



MAMA Sez!

Volume 35, Issue 8

April, 2023

"Serving Delmarva Car Modelers for 30+ Years!"



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

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2023 MAMA Schedule

For the foreseeable future, we will be meeting at our new location, the **Salaried Employees Association (SEA) Union Hall**, 1300 Hanover Road, Hanover, MD 21076, on the schedule listed below, from **10 am to 2 pm**:

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

Hope to see you there 🍷

Spring—Car Show Season is Here!

March's meeting featured a spirited discussion regarding possible themes for our NNL show next year. The themes will be revealed when appropriate.

Dave Toups' VeePee pick was **Lewis Hicks' Ford pickup**.

Three words for ya—Pontiac Reserved Parking.

The raffle raised **\$146.00**, while the door added **\$105.00**, plus a



whoppin' **\$300.00 donation!!** Thanks to the following donors: **Steve M. Buter, Mike Costic, Matt Guilfoyle, Brian Schindler, Ron Shirey, Dave Toups, Lyle Willets, Historic Racing Miniatures (Brad) and Replicas & Miniatures Co. of MD (Norman)**. Thanks guys—we 'preciate it!—**Tim** 🍷

Condolences

William Collins Jr. passed away on March 5th, 2023, at his home in Michigan at the age of 90. Among his many accomplishments, Collins was considered the **"Father of the GTO,"** previously serving as a member of Pontiac's advanced engineering group and playing an instrumental role in the creation of one of the most iconic muscle cars of all time.

He was born on April 3rd, 1932 in Bryn Mawr, PA. He studied engineer-

ing at Lehigh University, graduating in 1955. After school, he served in the US Army as an engineer, testing advanced landing craft at the Aberdeen Proving Grounds in MD. After the Army, Bill was hired by GM and worked at Pontiac.

As the story goes, Collins originated the

concept of the GTO in the early 60s during a meeting with **Pontiac chief engineer John DeLorean**. During the meeting, Collins said that the same V8 that powered the full-size Grand Prix coupe would fit in the engine bay of the Tempest, eventually

(Continued on page 12)



MAMA Meeting LOOK



Congrats, Lewis!



MAMA Meeting



LOOK



Raffle Goodies!



VeePee Pick

This month, we will feature **Lewis Hicks' '70 Ford Pickup**.

Lewis is also a new member, who belongs to the Central PA model car club.

As far as motivation, it was more of a “do something different” situation. It just so happened that he got this kit from Mike Forrester around the same time. It just came down to if he wanted it lifted or lowered.

The kit is the **Moebius 1970 F-100**, and that was the only kit that provided parts. Other than that, the truck has an **Iceman Collections 3D printed frame and suspension**. He also printed the **modern coyote 5.0 ford engine** and the **pumps/tank setup** in the bed.

The rolling stock came from eBay, possibly **Jays3dparts** but he isn't sure. In order to get the truck to sit as low as possible, he had to make the tubs in the engine bay and raise the bed floor which honestly proved to be much easier than expected.

When the time finally came for paint, he remembered KCs F-

100 from **Gas Monkey Garage**, and he loved how the color was just a basic solid with no metallic or pearl...sooo, he went looking and decided on a pale yellow. He ordered from **Gravity**, but after a month of no shipping and not being able to contact them, he went to **Splash**. He was skeptical, as he had never used them before, but Butternut Yellow was perfect for what he wanted.

By this time he had also decided on the monochrome look, so everything went into some Purple Power and it was ready for the bright white paint.

Other than that, it's really a simple build. No real detailing done other than some air lines that are just made from some copper wire.

Overall Lewis is happy with it but he does plan to build another and possibly eventually sell this



one.

As crazy as it sounds, he really doesn't have any in-progress pics. It's something he's trying to improve to help grow his following on Instagram but we will see.

If anyone wants to attempt a similar build, just keep fitting everything. Make sure you're happy with everything before it's glued together for good.

Nice work, Lewis, and welcome—Dave 🍷



We have still more recalls to get to this month, so, let's jump right into it. 'GMC' has issued product recalls for the following vehicles:

- ♦ **7,840 2023 Chevy Blazer/Traverse, GMC Acadia, 2022-23 Cadillac XT5 and 2023 Cadillac XT6** due to the installation of the incorrect transmission sun gear. Vehicles built with the incorrect transmission sun gear can have the driver-side half-shaft disengage from the transmission. If this happens, they can experience a loss of drive power or a rollaway while parked, both of which can lead to an increased risk of a serious crash. Certified 'GMC' techs will be instructed to inspect the transmission and replace the sun gear as necessary, all free of charge
- ♦ **An unknown number of 2022 Chevy Silverado/GMC Sierra 2500/3500 HD pickups** equipped with the 6.6L Duramax engine due to a faulty Engine Control Module (ECM). A defective ECM may not detect faults, set diagnostic trouble codes (DTCs) or illuminate the malfunction indicator light (a.k.a. the Check Engine light) under certain conditions. If the

ECM is unable to function properly, the vehicle's performance may be affected. Certified 'GMC' techs will be instructed to inspect affected vehicles and reprogram the ECM with the corrected software as necessary. Notably, it should take techs roughly 1.5 hours to complete the recall

- ♦ **32 2023 Buick Encore GXs and Chevy Trailblazers** that may be equipped with incorrect catalytic converters. The recall only affects vehicles powered by the turbocharged 1.2L gas engine. These vehicles may have been produced with an incorrect catalytic converter installed. As a result, it may not properly process exhaust gases and therefore may not meet all emission system requirements.

'GMC' has not specified any hazards associated with this situation. However, vehicles

GOVERNMENT MOTORS

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which do not meet emission system requirements could fail emissions inspections and maintenance tests or prevent a service technician from confirming that the appropriate data is found in the ECM. Either of these circumstances could potentially cause considerable inconvenience for owners. 'GMC' has instructed dealers to inspect vehicles presented. The dealer is either to

(Continued on page 10)



'GMC' Recall Ticker

of Recalls
282 (!)

of Vehicles Affected
56,269, 275

Junkyard Or Jewel

I came across this article on the Internet at [Chevrolet, Engine / By Car Engineer](#), and could not resist sharing it with my car guy friends. It is basically a comparison of two sets of ‘GMC’ engines—those that would annihilate anything, and those that were better relegated to a junkyard. Interesting, eh? The article turned out to be a bit more than I had room for, so I hope to make it a two-parter.

So, this month, we’ll look at the “junk,” and if everything goes as expected, next month, we’ll look at the “Jewels.”

Junkyard

1. 1979–82 267 (4.4-liter) small-block V8: Produced from 1979–82, This Chevy engine is arguably one of its worst. First, it was massively underpowered, producing a mere 120hp. Even worse, by ‘82, it had been detuned to under 100hp. According to ProfessCars, the engine managed 0-60mph acceleration in a sluggish 13.2 seconds. As if that’s not enough, the engine suffered from poor quality and reliability issues. Many users reported engine breakdowns at very low mileage, resulting in engine swaps. Spare parts availability was another headache as the engine shared no parts with any other small block. As a final nail in the coffin, it suffered poor fuel economy for its size

2. 1980-2005 3.4-Liter (3400) V6: Chevy’s 3.4-liter V6 is a variant of the 60-degree V6 engines produced between 1980 and 2005. And although it received several

improvements throughout the years, the engine was plagued with several engineering flubs. But there is one that stood above the rest, responsible for countless cases of engine malfunction and failures. Cars powered by the third-gen engine experienced cooling system problems that, if not taken care of, led to overheating engines. This notorious problem arose from the new DexCool super-coolant that corroded engine components, most notably the intake manifold gasket

3. 2.5-Liter “Iron Duke” Engine: While the 2.5-liter “Iron Duke” engine was durable, it was also underwhelming as it was a victim of the then emission regulations and fuel economy. Sure, it wasn’t designed to be a performance engine, but Chevy used it even on notable performance nameplates in the 80s and 90s. A quick search on the internet reveals *the 1982 “Iron Duke” Camaro as one of the worst cars of all time*. Yeah, that’s right, ‘GMC’ had the audacity to fit the legendary sports car with a 90hp engine that left nothing to desire about the car. The on-road performance of the engine was so bad that it took the Camaro under 20 seconds to get from a standstill to 60mph.

4. 1971-77 2300 Inline-Four: Chevy produced this 2.3-liter 139 cu-in four-between 1971-77 and stuffed it under the hood of the Chevy Monza and Vega. True, it was massively underpowered, producing 110hp and 107lb-ft of torque, but that’s just the beginning. The

engine suffered from overheating and vibrations that were so catastrophic that the engine could literally destroy itself.

Vibrations loosened the carburetor, thus leaking gas into the cylinders and the hot engine block. Valve seals would crack and leak oil into the engine cylinders, which scuffed the silica coating. Consequently, overheating destroyed the head gaskets, and Chevy made it even worse by installing a small radiator (*citing cost factors*) in addition to a deleted coolant overflow tank

5. 1976-92 305 V8: The 305 V8 is another victim of the 70s oil embargo. Gas prices were high, so ‘GMC’ built this small displacement V8 with efficiency in mind, like other automakers. The result was underwhelming performance figures that persisted up to the early 90s. Depending on the year, the engine produced between 160hp and 230hp. Due to its efficiency and reliability, the engine found its way into many Chevis, from trucks and SUVs like Blazer, the C10, and vans to cars like the Nova and Camaro. Its application also extended to ‘GMC’ vehicles like Grand Prix and Firebird, as well as GMC vans and trucks

So much for the scrapyards. Watch for part two—*Assorted sources* 📖



The Tri-State Scale Model Car Club Presents:

35th Annual

MML

Model Car Show **EAST**

SATURDAY **APRIL 23RD 2022**

RETRO THEME: **THE 50's** **SUB THEME:** **TINY CARS**



New Location

**WAYNE PAL BUILDING, 1 PAL DRIVE,
WAYNE, NJ 07470 USA. 9.00AM - 4.00PM**



28th Annual **Mid-Atlantic NNL**

www.mamasboyz.org

May 13, 2023

9 AM—3 PM

Admission \$10.00 (under age 16, free)

Vendors

Main Theme:

Gassers!

**Door
Prizes**

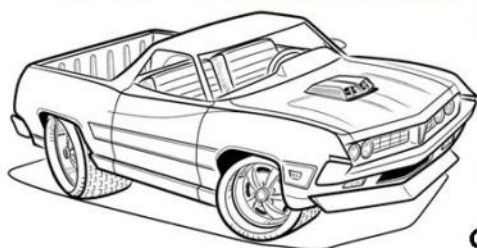


**Note New
Location!**



Sub-theme:

El Caminos & Rancheros



Gary Sutherlin Memorial



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)**

PAXCON 2023

Show and Contest

Presented By

The Southern Maryland Scale Modelers



Where?

Hollywood Volunteer Fire Department
24801 Three Notch Rd
Hollywood, MD 20636

When?

7th October 2023

To Register —

PaxCon2023.org

Gov't (cont'd)

(Continued from page 5)

verify that the correct catalytic converter was installed at production, or, if the inspection reveals an incorrect catalytic converter is equipped, remove it and replace it with the correct part. As only a small number of catalytic converters are incorrect, 'GMC' advises dealers to verify an incorrect catalytic converter is present before ordering the correct part. Additionally, 'GMC' placed a stop delivery on affected Buicks and Chevies starting in mid-February. None of the involved vehicles currently in inventory can be delivered to the customer, dealer traded, or used as a demo vehicle until the specified service is performed. Once the service is carried out, the stop delivery is released on the specific vehicle that has been serviced.

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 performed.

Seems to me if these dealer techs are good enough to fix the recalled vehicles at dealership service departments, why doesn't 'GMC' just let them build them right in the first place? Just sayin'.

'GMC' is saying "buh bye" to the *sixth-gen Chevy Camaro*, recently announcing the upcoming release of a new *Collector's Edition package* for the sixth-gen's final 2024 model year. Although the sixth-gen Camaro will end with the 2024 model year, 'GMC' has also confirmed that the Chevy Camaro nameplate will get a new generation sometime in the future. Unfortunately, the specifics on what this next-gen Chevy Camaro will look like are still under wraps.

One report released late last year indicates that 'GMC' will leverage the Camaro nameplate to create a new *Camaro EV sub-brand "umbrella,"* offering a variety of different all-electric models covering several different segments.



Among these may be a new coupe and convertible model, as well as possibly a mid-price flagship sports car loosely related to the upcoming electric Corvette models, and even an all-electric Chevy Camaro utility vehicle.

As previously covered by *GMA*, the *Cadillac Lyriq* was one of three utility vehicles nominated for the '23 *North American Utility Vehicle of the Year Award (NACTOY)*. However, the Lyriq didn't get sufficient votes to take the award home.

The *Kia EV6* took the 2023 NACTOY award honors over the aforementioned 'GMC' Lyriq entry, as well as the Genesis GV60.

For those who may be unaware, the annual NACTOY awards recognize outstanding new vehicles in three categories, including car, truck and utility vehicle. Vehicles are selected as benchmarks in their respective segments based on a variety of different factors, including innovation, design, safety, handling, driver satisfaction, user experience, and value.

Award-winners are determined via three rounds of voting by an eclectic panel of 50 jurors pulled from a variety of different automotive outlets, including representatives from print, web, radio, and broadcast media. The

(Continued on page 11)



Gov't (cont'd)

(Continued from page 10)

original pool of 47 eligible vehicles was narrowed down to 26 semi-finalists, then nine finalists, followed by the winner for each respective category.

GMA also recently reported that the **Silverado ZR2** was one of three finalists for the **2023 North American Truck of the Year award** (NACTOY). However, like the Lyriq, the Silverado ZR2 was unable to take the trophy home.

The **F-150 Lightning** edged out the Silverado ZR2, to receive the NACTOY award. Take a minute to process this statement—an electric truck beat a gas truck. Third straight NACTOY for Ford, by the way.

The next-gen Cadillac XT5 crossover will be exclusive to the Chinese market, per statements made by ‘GMC’ President Mark Reuss last year. Meanwhile, the current XT5 will be offered through the 2024 model year in North America before its discontinuation, per a **GMA** exclusive. Now, we’ve learned that GM China will be in charge of developing the next-gen Cadillac XT5 for China.

According to **GMA** sources, the next-gen Cadillac XT5 will be “home roomed” in China. Essentially, this means that ‘GMC’s’ Chinese operations will take responsibility for the crossover’s design and development.

All in all, it certainly makes sense that a vehicle sold exclusively in China is designed and developed in China. However, this is not always the case – for exam-

ple, the XT5’s stablemates, the Cadillac XT4 and XT6, were both developed globally, and both are sold globally as well.

Earlier this month, **GMA** spy photographers captured the next-generation 2025 Cadillac XT5 undergoing real-world testing as a camouflaged prototype. As seen in photos, the next-gen Cadillac XT5 is expected to introduce revised exterior styling that includes new lighting elements front and rear, including vertically oriented lights up front placed above a set of smaller, rounded lights. The profile view reveals new wheel designs and a set of roof rails, while the rear end will be reworked as well, offering up a set of twin trapezoidal exhaust outlets.

More changes will be found inside the cabin, while the overall size of the crossover will remain about the same. Under the revised body panels, the next-gen Cadillac XT5 will ride on the C1-2 platform, which is basically the second iteration of the GM C1 platform under the current-gen XT5.

Meanwhile, back in North America, ‘GMC’ will continue to offer the current-gen Cadillac XT5 through the 2024 model year, per a **GMA** exclusive. The current-gen Cadillac XT5 will be discontinued following the end of the 2024 model year.

How long before we see them here in the US, alongside other Chinese ‘GMC’ products?

Ever-growing wheels appear



to be a recurring theme in the automotive industry. In fact, the 2024 Chevy Silverado EV will be the first modern production vehicle, both within ‘GMC’ and beyond it, to be equipped with **24-inch rollers from the factory**. Now, **GMA** has learned that this monstrous wheel size will carry over into ‘GMC’s’ full-size SUVs.

‘GMC’ will offer a 24-inch alloy wheel option on its refreshed 2024 full-size SUV lineup, which includes the Chevy Tahoe/Suburban, GMC Yukon/Yukon XL and Cadillac Escalade/Escalade ESV.

While a 24-inch wheel may have been considered exotic a few years ago, ‘GMC’ design chief Michael Simcoe was quoted as saying back in 2019 that 24-inch and 26-inch wheel sizes were just over the horizon. Now, the question becomes, when will ‘GMC’ begin offering 26-inch meats?!?

As the song goes, “big wheels keep on turnin’”, I guess. And ‘GMC’ is zero for two in the award department—Assorted sources 🇺🇸



Condolences (cont'd)

(Continued from page 1)

leading to the development of the iconic GTO. The meeting was re-enacted in the documentary film *"Framing John DeLorean"*, released in 2019.

In 1974, DeLorean asked Collins to leave GM to lead development of the new Delorean DMC, immortalized in the *"Back to the Future" franchise*. Collins would later resign from DMC in 1979 to start his own motorhome company, developing a 21-foot vehicle that could fit in a standard garage, powered by a BMW engine. Collins built a prototype motorhome in his garage, launching *Vixen Motor Company* in 1981. A total of 587 units of Collins'

Vixen 21 motorhomes were produced.

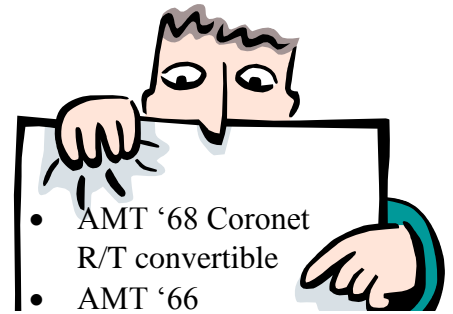
In 1999, Collins retired to Northport, Michigan with his wife, Nina. The couple moved into a log house which Collins had designed and partially built.

Collins is survived by his wife Nina, son William, and two daughters, Christine and Jennifer.

Sadly, we also lost a MAMA's boy—*Tom Faletti*. Norman Veber called near the end of March to say that Tom had suffered a heart attack at home after a MAMA meeting, and unfortunately, they were unable to get him to a hospital for treatment.

Godspeed, to you both, and thank you for your contributions—especially you, Bill—*Assorted sources* 🙏

Ron's Rant



- AMT '68 Coronet R/T convertible
- AMT '66 Mustang 2+2
- AMT Kenworth W-900
- MPC '81 "Sod Buster" Chevy short bed
- Revell '81 Z28
- Revell "Gone Fishin'" "Bronco w/bass boat (1/24th)
- Revell Chevy Bison Semi (1/32nd)
- SalvinoJR '72 R. Petty Plymouth
- SalvinoJR '77 R. Petty Plymouth
- SalvinoJR '23 C. Elliott Camaro (1/24th) 🙏

(1/25th, unless noted)

New Stuff!





This month, we featured very diverse Pontiac subjects.

Jim Lyons is responsible for “parking” the *red Fiero* in last month’s parking area. I caught him as he was departing a bit early.

Meanwhile, yours truly displayed the last-gen GTO “juggernaut” (diecast) team of Greg Anderson and Jason Line in the Summit” GTO duo, who ruled the roost in Pro Stock, winning the

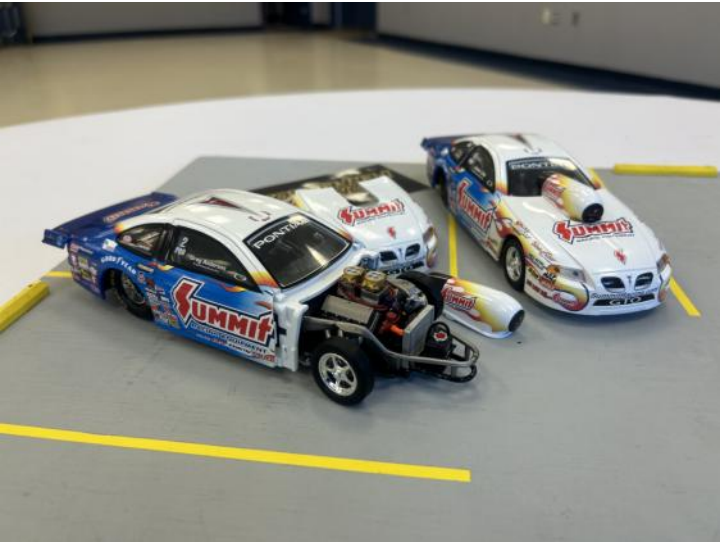
championship that year.

There were numerous others on the GTO bandwagon, i.e., Warren “The Professor” Johnson, Mike Edwards, and Jim Yates, to name a few.

As a matter of fact, Pontiac won not just one, but **THREE** championships that year (NOT NASCAR)—the NHRA Pro Stock title, Day-

tona Prototype Class championship in the Rolex Sports Car series, and the Formula D Drifting series.

Let’s keep bringin’ ‘em and showin’ ‘em! ‘**PoP**’ (Pontiacs on Parade!) **Sickle** signin’ off! And don’t forget—MAMA may not need all these Ponchos, but I’m diggin’ ‘em—thanks!!—Tim 🍷



This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMAs BoyZ do it in scale!



Almost forgot the cookies ☺



Websites

Central PA Model Car Club:

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

LIARS Model Car Club:

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

Philly Area Car Modelers:

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

NNL East:

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

Carlisle Events:

<https://www.carlisleevents.com>

East Coast Indoor Nationals:

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

Online Event Calendar:

www.NortheastWheelsEvents.com

Club Contact Info

Classifieds

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

FOR SALE: Downsizing/relocating, model and magazine collections available. Possibility of a visit to monthly MAMA meetings before relocation in Spring. Contact him for a list at pxellis@verizon.net (Paul Ellis)

FOR SALE: \$15.00 each, all new, still shrink-wrapped
AMT Rides Magazine '40 Ford Woodie

AMT '51 Bel Air convertible

AMT '53 Ford F-100 pickup

AMT '57 Chrysler 300-C

AMT '58 Plymouth Belvedere

AMT '62 Thunderbird

AMT "USA-1" '63 Corvette

AMT '65 2+2 Catalina

A M T ' 6 8

Z28 Camaro

AMT '70 1/2 Z28 Camaro

AMT '75 Gremlin X

AMT '90 Corvette

AMT '95 Stealth R/T Turbo

AMT Stealth Indy 500 Pace car

AMT VW Scirocco

AMT Raider's Coach

AMT "Tiger Shark" '06 Toy Fair exclusive

MPC "Spoiler" Vette

Lindberg '29 Mercedes SSK

Lindberg '31 Bugatti Royale Victoria

Lindberg '34 Ford Pickup

Lindberg '97 Ford F150 Flareside

Monogram '94 Mustang GT

Monogram '53 Corvette

Revell-Monogram Vette Agin

Contact Ron Shirey at 717-495-5377, or shirey007@comcast.net



Were on the web!

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

Directions

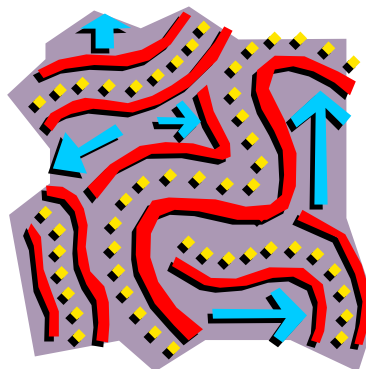


I ♥ MODEL CARS



From MD Route 29, I-95, MD Route 1, or I-295: Take MD Route-100 East, then take exit 10-B for MD-713 North (New Ridge Road). Turn left onto Ridge Road, then left onto Hanover Road.

From I-97 or MD Route-2: Take



MD Route-100 West, then take exit 10 for MD-713 North (New Ridge Road). Turn left onto Ridge Road, then left onto Hanover Road.

Free parking is available, and the building is handicap accessible. 🚗

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