premium** over the standard coupe body style.

It was later revealed that the Aussie-spec 2023 C8 would include a **\$15,000 price increase** compared to the previous model year, **starting at \$160,000** for the base-model 2LT coupe.

Production of right-hand-drive models takes place alongside left-hand-drive models at the GM Bowling Green plant in Kentucky.

At this rate, the remaining, sanely driven C8s gain in value every day. No small feat, given the rapid price increases—*Assorted sources* 🚗

Gov't (cont'd)

(Continued from page 6)

Lyriq follows a recall issued last month to address an issue with the crossover's display screen, which will occasionally perform a boot-up/shut-down cycle when the vehicle is parked and powered off. The cycle may be interrupted if the vehicle door is opened, which may result in the display being rendered blank.

Production of the EV is ramping up now, with 'GMC' producing 1,000 units of the all-electric crossover in September alone, representing 58 percent of all Lyriq units built thus far.

'GMC' has issued a product safety recall for the **2022 GMC Hummer EV Pickup**. The recall was issued for a problem with the Hummer EV's battery pack, which may be improperly sealed, potentially leading to water entering the battery pack.

If water does end up entering the battery pack, it may result in a malfunction, leading to one or more malfunction indicator lamps to illuminate, as well as the display of a warning message in the Driver Information Center (DIC).

At present, 'GMC' is aware of three confirmed reports of water entering improperly sealed battery packs in the Hummer EV. In two of these cases, the vehicles affected would not start, while in the third case, the vehicle lost propulsion while driving. The loss of propulsion while driving may increase the risk of a crash.

'GMC' is now working on a remedy for this condition. The fix is not yet available, but when it is,

'GMC' will issue a recall bulletin and dealers will begin repairs on affected vehicles. 'GMC' will cover the inspection and repair costs associated with this recall at no cost to the customer.

There's currently a **stop-sale order** on affected vehicles. Customers who were scheduled to pick up their vehicle have been contacted by dealers that the delivery is delayed until the fix is performed.

Should this recall involve special instructions, they will be included in a forthcoming notification letter sent to customers. Additionally, 'GMC' will offer courtesy transportation for customers who are affected by this recall and are within the warranty coverage period for the warranty which is associated with the recall.

In related news, 'GMC' recently issued a customer satisfaction program for the GMC Hummer EV in regard to a corroding high-voltage connector, which could occur if water leaks into the vehicle's battery pack.

In all cases, 'GMC' will notify owners about this recall. Owners of affected vehicles can also visit my.gm.com/recalls with their VIN to view any open recalls or other actions that may be active for their particular vehicle. Unsold vehicles affected by this recall will be placed under a stop-sale order until the relevant repairs are per-



formed.

Speaking of the Hummer EV, with great power comes great responsibility, and owners must be willing to pay a premium not only for the truck itself, but also for some replacement parts and components as well. For one owner, the premium to replace a taillight on his electric supertruck came as a shock.

In a recent social media post, an owner of a GMC Hummer EV Pickup Edition 1 expressed his surprise when he was quoted thousands of dollars for a single replacement taillight.

GM Authority reached out to 'GMC' for an official number on the taillights, and received a confirmation from a 'GMC' spokesperson that a single replacement taillight for a Hummer EV pickup costs a staggering **\$3,044.87**.

"High-level, the taillights on the Hummer EV have a chip in them that supports the unique lighting display and animations, and, are a lower volume of production than one would see in a typical mainstream vehicle," 'GMC' spokesperson, Mikhael Farah, told **GM Authority** in a statement.

(Continued on page 9)

Gov't (cont'd)

(Continued from page 8)

As a reminder, 2022 GMC Hummer EV production began late last year at the 'GMC' Factory Zero plant (*née* 'GMC' Detroit-Hamtramck plant) in Michigan. Output is sourced from 'GMC' Ultium batteries and three 'GMC' Ultium drive motors, with the Hummer EV Pickup Edition 1 model producing 1,000 horsepower. Under the skin, the GMC Hummer EV rides on the 'GMC' BT1 platform.

'GMC' has so far received roughly 90,000 pre-orders for the Hummer EV across both the GMC Hummer SUV and pickup models, and is no longer taking new reservations for the all-electric super-truck. As of July, 1,700 examples

of the truck have been produced.

Some Chevy Equinox owners may experience a range of electrical issues as a result of a water leak in the crossover's taillights. These issues may be present in **2018-23 model years** of the *Chevy Equinox*.

Per a recent report from **GM TechLink**, a damaged Equinox right-side taillight lens or housing may allow moisture to migrate through the bulb connector wire strands to a connector, or Body Control Module (*BCM*). Water intrusion may result in corrosion, which could lead to a no start or extended crank condition, a dead battery, a fuel pump that runs when the ignition is turned off, or the display of a Service Safety Restraints message on the Driver Information Center (*DIC*). Additionally, Diagnostic Trouble

Codes (*DTC*) may be triggered.

If these conditions are found, it's recommended that the Equinox taillight bulb connectors are inspected for signs of corrosion or water intrusion. If corroded, the taillight and bulb connector should be replaced.

It's possible that water damage may short the terminals, resulting in the fuel pump running when the ignition is turned off, draining the battery and resulting in a no start or extended crank condition. If water damage is discovered, replace the damaged connector with terminated leads on the body harness side. The fuel pump control module harness may need to be replaced as well.

Sounds a lot like 'GMC' can't screw together a vehicle if their life depended on it. And it very well may—*Assorted sources* ☹️



In celebration of Build a Model Month, *FineScale Modeler* will host an online model contest during November 2022 with a **cash prize** going to the winner along with a **cover position and story** about the model in a future FSM issue. For further info, check out the link: [FineScale Modeler announces Build a Model Month | FineScale Modeler Magazine](#). 🏆



“Czech Please”

Hello gang, here's my build-up of SMER company's (*Czech Republic*) kinda-sorta, sorta-kinda re-up of the old Heller 1948 Talbot Lago 1/24th scale Grand Prix racer, but it's not to be too closely compared with the much-loved Heller kit. I built one of the Heller kits back in the '60's, and wanted to see what SMER's done with it.

Smer's kit is a decided come-down from Heller's, this seems to be making use of the best features

Alas, the spoked wire wheels in the Heller kit are replaced here with clear plastic rounds with molded-in raised “spoke” detail on the outer side of the wheel only.

Remember the “cycle style” front wheels (*clear plastic, again*) included in Monogram's original Sizzler dragster? At least they provided the clear discs for both sides of the wheel.

I sprayed the car's wheel discs with primer, then with Rustoleum Bright Coat Chrome rattle-can. I let them

cure for about a week.

Then I used a medium blue fine-point Sharpie pen to fill in between the raised “spoke detail.”

This, I hoped would go well with the MCW Tropical Turquoise I selected to paint the body and nose pieces. I picked out the spokes as best I could with a silver pencil, and the molded in rims (*two-part plastic wheel/*



tire combo....yup!) were picked out with a Molotow chrome pen.

The engine, interior and suspension are all basic. I painted these areas flat aluminum and masked them off for painting the two-piece body (*after filling that seam down the bottom center and some sink marks there*). Fortunately, the top half of the united body needed a mild sand 'n fill.

The nose grille work is just there enough that I could detail it a bit with the blue Sharpie pen. And it joined to the body quite well. The air intake on one side of the (*removable*) bonnet and the exhaust on the other side are two more “plus” points on this humble bumble.

(Continued on page 14)



of that kit e.g., good body and nose lines which are crisply molded in the SMER rendition.

Piece count is very low, as this kit builds out of box, into a slippery ladder-rung above what's basically a (*fragile!*) play toy.

I've looked at various reviews of this kit online, and many builders are enhancing this with available aftermarket wheels & tires, and even a lot of scratch builders are improving the basic kit.

Not a few builders are working straight out of the box, with good results considering it's about “just what's there.” And that's what I decided to do.



Great Zeus It's a Ford GT!



A few notes on a recent build. I hope you enjoy it.

Interior

Paints: Vallejo Acrylics, Tamiya Smoke, Tamiya Enamel wash.

Center console

First coat is Tamiya gloss black. Second is Alclad Aluminum. Third is clear coat Gunze Sangyo Super Gloss III. Fourth is semi-gloss black. Fifth let cure overnight.

Lightly polish the relief, raised dials and buttons, with 8000 or 12000 micro mesh, polishing the black away till the silver dials appear. Remember, take your time, go easy on the pressure. That "clear coat" below the top layer of black and above the Alclad Aluminum is there to stop you from going down to the level of the Alclad.

I also used this same technique for the steering wheel.

Pay close attention to the top of the inside door panels. I eventually had to sand the **BOTTOM** of these for the body would not seat down upon the chassis. For the life of me I cannot explain what I did wrong. But focus on the lining up the side walls to the dash. There is no way that this was a Tamiya design flaw. It had to be yours truly not paying attention. But everything eventually turned out well.

Tail Lights

If I recall correctly this was a two-piece lamp. The base and then the actual lens. The latter was rather straight forward simply painted with Tamiya Clear Red. However, I wanted to accent the base. So, I

painted it Tamiya gloss black. And then I masked off the black with 1 or 2-mm wide Tamiya tape. Then shot the Alclad Aluminum, let dry and then removed the masking tape. Before I glued the red lamp to its black and Aluminum base I applied a 3mm diameter Mylar disc to the socket that was to accommodate the lens. That way it shined a little brighter.

Wheels

Done in decanted Tamiya Champaign Gold. I also used MV Model Railroad lenses for the center of the wheels. Just to make it "pop" a little. if I had to do it all over again, I would not have done the brakes in red. I would have used a color that was in the same class as the body and the wheels. Something in between those two colors. Oh well, you live and learn.

The flying arches; take your time and line them up on the roof in their designated grooves.

Now for the dagger in the heart. I loved the color "Zeus Bronze." Yup. You guessed it. This is the only time Ford and Chevy collaborated on this project. It is a dedicated color by GM for the C8s. I loved it so much I wrote Gravity Colors of Spain and they shipped me two bottles. I was going to use their two-stage polyurethane but struggled on a test sample. Hence, I defaulted to my old standby being various coats of Gunze Sangyo Super Gloss III. Make sure you cut it by at least 70% Gunze Sangyo Mr. Leveler. And then I polished and waxed the model.

Cheers everyone.

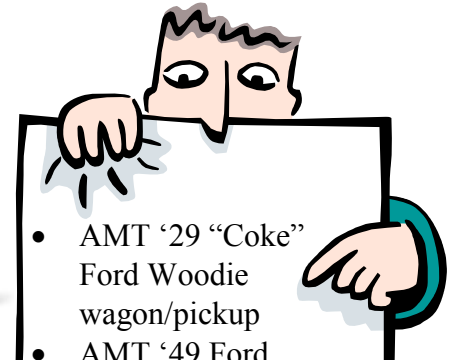
*Chazz Klanian,
MAMA South*

Lookin' good, Chazz. And, thanks!—Tim 🍷



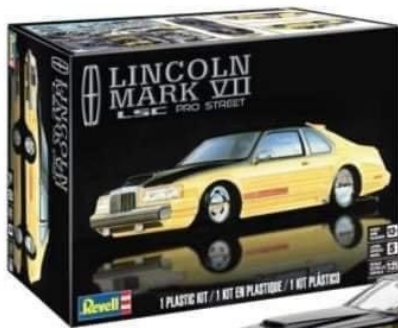


Ron's Rant



- AMT '29 "Coke" Ford Woodie wagon/pickup
- AMT '49 Ford "The 49'er" 3 'n 1
- AMT '67 Z28 Camaro
- AMT '74 L Pond NASCAR Malibu
- AMT Firestone Wide Oval tires
- AMT Whitewalls/wire wheels/continental kit
- AMT Peterbilt 359 tractor w/sleeper
- AMT Peterbilt 377 tractor (1/24th)
- AMT Western Star 4964 tractor (1/24th)
- Monogram '55 Bel Air S/M (1/24th)
- Revell '71 Olds 442
- Revell '32 Ford Roadster
- Revell '70 Roadrunner (1/24th)
- Revell McLaren 570S (1/24th)
- Salvino's '79 J. Johnson NASCAR Monte Carlo
- Salvino's Asphalt Modified racer (Z. Knowlden)

(1/25th, unless noted)





This month, the column will talk about something that I know very little about—**3D printing**, but am on a mission to attempt to delve into this “brave new world.”

Those of you on Facebook likely already know about **Robert Burns' Too Many Projects** enterprise, a veritable cornucopia of probably 500+ 3D-printed body plans for cars and trucks of all brands besides Pontiacs.

Apparently, they can be had in two different mediums—either white or brown-printed resin, with a corresponding difference in price. The brown resin is apparently more expensive than the white, but is supposed to require less sanding work than the white.

When it comes time to place an order, you simply let Robert know what you want, and when he is ready to print it, he requests a deposit, with the balance due upon completion.

Vehicles come with resin

body, 3D printed bumpers, grilles and tail lights—but **NO** side mirror (*too difficult to print*). He also includes window bucks to form windows. Sadly, there are no interior parts at all (*i.e., dashboards, seats, or door panels*). Turn-around time is typically 3-12 weeks.

Shipping cost of the parts varies by the size of the order.

Trust me, if you can't find **SOMETHING** of his that suits you, then you are likely dead!

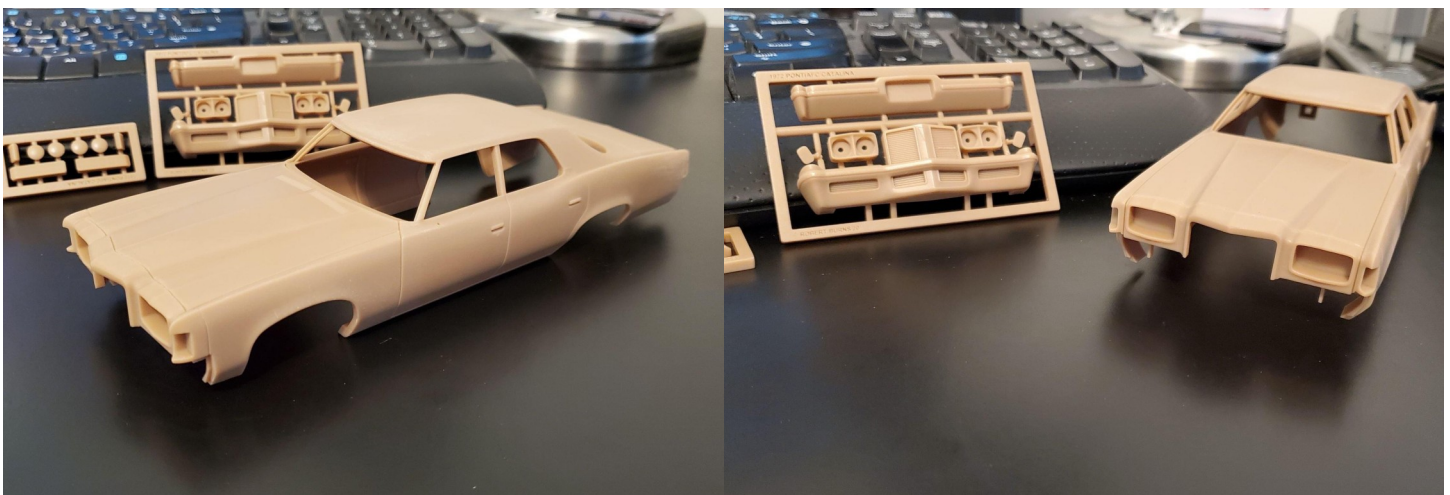
Let's continue bringin' 'em and showin' 'em—virtually!



“Class of 1973” - Nova, Grand Am and Century. Thanks, Ron ☺



‘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 good ending for 2022—Tim 🍷



1971-72 Pontiac Catalina ☺

This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMAs BoyZ do it in scale!

Czech (cont'd)

(Continued from page 10)

GASP!! When I dry-tested the footing, all four wheels touched the ground! Another plus!

When it's said and done, this kit **WILL** build up into something nice: think: What the Peanuts gang did with that scrawny tree in *Charlie Brown's Christmas*.

And I wouldn't be ashamed to display my take on SMER's kit on a table in an Open Wheel category at a show. *Thanks, Steve!*—Steve M. Buter 🍷

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

FOR SALE: Thinning my collection, **NOT** quitting. I will entertain reasonable offers. Contact me for a list at karrazy@yahoo.com (Frank Knapik) 🍷



Were on the web!

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

Directions

From the
Baltimore
Beltway
(R T
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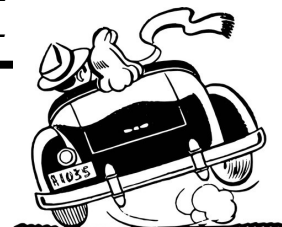
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(Greenbelt
Road), and
exit. When on
the off-ramp,
stay to the right
and merge right onto



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