



MAMA Sez!

Volume 37, Issue 3

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"Serving Delmarva Car Modelers for 36 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 🚗

Happy Thanksgiving MAMA!

October's meeting was like a "homecoming" for me, given the fact that I missed the September MAMA Anniversary celebration.

It was kind of a blur, although, I do remember club Prez Tim Powers putting out the **Toys For Tots Challenge**.

Donations from years past have overwhelmed the drop location they were delivered to. Tim's challenge was simple—let's outdo ourselves this year, from loading up vehicles to deliver them, to blowing out the dropbox locations. Here's hoping!

The **"Pontiac Ga-**

rage" was in attendance, as normal.

As a result of the upheaval at the new place, the meeting notes and raffle donors has disappeared into the clutter. Let me offer my thanks for everything, along with my humble apologies—we appreciate it—Tim 🍷

Condolences

Bobby Allison died November 9th, in Mooresville, North Carolina at the age of 86. He was a NASCAR Hall of Fame racer whose triumphs include 85 Winston Cup victories and three Daytona 500 wins over the course of his decades-long career.

He was tied for fifth place on NASCAR's all-time victory list until October 2024, when NASCAR's sanctioning body ruled him the winner of a 1971 race at Bowman

Gray Stadium in North Carolina, elevating him to fourth. The win moved him up to 85 victories overall, further cementing what had already been one of the greatest careers in the history of the sport.

Allison is in the NASCAR Hall of Fame, as well as the International Motorsports, Alabama Sports, North Carolina Sports, and Motorsports halls of fame. He is also in the Texaco Walk of Fame and was

twice named auto racing Driver of the Year, among many other honors.

Allison began racing while still in high school in Florida, but four years after his 1955 graduation, he moved to Alabama with his brother, Donnie, and several others to pursue a career in racing. He won almost right away on the short-track circuit, then just kept winning. Soon, he and his crew were dubbed The Alabama Gang, and Allison was on his way to becoming one of the most

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MAMA Meeting



MAMA Meeting



Raffle Goodies!



C8 News

The Corvette—especially the mid-engine C8—has long been compared to more expensive and exotic sports cars from brands like Ferrari and Lamborghini. The Vette has an obvious value advantage over its European rivals by delivering outstanding performance for the money. Unfortunately, one Ferrari owner in Texas realized the C8's value proposition a little too late.

In a TikTok post found by Japlopnik, a salesman named Alex at Earth Motor Cars in Carrollton, Texas speaks with a client named Jason about trading in his *Ferrari SF90 Stradale* for a *C8 Stingray*. Jason is in a bit of a jam with his Ferrari. He bought it in 2021 for *about \$770,000* and *still owes "a little under \$700,000" on it*. Poor Jason's car has *depreciated* to a value in the *neighborhood of \$500,000, putting him underwater on the car to the tune of \$200,000*.

Jason is optimistically hoping a dealer can give him the equivalent of what he still owes on the car: about \$700K. However, *Alex's best offer is a number that "starts with a four," somewhere in the \$400K range*. Jason's hopeful plan is to pay off his loan with the money he gets from his trade-in, drive home this 2021 Chevy Corvette Stingray 2LT Z51 Coupe valued at \$68,562, and enjoy a much lower monthly payment.

So, how did Jason get into this pickle? He explains to Alex that he recently had a significant drop in his income. At the time he bought his Ferrari, he was making

\$30-40 thousand per month. Now, his income has dropped to a more modest \$10-15 thousand per month. Even with an annual income over \$400K, buying a \$770K Ferrari was a questionable financial decision. Either way, Jason's Ferrari income dropped to a Corvette income, and he's trying to swap cars accordingly.

The best advice Alex can give is to get a voluntary repo on the Ferrari. It sounds nearly impossible for the aspiring C8 owner to keep up with the payments on the SF90. Since a date with the repo man is probably inevitable, there are advantages to arranging it voluntarily. Compared to an involuntary repo, a voluntary repo would give Jason a little more control over the process, he could avoid some fees, and it would potentially be better for his credit.

Let this no-win situation be a cautionary tale in buying more car than you can afford. The repo man can take Jason's Ferrari, but he can't take away his excellent taste in premium sports cars.

All-wheel grip and refined suspension tuning are all well and good, but even with a stacked deck, some drivers can't help but push the limit. And sometimes, they push just a little too far. Unfortunately, that seems to be the



case for the *C8 Corvette E-Ray featured in this photo*, which was recently spotted at the famous Tail of the Dragon.

For those readers who may be unaware, the *Tail of the Dragon* is an 11-mile stretch of two-lane along U.S. Route 129 that carves through the Great Smoky Mountains with 318 tight, twisting turns. The route is known for providing an engaging and rather exhilarating driving experience, and regularly draws car enthusiasts and motorcyclists from around the world. With limited straights, steep drop-offs, and flowing corners, The Dragon is a fantastic place for a little spirited driving in just the right vehicle.

In that respect, the *C8 E-Ray* should be right on the money. However, in a photo recently posted to social media, the E-Ray is seen in a rather precarious position. In the photo, we see a blue C8 E-Ray partially submerged in foliage just off the side of the

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

- ♦ A total of **2,061 2018 Silverado/Sierra 1500s, 2018–19 Silverado/Sierra 2500HD/3500HD trucks** that were produced with roof rail airbag (RRAB) inflators that may have defects in the end caps or sidewalls. The trucks affected by this issue may contain a manufacturing defect that may result in inflator end cap separation or inflator sidewall split in the roof rail airbag inflators, which are located on the roof rails above the headliner. If the end cap separates from the airbag inflator or a sidewall rupture occurs, the compressed gas will escape from the inflator, and the end cap or other components can be propelled into the vehicle, potentially causing an occupant injury if the vehicle is occupied. Certified 'GMC' techs are instructed to replace suspect left and right side roof rail airbag modules.
- ♦ A total of **1,962 2024 GMC Sierra EV pickups**, which may have front turn signals that are not in compliance with

federal safety standards.

According to 'GMC,' in late August, "an engineer submitted this issue to 'GMC's' Speak Up For Safety (SUFS) program following notification from 'GMC's' supplier that the calculated photometric intensity ratio for the combination front turn signal lamp and parking lamp may not meet FMVSS 108 requirements," resulting in a 'GMC' investigation of the GMC Sierra EV. The front turn signal lamps of the trucks may not differ enough in brightness (*photometric intensity ratio*) from the parking lamps, making it difficult for other drivers to see that the Sierra EV's driver is signaling a turn. If other drivers on the road are unable to see the

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turn signal lamps because they blend in with the parking lamps in brightness, these drivers may be caught un-awares by the Sierra EV turning, increasing the risk of a collision or other accident. Certified techs are instructed to replace the headlamp multi-purpose LED driver (MLD)

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'GMC' Recall Ticker

of Recalls

347 (!)

of Vehicles Affected

58,853,882

Cheap Tricks

A NO-TIP TIP (and possibly recurring feature?!)

By Howard Weinstein

So, you're hunched over your hobby workbench, laser-focused on perfecting some tiny detail on



your next model masterpiece—and you accidentally knock over a bottle of paint, wash or liquid cement, ending up with a messy dis-



aster scene. Has that ever happened to you? I've been there,



done that...more than once. And I bet you can guess the first two words out of my mouth each time. (Hint: the first word was, "Ohhh...")

Among my few practical talents, I have a knack for noticing when something intended for a particular use can be repurposed to solve an unrelated problem. In this case, a revelation came to me

one morning as I poured myself a glass of orange juice. I usually buy OJ in 52 oz. plastic bottles, which are typically capped with sturdy, molded-plastic lids that screw off and on.

On that fateful morning, I looked at the lid and noticed that it flared slightly at the top. So I turned it over and—**Eureka!!** Now it was wider at the **bot-**

tom, and the circumference of the inner threads looked just a bit bigger than most bottles of hobby paint and liquid cement. Would these lids work as anti-tip bases for those little bottles?

I tested several paint bottles of different brands and sizes, and almost all of them nestled snugly inside the rim formed by the inner threads. Using a humble orange juice lid as a stable base did indeed keep the bottles from tipping all the way over and spilling. If you're deter-



mined to make a mess, you'll probably succeed. But using these bottle lid bases should prevent most work-surface paint and glue spills. If you don't drink OJ, other large plastic juice bottles have similar lids. Best of all, it won't



cost you a penny for reusing something that would otherwise end up in the recycling bin.

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Condolences (cont'd)

(Continued from page 1)

decorated drivers in NASCAR history.

Over the course of his career, he racked up 85 Winston Cup wins, as well as three at the Daytona 500. He had 717 racing wins overall in over 2,400 starts across many divisions. In 1988, when he won his third Daytona 500, the second-place driver was none other than his son, Davey. However, a crash at the Miller High Life 500 that same year almost took Allison's life and effectively ended his career behind the wheel.

Just a few years later, two of his sons, Clifford and Davey, were killed in crashes, Clifford in 1992, while practicing for a NASCAR race, and Davey in 1993, attempting to land his helicopter.

Meanwhile, the **Motor Trend** family and the automotive industry lost a well-known personality with the death of **C. Van Tune** on Saturday, November 16th..

A gifted writer and consummate car enthusiast, Van started working for Motor Trend in 1991 as an editor-at-large and later took the reins of the publication as editor-in-chief in 1994. During his tenure, Motor Trend reflected his excitement for all things automotive and more, with epic adventures, grand Of the Year competitions, and breaking reports on the latest models from mainstream cars to exotics. He elevated automotive journalism to an immersive place, bringing readers along on the ride and sharing his infectious enthusiasm.

He also oversaw Motor Trend's transition to the modern era, guiding an expansion into television, the internet, radio, collectibles, car care products, apparel, and more. In doing so, he raised the stakes for content packages, with off-road adventures and high-speed shootouts all delivered in a high-energy, multimedia fashion.

When the world changed forever on September 11, 2001, its direct impact on his family touched him deeply. A month later, Van left Motor Trend to pursue a life of passion away from corporate interference. He hosted television programs, including ESPN's **Drive**, and was interviewed regularly on **NBC News**, **NBCSN**, **Speed Channel**, and **The Today Show**, among many other local and national outlets, sharing his insights and petrol passion with the masses.

His journey to Motor Trend had more memorable road markers than Route 66. He began his published career at McMullen on enthusiast magazines, transitioning within a year to a staff position at **Popular Hot Rodding** at Argus Publishing, further honing his technical, writing and photographic skills. Among his epic tales of the era was competing in the "Four Ball Rally," a Cannonball-style race from Boston to San Diego in 1982. He was a co-driver with **Cam Benty** of a 1981 Dodge St. Regis bought from the California Highway Patrol and built up through the magazine. They later sold the police car to the **original Blues Brother, Dan Aykroyd**. Van's talents were recognized, leading him to become the edito-

rial director at Argus where he eventually launched the celebrated magazine **European Car**.

He also did a stint as the PR manager for **Carroll Shelby**, forging a relationship that would see Ol' Shel working with Motor Trend on many projects. Tales from that era include wrangling a feisty Shelby at the 1992 Indianapolis 500, where he drove the Dodge Viper pace car and introduced the Cobra-inspired V-10 monster to the world.

After Motor Trend, Van moved from California to a Texas ranch. He later returned to California and settled down near San Diego. Throughout those years, his personal garage was a Hot Wheels collection brought to life, with an ever-changing roster of 1960s coupes, convertibles, and station wagons; leading-edge sports cars; and modern luxury machines.

Among the most iconic cars he owned was **the 1968 Dodge Dart GTS convertible** featured in his favorite television show, **Mannix**. Van interviewed the lead actor, Mike Connors, for Motor Trend as well as for **Drive**. Van owned that treasured car for decades, and it is still in his collection.

In recent years, he produced **The Divide**, a movie with actor and adventurer Perry King, and he enjoyed working on film scripts.

Godspeed to both of you, and thanks for your contributions—
Assorted sources 🚗



C8 (cont'd)

(Continued from page 4)

road, suggesting that it was driven by someone who may have underestimated one of the Tail's notorious curves. The trees are a mix of green, orange, and red, while dry bits of vegetation are seen on the blacktop, possibly indicating that the E-Ray driver hit a slippery spot before pitching the Vette off-course.

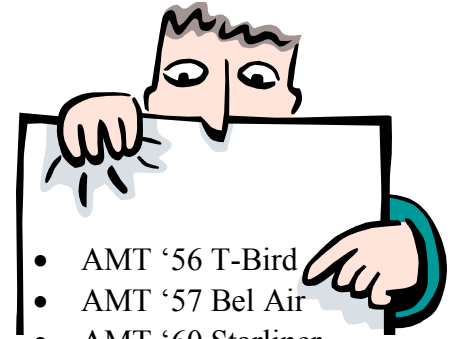
While the E-Ray's performance capabilities are indeed substantial, it will still misstep if improperly handled. The E-Ray is the first production Vette ever made with a hybrid powertrain and all-wheel-drive, combining the naturally aspirated 6.2L V8 LT2 gas engine (*the same powerplant that motivates the C8 Stingray*) with a front-mounted electric motor. The combination delivers

a maximum of 655 horsepower, sending the C8 E-ray from 0 to 60 mph in just 2.5 seconds.

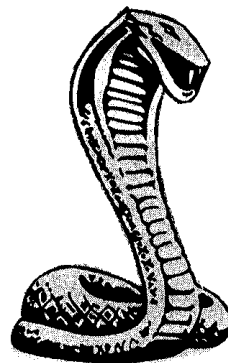
Not that the Tail of the Dragon would allow much when it comes to straight-line speed—the road is all about apexes, and despite the Corvette E-Ray's advanced tech and performance-oriented goodies, it looks as though the road has claimed yet another victim. Be careful out there—*Assorted sources* 🚗



Ron's Rant



- AMT '56 T-Bird
- AMT '57 Bel Air
- AMT '60 Starliner
- AMT '70 Monte Carlo lowrider
- AMT Outer Banks '23 Bronco
- AMT "Mopower" f/c
- AMT Kenworth Aerodyne Cabover
- Atlantis '73 "US Marines" Grand Am f/c
- Heller Car Trailer (1/24th)
- Heller Goods Trailer (1/24th)
- Moebius '72 Ford F350 Tow Truck
- MPC '88 Shelby Daytona
- Revell '70 Charger R/T
- Revell '70 Shelby GT500
- Revell "Cross Country" Pete 359
- SalvinoJR '71 R. Petty Plymouth
- SalvinoJR '87 K. Petty T-Bird (1/24th)
- SalvinoJR '24 C. Elliott Camaro (1/24th) 🚗



(1/25th, unless noted)



Last month, Debbie and I were still sorting through issues related to our relocation. We are pretty much unpacked as relates to every area of the house excluding mine.

The majority of my “junk” is still packed up. I was able to unpack a few smaller boxes, and found these two “killer” diecast machines—**Greg Anderson’s all-conquering “Summit” GTO**, and **Kenny “Captain Chaos” Koretsky’s G6 GXP**.

As I noted in my last column, the unpacking process is going to be a slow one, including newsletter e-mailing (no news). I guess when I succeed, you’ll all know it, by seeing the newsletter in your inboxes again.

Here’s hoping that you’ll all keep buildin’, bringin’ 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!

Cheap (cont'd)

(Continued from page 6)

Do you guys have any other **CHEAP TRICKS** you'd like to share to make model-building more enjoyable, easier, and/or less messy? If so, please send them to hard-working editor Tim Sickle for future newsletters.

(Ed. Note: Well, guys, how about it? Thanks again to Howard for the support!) 🍷

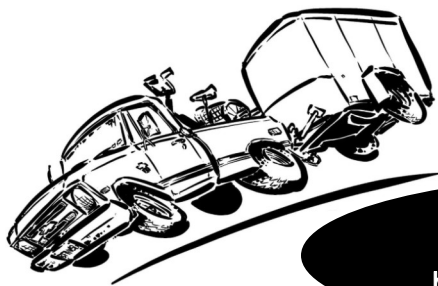


Gov't (cont'd)

(Continued from page 5)

module with a new unit offering the correct brightness, making the activated turn signal properly visible to other drivers.

'GMC' will mail letters to 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 these recalls, they can visit my.gm.com/recalls and input their VIN to see any open recalls or other actions that may be active—*Assorted sources* 🍷



Classifieds

WANTED: Unbuilt/rebuildable Pontiacs (*any scale?*)—Tempests, GTOs, Catalinas, Venturas, Bonnevilles, Grand Prixs, and Firebirds, Also interested in a Red Baron, and empty Pontiac kit boxes and instructions. Contact me at gtoguy@verizon.net, or see me at a meeting. Thanks! (Tim Sickle) 🍷

We're on the web!

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

Websites

Carlisle Events:

<https://www.carlisleevents.com>

Central PA Model Car Club:

<https://www.cpmcc.org>

East Coast Indoor Nationals:

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

LIARS Model Car Club:

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

NNL East:

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

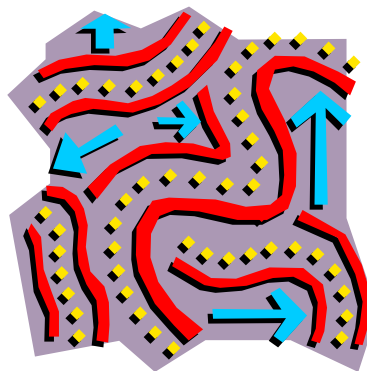
Online Event Calendar:

www.NortheastWheelsEvents.com

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



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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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