



MAMA Sez!

Volume 36, Issue 6

February, 2024

"Serving Delmarva Car Modelers for 35 Years!"



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

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2024 MAMA Schedule

We meet in 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 20th
- 📅 February 17th
- 📅 March 16th
- 📅 April 20th
- 📅 May—**No Meeting!**
- 📅 June 15th
- 📅 July 20th
- 📅 August 17th
- 📅 September 21st
- 📅 October 19th
- 📅 November 16th
- 📅 December 21st

Hope to see you there 🍷

Time To Go



Racin'!

Last month's meeting was very well attended, given the fact it was rescheduled due to snow.

Norman Veber spoke about the **Annapolitan display** in February, and had a map and sign-in sheet for those interested to ease coordination of this display for the seniors.

Ron Shirey reported

on manufacturers' kit news. Thanks for the scoop.

The "Pontiac Garage" was in attendance, even though I was a bit unstable, and rockin' a cane at times.

The raffle raised **\$116.00**, while the door added **\$255.00**, and **\$102.00 from the sale of small-scale diecasts..**

Paid the rent again—and then some! Thanks to the following donors: **Brad, "D", Steve M. Buter, Mike Costic, Jerry Frazier, Matt Guilfoyle, Mark Mason, Rich Meany, Mark Parkhurst, Lyle Willits, Replicas & Miniatures Co. of MD (Norman), and Ron Shirey.** Thanks guys—we 'preciate it.—**Tim** 🍷

Back in 2018, when I spotted the Dick Dastardly Mean Machine Christmas Tree Ornament at the Hallmark store, I had to buy it. It immediately brought to mind the original-issue MPC snap kit and Johnny Lightning 1/64 scale toy that I have on my shelf.

After displaying all three replicas at the December 2018 MAMA meeting, I got to thinking about where I got the snap kit from and that led me to think about a couple of old friends and co-workers. First was Larry

Dorosz. We're both car guys, only he prefers them dead stock while I like them modified. We met when a company I worked for in the 1990s assigned me to a contract supporting the government office he worked in. It turned out we not only shared an interest in cars, but we are both inveterate practical-jokers. We quickly realized that our

practical-joking skills were so highly advanced and evenly matched that there was little point in our pranking each other, so we formed an alliance to join our forces against everyone else we worked with.

Our pranks ranged from the simplest: like placing a nearly dead Cicada on a guy's phone

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MAMA Meeting LOOK



MAMA Meeting



Raffle Goodies!



Modelers' Showcase!

This month, the column will be featuring a recent build completion by **Marcos Cruz**—this **Revell '71 Boss 351 Mustang**.

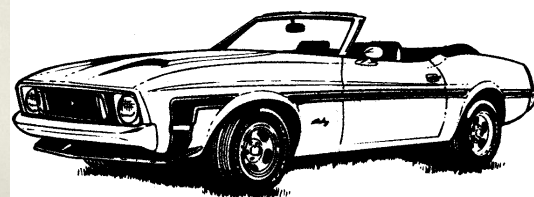
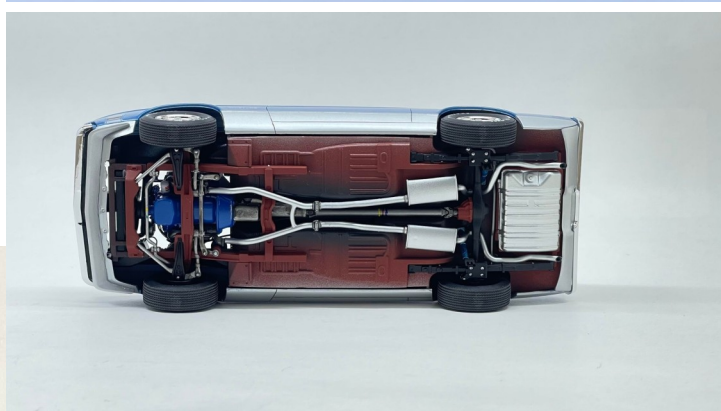
A few details follow:

- ♦ Just added a few small details on the engine and interior but this is basically a box stock build.
- ♦ Paint is MCW Finishes Lacquer Acapulco Blue, not a color used in that year for this car but it certainly looks the part. Clear is 2K by Splash Colors.

Kudos to Revell for this

finely engineered kit, it is highly recommended! Had a lot of fun with this one!

As always, great job. I sincerely hope that you keep up the good work, so we can all enjoy it. BTW—is anyone else building out there?!—Tim 🍷



T 'n T

Racing Season Starting Early?!

Two young adults were recently apprehended late last month after doing **nearly 200 mph** in a Camaro on the **Florida turnpike** in **Orlando**. As covered by Fox 35 Orlando, two young adults were reported to Florida Highway Patrol for allegedly street racing sometime after 1 AM in the Lake Mary area. Shortly thereafter, the driver of the Camaro turned south on the Florida Turnpike and was subsequently clocked at a top speed of **199 mph** in a **70 mph zone**. The driver of the Camaro, later identified as Luis Alejandro Lozano-Figueroa (20), was arrested on a charge of racing on a highway. Meanwhile, Mario Alberto Paz-Gil (19) was arrested for knowingly riding as a passenger during street racing. Both young adults were booked into the Osceola County jail. It's worth noting that the Camaro also had a 16 year-old passenger at the time of arrest, who was later returned to their mother. Worth noting here is that this 2016 Camaro was likely heavily modified, as a bone-stock Camaro ZL1 can barely reach these speeds. In fact, the ZL1 trim level wasn't even introduced to the sixth-gen Camaro's lineup until the 2017 model year. Luckily, I missed this event in my visit last month...**Hertz EV Pullback?!** **Hertz** will sell off a **third** of its all-electric vehicle fleet in the US as a result of **lower-than-expected demand** and the **high repair costs** of EVs. The rental car company will reinvest funds from the sale to bolster its gasoline-powered

vehicle fleet. Back in 2021, Hertz announced an order for 100,000 new Teslas, while last August, the company said it would add the Cadillac Lyriq and Chevy Silverado EV to its rental fleet. In September, Hertz said it was poised to order 175,000 new 'GMC' EVs over the next five years. Now, however, according to a recent report from Bloomberg, Hertz is in the process of shrinking its EV fleet, with plans to sell 20,000 EV units total. The company's EV sell-off began this past December. EVs previously made up 11 percent of the rental company's total vehicle fleet, with 80 percent of those EVs wearing a Tesla badge. "The company expects to reinvest a portion of the proceeds from the sale of EVs into the purchase of internal combustion engine vehicles to meet customer demand," the company said in a recent regulatory filing. The rental company added that this move will "better balance supply against expected demand of EVs." According to Hertz CEO Stephen Scherr, Tesla's recent price cuts raised the rental company's depreciation costs. It was also indicated that EVs had higher repair costs compared to the rest of Hertz's fleet, which hurt the company's bottom line and contributed to missed third-quarter earnings estimates. According to the recent regulatory filing, the EV sell-off should improve the rental car company's cash flow and earnings in 2024



and into the 2025 calendar year, with improved financial results thanks to increased revenue per day, lower depreciation, and lower operating expenses by the end of 2025. Hertz expects incremental free cash flow of up to \$300 million over the next two years...**NASCAR EVs?!?** Rumors about an incoming NASCAR EV have been circulating since 2022, indicating that the North American stock car racing organization is at least considering a future in electrification. In late 2023, an illustration of an all-electric crossover race car was leaked, representative of a model that is allegedly undergoing testing. That electric crossover racer was supposed to break cover as part of the pre-race festivities at the 2024 Busch Light Clash, as per a recent report from Kickin' the Tires (*Ed. Note: It is not known as to whether it did or not*). The car has been in development for two years, and while the previous leaked illustration was not designed to resemble any one manufacturer's product in particular, it does bear a **mild resemblance** to the **Chevy Blazer SS**, which could very well replace the Camaro in the Cup series. Allegedly, it was tested in secret at zMAX Dragway before taking to the track at Martinsville Speedway late last year

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C8 Watch

The C8 Z06 is a highly desirable track-focused weapon with a dedicated following of enthusiasts and owners alike. As a result, many hold it in high regard thanks to its healthy combination of an exhilarating drivetrain plus a wide body configuration. With that in mind, it may be difficult for some to hear of a **2024 C8 Z06 falling off a lift at a shop.**

According to the video description, the brand-new C8 Z06 was getting some work done (*at what appears to be a Chevy dealership*) while the lift arm wasn't positioned properly. For whatever reason, something upset the C8's delicate balance and it came crashing back to Earth. Adding insult to injury, the lift arm sliced through the convertible like hot butter.

As terrible an accident as this is, there thankfully appeared to be no one under the car when it fell.

A C8 was recently stolen after the owner posted it for rent on Turo. It's believed the perpetrators used a fake ID to rent it before disappearing with it. This isn't the first time that a car has been stolen via the Turo service.

According to a report from local CBS affiliate KWCH 12 News, PJ Putich listed his 2022 C8 for rent on Turo and used the app as a means of generating side income without issue for about a year. However, on November 18th, 2023, Putich's C8 was rented and never returned. As the return date approached three days

after the car was initially picked up, Putich noticed that the C8's OnStar locator signal was positioned in the Mississippi River. It's believed that the sensor was removed from the C8 and tossed into the river.

Although Turo requires users to provide identification prior to renting a vehicle, some are using fake IDs to steal their rental vehicle. According to the report, a similar incident occurred in Hawaii, where one Turo host had their BMW stolen.



"There's always inherent risks in renting a car out, and I try to treat it as a business," Putich told KWCH. "Knowing that it's not going to come back, it was tough."

According to a statement from Turo, such incidents are rare, but when they do occur, users are usually covered by liability insurance, providing reimbursement for damage or loss up to the car's actual cash value. Turo said that if the car is not found in 30 days, a claim can be submitted for reimburse-



ment.

Finally, in other C8-related news, 'GMC' has **set ownership requirements for buyers of the 2024 Z06.** Buyers are required to sign a document that states that if they decide to sell the car within six months of taking delivery, they will be ineligible to make a vehicle reservation or place a sold order with a dealer for future high-demand models.

Additionally, the 2024 Corvette Z06's bumper-to-bumper, powertrain, sheet metal, tire, and accessory coverages will be voided. In this scenario, owners would need to communicate the loss of warranty coverage to the second-hand buyer—*Assorted sources* 🍷



'GMC' has issued product recalls for the following vehicles:

- ♦ An **unknown number of 2023-24 Chevy Low Cab Forward trucks** for a manufacturing error in the two externally mounted ignition coil pack fuse holders, which can potentially cause multiple issues. The defect is found only on units equipped with the 6.6L gas engine. These trucks may be fitted with incorrectly sized wire seals on the external fuse holders which potentially allow water to leak inside. If water breaches the wire seals it may corrode or destroy the fuses. Fuse failure can cause misfiring, slowed acceleration, and activation of the Check Engine light; the truck self-limiting its top speed to 5 mph; and/or difficulty in restarting or stalls during starting. All of these possible problems can increase risk of a crash. 'GMC' instructs dealer techs to apply sealant to the incorrect fuse holder seals. Only medium-duty truck dealers are authorized to perform this repair. Affected trucks should be held in inventory and not sold, traded to other dealerships, or used in demos until the fix is applied.
- ♦ **66 2022 BrightDrop Zevo 600 trucks** due to a problem related to a leaky front-drive unit. The trucks may have a condition where the front-mounted Ultium Drive motor unit has the potential to leak oil. If the unit were to leak oil, a fire could break out in the under-

hood compartment.

Certified 'GMC' techs will be instructed to inspect affected models and replace the vehicle as necessary, free of charge.

- ♦ **6,746 2017-23 Chevy Bolt EVs** (sold in the U.S. and Canada) for an issue related to the all-electric vehicle's seat belt pre-tensioner. In rare cases, this defect could result in a fire. Notably, 'GMC' issued a similar recall for the same issue late last year, but now, the automaker is recalling vehicles again as the dealerships that serviced these vehicles may not have correctly performed the remedy procedure. The vehicles may exhibit a condition wherein exhaust gases emitted by a front seat belt pre-tensioner may come into contact with carpet fibers following a crash. In some cases, exhaust gases from the seat belt pre-tensioner may come into contact with carpet fibers, potentially resulting in a fire. The fire may develop around the B-pillar, increasing the risk of injury. Dealers will inspect the left and right front seatbelt pre-tensioners and, if needed, install metal foil around the pre-tensioner exhaust and pre-

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tensioner covers.

- ♦ **272 2023 Silverado/Sierra 1500, and Colorado/Canyon pickup trucks** for a newly issued voluntary emissions recall, related to fuel injectors that may supply the incorrect flow rate to remain within the expected emissions parameters for the engines of these vehicles. A stop-delivery order is also included for all affected **2023 GMC Sierra 1500 and GMC Canyon pickup trucks** equipped with turbo 2.7L engines currently in dealer inventory until the fuel injectors are replaced with new components, a restriction applying in both Canada and the US. The fuel injectors in affected GMC Sierra and Canyon pick-

(Continued on page 14)

'GMC' Recall Ticker

of Recalls

307 (!)

of Vehicles Affected

57,142,128

EVs Zapped?!

Through its transition to an all-electric future, ‘GMC’ has offered a **buyout program** to **Buick dealerships** who don’t want to make the required investments, which include things like chargers and other EV-related service items. Now, it appears as though a large number of dealers choose to take the buyout option as opposed to committing to selling electric vehicles.

According to a report from **Automotive News**, **nearly half** of Buick dealerships in the United States chose to accept the buyout, meaning that The General will end the 2023 calendar year with roughly 1,000 dealerships, **down 47 percent** from the start of the year. For reference, there were 1,958 US Buick franchises in the beginning of 2023.

It’s worth noting that the almost 1,000 dealerships that left the franchise this year accounted for roughly 20 percent of Buick US sales, indicating that the remaining dealers generally post stronger sales figures for the Tri-Shield brand.

“I’m really pleased with where we are,” Global Buick /GMC Vice President Duncan Aldred stated. “The network, where we are now, is a good size. It’s with dealers who are focused on the business, who’ve shown that they can recover the volume that the dealers who transitioned away were doing.”

This is an interesting piece to note, especially considering that Buick U.S. sales rose 58 percent from November 2022 to Novem-

ber 2023. In addition, 89 percent of the US population remain within 25 miles of a Tri-Shield dealer.

“I’ve had zero negative feedback, if that tells you anything,”

Buick/GMC National Dealer Council Chairman Bo Mandal claimed in a prepared statement. “What I love about this whole scenario is its true entrepreneurship. You can make and decide your own fate and what you want to do with your own business.”

Notably, ‘GMC’ also offered a buyout program for Cadillac.

With the apparent issues surrounding EVs, it will be interesting to see how this affects ‘GMC’s’ bottom line.

In a related vein, in what may be disappointing news for fans of ‘GMC’ electric vehicles, noted automotive publication **Edmunds** has experienced numerous problems with its 2024 Blazer EV test vehicle, which it bought two months ago for a long-term evaluation.

A full **23 three problems** cropped up in the first two months of driving, **Edmunds** reports, noting that “in just one trip from Los Angeles to San Diego and back, our Blazer EV went from perfectly fine to totally on the fritz.”

The **Edmunds** drivers saw eight error messages appear on the model’s screens during the **first day** of driving. The warning messages were not merely dashboard glitches, either, since definite mal-



functions of systems soon began to appear as well.

The window switches of the Blazer EV tester stopped working entirely as the first of several issues to arise. The infotainment display soon began malfunctioning also, turning itself on and off repeatedly. Meanwhile, the display showed a map with the location of the Blazer EV indicated at a remote point in the Pacific ocean rather than on a California road. Restarting the car only got rid of the faults for a brief time, after which they returned.

Other error messages indicated issues with the high-voltage and 12-volt systems, along with generalized warnings to service the Blazer. Auto hold and one-pedal driving became unavailable after a warning message reading “reduced acceleration – drive with care” displayed.

The dealership service department confirmed 23 glitches, including problems with the body control module (BCM) and other control modules, failure of the radio and failure of the radar sensors. As **GM Authority** (GMA) reported previously, ‘GMC’ has issued a stop-sale for the 2024 Blazer that will remain in effect

(Continued on page 18)

Found!

The original Uncertain-T displayed, as found, at the **2024 Grand National Roadster show!** . It will now be restored to it's original form. Photo credits go to David Berman.

If I'm not mistaken, for those interested, there may be a 3D printer out there offering this unique rod.

Thanks to *club photog Lyle Willits* for the scoop and the pictures—*Assorted sources* 🇺🇸



Ugly Cars: The All-Time Definitive List of Eye-Busting Design

Well gang, thankfully, here is the final chapter of the ugly vehicle article that I promised (*threatened?!), so you will no longer be “grossed out” by this collection of hideousness (again, thanks to Motor Trend magazine, <https://www.motortrend.com/features/ugly-cars>).*

21. **1996 Ssangyong Korando:**

Designing the ugliest cars in the world seemed to be South Korea's national pastime for much of the 1990s, though export markets were often spared the most egregious visual sins. Not so for the Ssangyong Korando, which escaped to Europe like a lab experiment gone wrong. From the front this chunky off-roader resembles a Jeep Wrangler that lost a fight with a taffy puller; from the back it looks like a Geo Tracker wearing zombie contact lenses. Cheap and capable, the Jimmy Durante of off-roaders had one undeniable drawback for its owners: They had to look at it every day.

22. **1998 Fiat Multipla:** The Multipla is one of the few award-winning cars on this list—only the awards it has are all of the ugliest-car variety. There is so much wrong with this design that one can while away the hours finding new things to make fun of: A hood that looks like it's been sat upon, a Pacer-like devotion to fishbowl glass, and an overall impression someone sawed two cars in half and stuck the

top of one to the bottom of the other. The interior is no better: All of the gauges and controls are crammed on the center stack, giving the appearance of a Fischer-Price toddler activity board that's been attacked with a razor blade. The Multipla is so far out that even the French thought it was awful—it truly is one of the ugliest cars in the world.

23. **2002 Renault Avantime:**

Renault's idea for the Avantime should sound familiar: It was a car for empty nesters who had adjusted to the size of their Espace minivans, the same motivation behind today's big five-seat SUVs like the Honda Passport and Ford Edge. Renault thought a two-door one-box art car was the answer. It was, in some ways, a cool piece of hardware: The articulated doors (*double-hinged to open in less space*) were nifty, the glass roof was a glimpse into the future, and the reverse-slanted rear window would survive into other Renault models, but after selling a mere 8,000 examples over two years, Renault realized this was unsustainable and gave up. Even in this retrospective documentary, Renault admits the Avantime was something of a disaster.

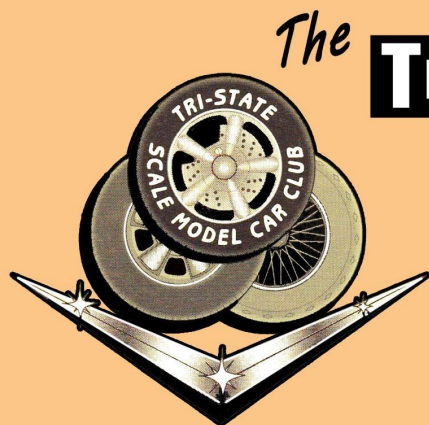
24. **2004 Infiniti QX56:** The Nissan Armada on which Infiniti's mondo-sized SUV was based wasn't a bad-looking vehicle, so how did the QX56 end up so ugly? The low head-

lights and tall grille suggested a Neanderthal-like visage and its accompanying cognitive inabilities, while the roofline—arched above the doors and flat over the cargo area—recalled the cobbled-together look of the 1955 Nash Rambler Cross Country. In a time when people were starting to seriously resent the rich, the QX56 gave the other 99 percent something else to hate. Infiniti redesigned the QX56 in 2011 and managed to make it even less attractive, but the latest iteration (*now called QX80*) is less of an assault to the eyes.

25. **2007 Jeep Compass:** When the new entry-level Jeep appeared in 2007, we called it a "baby-doll Infiniti QX56 with the Hello Kitty face," and contrary to what the young'uns among us might believe, we did not mean that as a compliment. Based on the Dodge Caliber—which means it was as unpleasant to drive as it was to look at—the Compass was an on-road car for an off-road brand, and its styling reflected the neutered nature of its mechanicals. Amazingly, Jeep allowed this pretender to sully the showrooms for four years before restyling it to look like a baby Grand Cherokee. Thus transformed, the Compass was still terrible, but at least it wasn't terrible looking.

26. **2008 Mitsuoka Galue:** Mitsuoka is a Japanese company

(Continued on page 15)



The TRI-STATE SCALE MODEL CAR CLUB

PRESENTS

36th ANNUAL

APRIL 27,

2024

TM

2024

East

- MODEL CAR SHOW
- SWAP MEET
- AFTERMARKET VENDORS

*RETRO Themes:

Rods & Customs



...and the

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of the '49 MERC

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Mid-Atlantic NNL

Door
Prizes

May 11, 2024

Theme #1

Vendors

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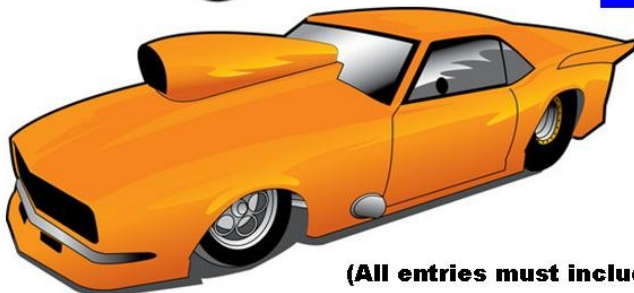
Longroofs

(a.k.a. car-based station wagons, woodies and sedan deliveries!)



Theme #2

“Drag & Drive”



(All entries must include:
head/taillights, wipers, treaded tires, mufflers and
trailers—a.k.a. “street legal” drag cars)

Level Volunteer Fire Company

3633 Level Village Rd

Havre De Grace, MD 21078

Vendor/Show Info—Contact Dave Toups

E-mail: davetoups351@gmail.com

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

VFTB (cont'd)

(Continued from page 1)

handset, dialing his number from another desk, and listening to him scream like a little girl when he touched the bug; to classics like filling the breast pocket of a friend's suit jacket with M&M candies. This was on the one day that he ever wore a suit to work. Worse yet, he refused to tell us why. At one point, he was away from his desk and had left his jacket hanging on the coat hook – that's when we loaded his pocket. Later he and his jacket were gone. So was our boss. We learned the next day that he went with our boss to the Pentagon where they briefed a panel formed by the Joint Chiefs of Staff on a major computer networking project our office had been running. This was back in the 90's when networking PCs on a large scale was a new thing. Just before the briefing, our friend dropped his pencil and when he bent over to pick it up, all the M&Ms we'd given him fell out of his jacket pocket – onto a tile floor! They bounced all over the place and when he dropped to his knees to scoop them up, our boss looked down at him and said, "I can't take you anywhere." That couldn't have worked out better if we'd planned it.

One day when Larry was cleaning out his parent's basement, he ran across some old model kits from his own model car building days in the 60's. Knowing my interest and involvement in the hobby he gave them to me. One of them was a snap kit that I had never even known ex-

isted: an MPC Dick Dastardly's Mean Machine from the Wacky Races cartoon series.

Larry had assembled it, but removed the snap-in wing from above the driver's compartment so that it would fit inside the original box for storage. Even though this was marketed as a "Build and Play" kit, it was obvious that he'd never played with it. I suspect that most kids who had these kits back in the day did play with them and that few survived. EBay seemed to support this theory, too. Checking recent auctions at the time, I found that a kit comparable to mine closed at \$175.50. Two other auctions for empty boxes in not-so-great condition closed between \$75.00 and \$80.00! Thanks Larry!

Thinking about the times Larry and I worked together back in those days reminded me of the other friend: Tim Stopowski. Tim worked in the same office with me and Larry back then. He was a car guy too. He was partial to Ford Mavericks and was restoring a 1972 Grabber that he originally bought new, sold after three years, and then bought back when it was about 20 years old and in poor condition. He also had a 1970 six-cylinder Maverick daily driver and a pickup truck. He never once mentioned anything about model cars. He knew I was into them, though.



We didn't get to work together for very long, though. Tim wound up taking an early medical-related retirement. One snowy December day, a few weeks after he retired, I was at home on a work day sick with something like combined flu and pneumonia. I was sitting in my living room attempting to breathe and feigning consciousness when around 2:30 that afternoon I heard some rustling at the front door. I nudged a cat or two off my lap, tossed aside my blanket, moved all the treatments and potions my wife had set up for me, and rolled myself off the couch. I shuffled to the front door in time to see Tim's big, white, highly-lifted, extended cab, long bed, turbo-diesel powered 4X4 truck rolling up the road. I looked down and saw bags of model kits and built models sitting on my front porch. I felt better instantly.

I quickly brought the bags inside and sat on the floor like a kid at Christmas pulling surprise after surprise from the bags, pausing now and then to think, "I could never afford to buy one of these kits, if I could even find one for sale."

(Continued on page 14)

Gov't (cont'd)

ups have different than normal fuel flow rate characteristics compared to the required standards.

During certain unspecified types of driving, the fuel injectors may not supply the fuel flow rate needed to optimize engine operation for emissions in affected Sierra and Canyon units.

New fuel injectors with matched flow rate characteristics producing optimized engine function and emissions

are now available from 'GMC.' Dealers are instructed to replace the incorrectly adjusted injectors with the new injectors, a process requiring approximately 4.3 hours of labor.

Finally, in September of last year, ***GM Authority*** (*GMA*) reported on an issue concerning the roofs on **2023 Colorado and Canyon pickups**, with some owners complaining their truck's roof was dented after using a touchless car wash. Now, **GMA** has new details to report after learning that 'GMC' is working on a fix for the issue.

For readers who may be unaware, touchless car wash services use an array of water jets and detergents to quickly clean the exterior of a vehicle. These services do not use large, scrubbing brushes like other car washing services, which can result in scratches in a vehicle's paint. However, some 2023 Colorado and Canyon pickup owners have reported that the water jets used in touchless car wash services can actually dent the roof on their new pickup, with photos posted online as evidence.

Now, **GMA** has learned from sources familiar with the matter that 'GMC' is actively working to fix this issue. For now, 'GMC' will begin implementing the fix on newly built trucks at the 'GMC' Wentzville plant in Missouri, although the details of what the automaker will do to address the issue are still under wraps. Timing for implementation of the fix is also unclear at the moment. Either way, the news will undoubtedly come as a relief for those customers thinking about purchasing a new Colorado or Canyon sometime in the future.

However, what will be even more interesting to see is how 'GMC' will address this issue in units of Colorado and Canyon pickups that have already been built. New owners will no doubt be eager for some kind of fix that will allow them to visit touchless car wash services without fear that their roof will end up with new dents. For now, **GMA** recommends hand-washing your pickup to keep it clean (*and dent-free*).

'GMC' - the "**Recall King**"—
Assorted sources 🗣️

VTFB (cont'd) T 'n T (cont'd)

(Continued from page 13)



Sadly, not long after that in January 2000, Tim, a heavy smoker, took very ill and abruptly passed away from esophageal cancer that had spread to his stomach—by: *Tim Powers* 🗣️

(Continued from page 5)

under tight security. Results, videos and photos from the tests have yet to be released. The car did not race in the 2024 Busch Light Clash on February 4th, but will simply be revealed. NASCAR stated that it currently has no intention to replace its internal combustion engine-powered race cars with EVs, and that it has no plans to "take the noise of out NASCAR," or to replace any of its divisions with EV racing. EV growing pains? We'll see...*(Thanks to numerous 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 by sending stuff—I 'preciate it!)*—Assorted sources 🗣️



Ugly (cont'd)

(Continued from page 10)

that attempts to imbue modern Japanese cars with classic 1950s British styling cues, and you don't need to look at the cars to know what a ridiculously bad idea that is. The sports cars aren't terrible, as you can see here—actually, the Rock Star has an old-Corvette vibe that is kind of cool—but the sedans are a horror show, as the Galue illustrates. Why would anyone do this to a lovely car like the Infiniti Q70? If this were a horse, we'd send it to the galue factory (*Rimshot!*)

27. **2011 Aston-Martin Cygnet:** Despite having seen several of them in person, we still can't convince ourselves that the Aston-Martin Cygnet was a thing that actually happened and not just a nightmare prompted by some bad shrimp at Aston-Martin's Geneva press conference. The mere idea of turning a Scion iQ into an Aston-Martin to meet emissions standards is ugly enough, and the reality is worse—the car was funny-looking as a Scion but a visual abomination as an Aston-Martin. To be fair, Aston did demonstrate a sense of humor with a one-off V-8-powered version that they let us drive.
28. **2012 Mini Cooper Coupe:** The folly of BMW's plans to expand the Mini Cooper into an entire range of cars became apparent in 2011 when they first showed the two-seat Co-

per Coupe. It was designed to look like a kid wearing a baseball cap backwards, and it proved to be every bit as annoying as said kids

tend to be. The Cooper Coupe drove well enough, as most Minis do, but the ridiculous-looking roof shaved precious headroom and obliterated the rear view, while the lack of a back seat made an impractical car even less usable. Mini killed it after 2015, and it has been missed by exactly no one.

29. **2014 Jeep Cherokee:** We had a lot of suspicions about what could go wrong with Jeep's first Fiat-based SUV, but no one imagined that styling would be the problem—and yet the automotive world's collective jaw dropped to the floor when Jeep introduced this multi-fanged chinless wonder at the 2013 New York Auto Show, and not for any of the right reasons. Not since the Pontiac Aztek had a newly-launched car spurned so many jokes. Turns out it didn't drive badly at all; it was the first in a line of surprisingly capable off-road crossovers from Jeep, but oddball looks and abysmal refinement kept buyers away until the bugs were ironed out. Amazingly, Jeep didn't update the Cherokee's styling until the 2019 model year.

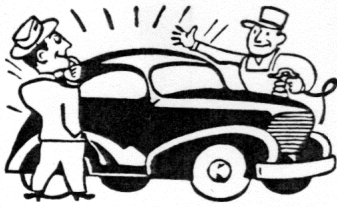


30. **2018 Rolls-Royce Cullinan:** When Rolls-Royce announced an SUV, the world braced itself. We figured it might be a bit dull and derivative like the Bentley Bentayga, but no one was prepared for the assault on the ocular senses with which Rolls-Royce presented us. It's a monstrosity, with every poor Rolls-Royce styling cliché grafted onto a body that likely came from a box stamped "Contents: One Big Generic-Looking SUV." Top Gear host Chris Harris famously said it looks like a Chinese knock-off of a Rolls Royce, and we can't come up with a better assessment. To be fair, we did enjoy driving it—but that's largely because once inside the Cullinan, you don't have to look at the outside.

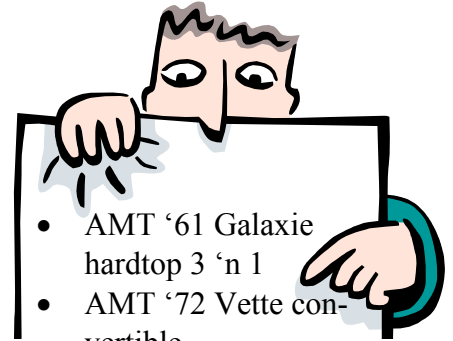
It is interesting to note, however, that nowhere is there any mention of the *Pontiac Aztek*, previously referred to as the ugliest car on the *PLANET*—Assorted sources 🍌



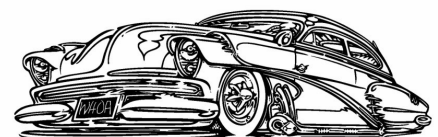
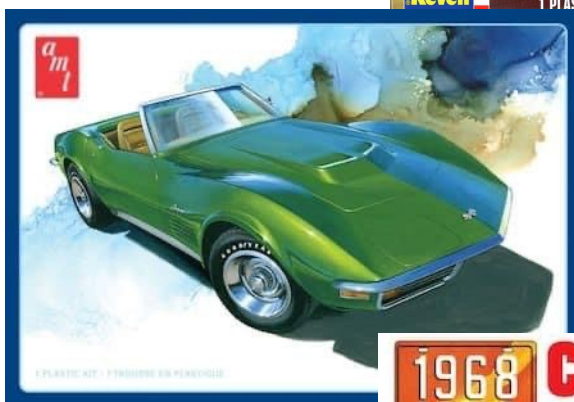
New Stuff



Ron's Rant



- AMT '61 Galaxie hardtop 3 'n 1
- AMT '72 Vette convertible
- AMT '21 Charger Pursuit
- AMT 'Freuhauf Reefer Trailer
- Atlantis "Big Daddy" Roth Rat Fink
- Atlantis Ed Roth Drag Nut
- Atlantis Fred "Flip Out: Flypogger
- Meng 2019 Audi R8 LMS (1/24th)
- MPC '60 Corvette convertible 7 'n 1
- MPC '68 Coronet R/T hardtop
- MPC '73 Cougar hardtop
- ♦ MPC "Warlock" '77 Dodge pickup
- MPC '79 Nova hardtop 2 'n 1
- Revell '71 "Diamonds Are Forever" 007 Mach I
- Revell 007 Aston Martin DB5 🚗





Last month's "reserved parking" showcased the club that we all enjoy, and marked the kickoff of the "Beswick Project."

My "contributions" included the start of it in the form of Arnie's "Mystery Tornado" super-charged GTO, after the successful delivery and presentation of the two-tone blue '56 Pontiac and black '60 Ventura to my Pontiac buddy.

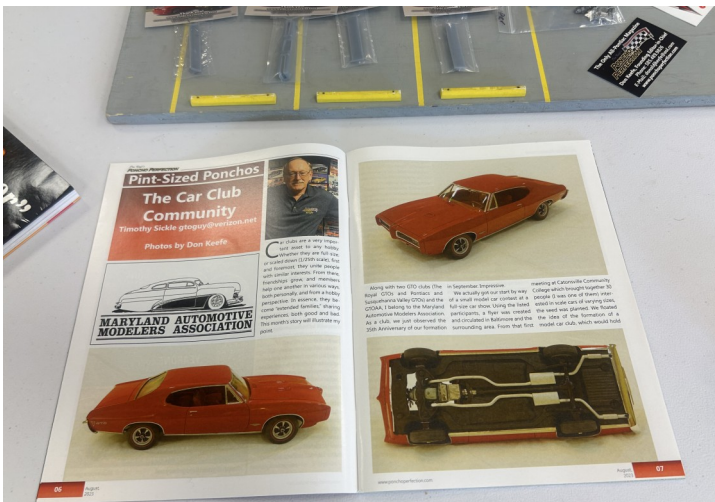
I also added an "upside down" '61 Bonneville to showcase the

successful identification of a "mismatched" chassis in a recent purchase from Rich Meany.

Finally, I included some recent purchases from Canuck 3D in the form of GTO pedestal and ducktail spoilers, and a narrowed 1970-72 rear bumper.

Here's hoping that you all

will 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 🏠



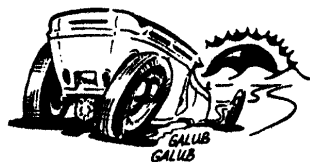
Chapter Contact:

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Email: gtoguy@verizon.net

MAMAs BoyZ do it in scale!

Late News!

As I compile this newsletter, an abbreviated message reached me that **MAMA club President Tim Powers' father had passed away!** At this time, no arrangements were available. Rest assured, that when they are, they will be widely dispensed. Condolences on the loss of your father Tim. The entire MAMA organization wishes him Godspeed. 🙏



Websites

Central PA Model Car Club:

<https://www.cpmcc.org>

LIARS Model Car Club:

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

NNL East:

<https://www.nnleat.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

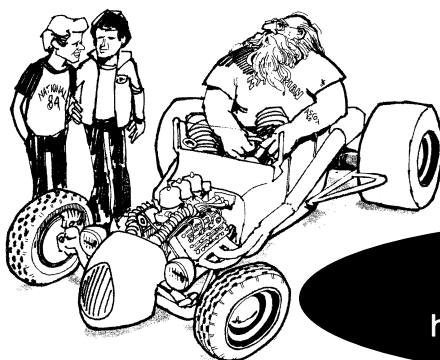
EVs (cont'd)

(Continued from page 8)

until a software update is rolled out to remedy the errors.

For its test, **Edmonds** bought a 2024 Chevy Blazer EV with the RS AWD (all-wheel drive) trim. As one of the few publications that buys its own long-term test vehicles, **Edmonds** paid \$60,215 for the Blazer. Assuming that the Blazer EV unit can be rendered functional by the mechanics, **Edmonds** will test drive it for a total of 12 months and 20,000 miles.

I guess EVs have a way to go before they are ready for "prime time"—*Assorted sources* 🙏



Classifieds

WANTED: Unbuilt/rebuildable Tempests, GTOs (esp. '70 and '71 MPC hardtops and convertibles, in particular), Catalinas/Bonnevilles/Grand Prixs (esp. '66 MPC or Hasegawa), '67-'00 Firebirds, 1/8th scale Monogram '79 T/A, Red Baron, and empty Pontiac kit boxes. I also may be interested in getting a Revell "Hawaiian" funny car kit. Contact me at gtoguy@verizon.net, or see me at a meeting. Thanks! (Tim Sickie) 🙏



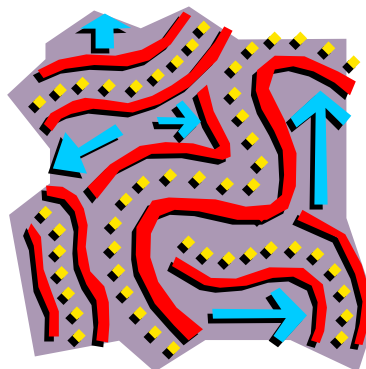
Were on the web!

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

Directions

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



I ♥ MODEL CARS



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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Newsletter Editor: Tim Sickie, gtoguy@verizon.net

Club Photog: Lyle Willits 🙏

