



MAMA Sez!

Volume 37, Issue 5

Jan, 2025

"Serving Delmarva Car Modelers for 36 Years!"



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

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2025 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 18th
- 🔊 February 15th
- 🔊 March 15th
- 🔊 April 19th
- 🔊 May—**No Meeting!**
- 🔊 June 21st
- 🔊 July 19th
- 🔊 August 16th
- 🔊 September 20th
- 🔊 October 18th
- 🔊 November 15th
- 🔊 December 20th (10-3!)

Hope to see you there 🚗

Happy New Year, MAMA!

As always, the December meeting never seems to leave anyone going hungry. More than enough food to feed a crowd of hungry MAMA modelers. Thanks to all who contributed, and for the "**Ladies of MAMA**" who set up this banquet!!

Ron Shirey took

the floor to inform us about upcoming releases—**Thanks, Ron!**

The "**Pontiac Garage**" was in attendance, as usual.

The raffle raised **\$114.00**, while the door added **\$154.00**. Paid the rent again—in spades!!

Thanks to the fol-

lowing donors: **Bill Booz, Brad, Mal Douglas, Matt Guilfoyle, Dean Lewis, Brian Schindler, Howard Weinstein, Thomas Whiting, yours truly, Ron Shirey, and Replicas & Miniatures Co. of MD (Norman)**. **Thanks—w e p'ciate it—Tim** 🚗

VIEW FROM THE BASEMENT

1988 Chevy C1500 Pickup

By September of 1987, my wife and I had been married two years, were living in a very affordable (*cheap*) apartment, and saving up a down payment for a house. That's when the 1976 Camaro I was driving at the time rotted out from under me. The rear

sub frames rusted away so badly that you could hear the doors and rear quarter panels banging into each other as the body flexed whenever I drove around a curve. I searched in vain for a replacement set of sub frames to have welded in, but no one sold them in those days (*you can find reproductions today*).

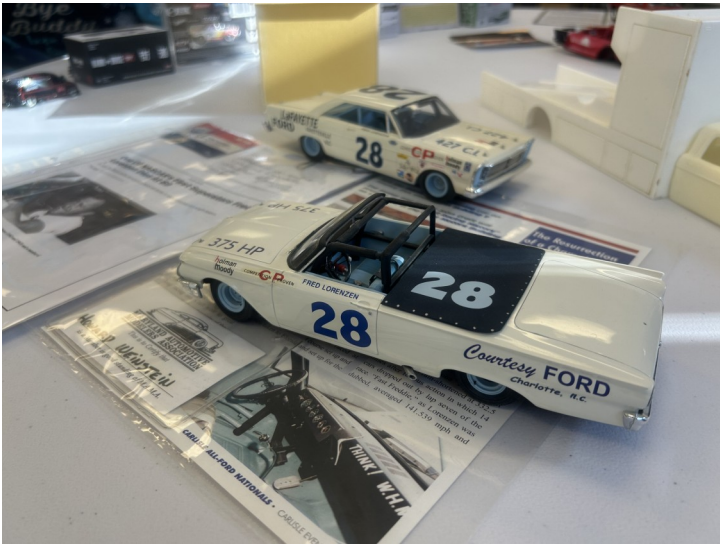
As the cornering creaks, bangs, thumps, and thuds worsened, I felt less and less safe operating the car. It was time to replace it as my daily driver.

My wife and I decided that we should buy something new so we wouldn't have to worry about it for a long time. We also reasoned that we should buy a pickup truck because if you own a house, you need a truck.

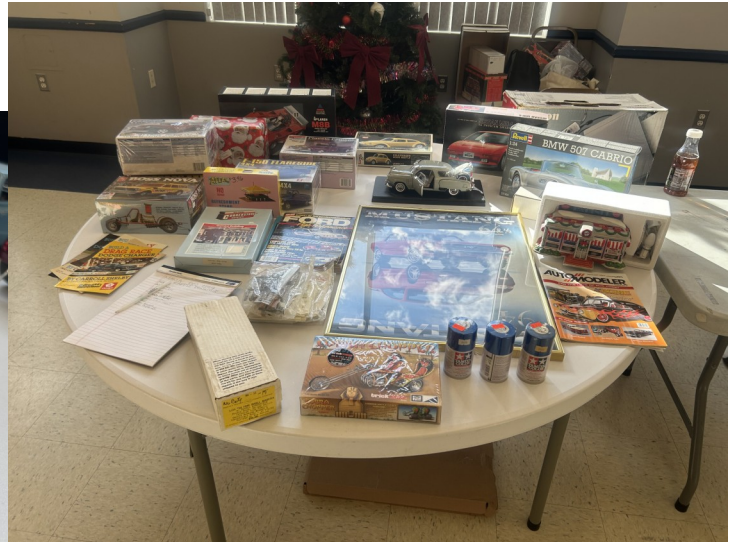
So we went looking at the Ford dealer. F150s had always been good,

(Continued on page 6)

MAMA Meeting



MAMA Meeting



Raffle Goodies!



Daisy, the club's "unofficial" club mascot? And, yeah, Nick's just a "Juggalo" ☺!

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

- ♦ A total of **384 2025 Chevy Silverado EVs**, potentially failing to conform to minimum sound requirements for hybrids and EVs in the US and Canada. The Silverado EVs may have an incorrect software calibration and may not produce exterior sound at the required relative volume when the vehicle is traveling between 12 mph and 19 mph. Trucks that don't meet the required sound threshold may present a safety hazard to pedestrians who may not hear the truck in low-speed driving situations, such as parking lots. 'GMC' service techs at EV-certified dealers are instructed to update the software calibration in the vehicles' body control module (BCM) to correct the condition. Some unsold vehicles may receive this update via wireless over-the-air (OTA) technology.

Australian law firm Maurice Blackburn has filed a **class action lawsuit** against 'GMC' for **faulty transmission systems** in certain Holden models. It applies to the



6L45, 6L50, and 6L80 transmissions in vehicles purchased between January 1st, 2011, and December 24th, 2024.

"The class action alleges that 'GMC' failed to comply with the guarantee of acceptable quality under the Australian Consumer Law and engaged in misleading and deceptive conduct," the law firm said.

The alleged problem with the affected transmissions is a defective design in the torque converter and torque converter clutch. Problematic transmissions cause intermittent shudders, excessive vibrations, hard shifts, fluid leaks, accelerated degradation, and greater servicing requirements.

"The class action seeks to recover compensation for loss and damage on behalf of consumers who acquired the vehicles," according to the law firm. Affected models are as follows: **2016-20 Colorado, 2012-16 Colorado 7, 2017-20 Trailblazer, 2011-12.5 Commodore VE, 2013-17 Commodore VF, 2011-12.5 Berlina VE, 2011-**

GOVERNMENT MOTORS

IN SOVIET AMERIKA, THE CAR DRIVES YOU... BANKRUPT!



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AN AMERICAN REVOLUTION™



12.5 Calais VE, 2013-17 Calais VF, 2011-13 Ute VE, 2013-17 Ute VF, 2011-12 Caprice WM Series II, 2013-15 Caprice WN, and 2015-17 Caprice WN Series II.

Owners eligible for the class action suit can register on Maurice Blackburn's website to be included.

Holden was a mid-19th-century saddle-making business

(Continued on page 8)

'GMC' Recall Ticker

of Recalls

351 (!)

of Vehicles Affected

59,446,174

Cadillac Dreams?!

In case you hadn't heard, if I am not mistaken, 2024 was the Camaro's swan song. It ended production. If you are a fan of the breed and/or make, don't worry. There is already chatter about bringing the car back, possibly in electrified form.

So, what does this leave 'GMC' to compete in NASCAR with? Almost everything they currently make is either trucks, SUVs, or CUVs. But, wait—Cadillac may be able to save the day?

Cadillac, you say? The brand that sells nearly \$100,000 pickup and SUV hot rods? The company

that wanted six-figure cars, now might be racing in front of all those "good 'ol boys" that NASCAR themselves seemed to want to distance themselves from?!

I have been no fan of NASCAR for some time, with all of their "tweaking" the rules, adding stages, reverting starting orders, that sort of thing. In short, trying to increase their viewership outside their normal markets.

What you see here is a "digital



imagining" of what a Caddy might look like, dolled up in the sponsor of your choice.

Guess we'll have to wait and see which comes first—Caddies in NASCAR, or EV racing!?

If you'd like to see more digital renderings, try autoevolution.com—Tim 🚗

T 'n T

A 15-year-old alleged car thief was taken into custody in Southern California earlier this month after leading police on a 70-mile police chase in a *stolen Corvette*. The chase came to an end after the driver crashed the car in the city of El Monte. A 19-year-old passenger was also arrested. According to a report from Fox 11, the high-speed pursuit began around 10 pm local time in mid-October, in the city of Hesperia. Police state that officers attempted a traffic stop, but the driver failed to pull over, instead engaging in a high-speed pursuit. The chase continued for roughly 70 miles and spanned two counties before the driver crashed the Corvette into a fence in the city of El Monte. Video from the scene shows the black *C6 Corvette* on a sidewalk with the front end of the

vehicle crumpled. Damage is seen on the front bumper, front wheel, and front

tire, while the rear tire is deflated as well. The video also shows the two suspects led away in handcuffs. To note, the sixth-gen Vette was produced between the 2005-13 model year. Interestingly, this isn't the only case of Vette theft making headlines recently. A rare *2019 C7 ZR1* was found stripped and abandoned on a gravel road in Ontario. It was one of only a handful of seventh-gen ZR1 convertibles in the Canadian market, and was reported stolen from a collector in August before it was found as a stripped shell devoid of its engine, body panels, and interior. Locals report that the gravel



road is a common location to find dumped items, and occasionally, a car ends up there as well. However, finding a C7 ZR1 is particularly noteworthy given its rarity. At launch, the C7 ZR1 was the fastest and most powerful production Vette ever produced, cradling the supercharged 6.2L V8 LT5 gas engine, rated at 755 hp (*Thanks to GM Authority, Autoweek, and other 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* 🚗

VFTB (cont'd)

(Continued from page 1)

sturdy, and reliable, if unexciting trucks. They were good value for your money, nonetheless. The only thing that made me hesitate was looking under the hood: there were so many hoses, tubes, and wires that I could not see the engine! How in the world was I ever going to be able to work in that mess to do tune-ups and other routine maintenance? And heaven forbid you should ever have to pull off the passenger side valve cover—that required removal of half the intake manifold: not an appealing prospect.

On the way home we drove past the Chevy dealer. We had never even considered looking at Chevy trucks because they were well known for corroding before you drove them off the lot. Seriously, the tailgates were normally severely rotted just months after purchase and the rear wheel openings rusted away so badly within

the first year that you could install monster truck tires without having to enlarge them. We wanted a vehicle that would hold up longer than a year, so Chevy was out of the question.

But as we passed by the dealer, I saw something curious sitting on their truck lot. I made the next U-turn and pulled into the lot. We walked up to this highly out of the ordinary pickup that looked like no other pickup truck made. A smart salesman (*that's what they were called in those days*) made his way over to us right away and explained that we were looking at their first all-new for 1988 C1500 ½ ton pickups. Chevy hadn't even started to advertise their newly redesigned and greatly improved pickups yet.



Our 1988 Chevrolet C1500 looked very much like this one when we took delivery.

pickup was when the salesman opened the hood. Not only could I see the engine, I could reach in and touch all eight spark plugs! The clutter from wires and hoses had been minimized to the greatest degree possible. This was a modern fuel injected engine that you could work on yourself. The Throttle Body fuel injection system fit in the same space that a Rochester Quadrajets carburetor occupied on the older trucks. This new Chevy was done right!

We sat right down and ordered a truck on the spot. It was to be a 1-Ton dually standard cab with a long bed, Silverado trim, 454 cubic inch big block engine, automatic transmission, and heavy duty everything.

That evening we thought it over and called in a revision to our order: make it a ½-Ton standard cab with a long bed, Silverado Trim, 350 cubic inch small block engine, 5-speed manual transmission, and whatever heavy-duty stuff we could get.

Imagine my surprise when while visiting a hobby store later on I spotted a newly released

(Continued on page 7)



MPC very helpfully released kit #6096 right after I bought my 1988 Chevy Silverado Pickup. The following year they re-released it as kit #6276 with box art more closely matching my truck's colors.

The salesman explained what Chevy had done in their manufacturing processes to alleviate the severe rusting problems of the previous generation pickup. It made sense and drew me in. But the one thing that totally sold me on buying a 1988 Chevy

VFTB (cont'd)

(Continued from page 6)

MPC model kit of my new truck! MPC kit #6096 was released in 1987 and matched my truck very closely, except in that it was red on the box art and had bucket seats instead of a full bench like my truck. Best part was that it had a small block V8 engine and 5-speed manual transmission just like my truck! I couldn't get it home fast enough. I started in on it right away.

Now keep in mind, this was all about a year before some small group of model car builders in the area got organized by some local resin caster into founding the *Maryland Automotive Modelers Association (MAMA)*. At that time I didn't know that I could have bought a second kit and inserted the center of one of its bucket seats between the two buckets (*each with one side trimmed off*) of my first kit to form a bench seat like my truck had. Hopefully, I've

learned a little since then.

There was no detailing models beyond what I could do with paint in those days. That was the state of my art then. Under the truck's hood there are no hoses or wires. The only change I made to the kit was modifying the air cleaner to better represent the one on my full-size truck.

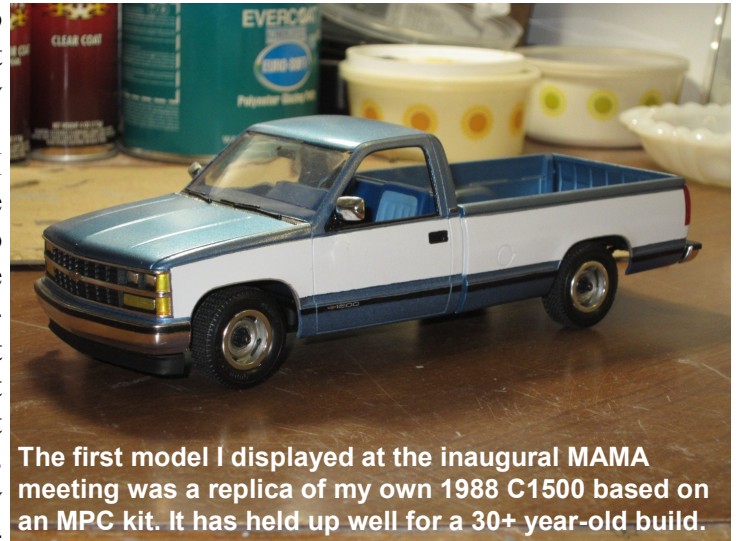
Because I built it before MAMA came to be, this was the first model I displayed at MAMA's first meeting. What was gratifying is that some fellow attendees commented that it looked like the full-size truck they'd just seen out in the parking lot.

Over the years that I owned the Silverado, I made a few changes to it adding 5-spoke ARE

aluminum wheels, a Hurst shifter, March Power Pulleys, an MSD ignition module, and a tiny Flowmaster 2-chamber muffler. My wife and I also gradually slipped into referring to the truck as "ol' Blue."

I really enjoyed driving that truck for 21

years. Sure it had some minor problems, like it had the wrong front brakes. Since I ordered it so early in the first production run and I had ordered the heavy duty brake option, they installed left over 1987 truck heavy-duty



The first model I displayed at the inaugural MAMA meeting was a replica of my own 1988 C1500 based on an MPC kit. It has held up well for a 30+ year-old build.

brakes, which were less than adequate for the new design trucks. I learned of this the first time I bought replacement brake pads for the front. I bought 1988 heavy-duty pads and they were much too large. When I returned the new pads to parts the store I took the worn-out ones with me. The counter man positively identified them as 1987 and earlier brake pads. Emergency stopping was always a thrill.

Unfortunately, all the years of exceptional maintenance and driving fun with that truck were laid to waste by an obtuse woman incapable of understanding the full meaning of a stop sign (*Hint: you gotta stay stopped at a stop sign until traffic approaching or in the intersection has passed by*). At the scene of the collision, the cab tilted to one side, the bed to the



This image was scanned from prints taken at the scene. The photos were taken with an expired disposable camera, and still came out okay. Although hard to see from this angle, the cab now tilted to one side and the bed tilted to the other side.

(Continued on page 12)

Gov't (cont'd)

(Continued from page 4)

that moved into automobiles in 1898. About three decades later, it was acquired by 'GMC' in 1931. A small domestic automotive market and competitive pressure from cheaper imported cars eventually eroded Holden's viability, leading to it ending production of its last model in 2017 and The General retiring the brand in 2020 to 2021.

Honda has a history of dipping its toes into a segment before jumping in. For example, when it wasn't sure whether the 90s SUV craze was going to stick, it marketed a rebadged **Isuzu Rodeo** as the **Honda Passport**. Honda is doing the same thing with electric crossovers. The brand's first-ever electric crossover for sale in North America is the **Honda Prologue**, which is based on the GM platform and built at GM's Ramos Arizpe plant in Mexico.

Despite being a 'GMC' design under its Honda skin, the Prologue **outsold every 'GMC' EV in 2024**. Of course, all 'GMC' EVs combined outsold the Prologue and its luxury counterpart, the **Acura ZDX**, but it's still a surprise that

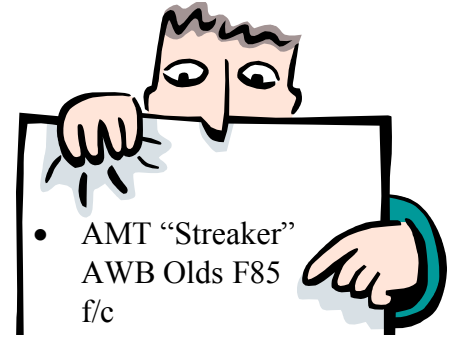
among all Ultium-based EVs for sale in the US, the best-seller of the bunch was a Honda.

A closer look at the numbers shows that Chevy's two BEV3 crossovers, the Equinox and Blazer EVs, had combined sales numbers beating the Prologue. There's likely some cannibalization going on there. The Prologue is a closer relative to the Blazer EV than it is to the Equinox EV, and the Prologue outsold the Blazer EV by a factor of almost 10,000 units. However, the Equinox EV became widely available around the middle of 2024 and quickly became 'GMC's best-selling electric vehicle, likely because of its stellar value proposition.

There are a few reasons that could explain why the Prologue outsold the Blazer EV in 2024. The Prologue has the benefits of **Android Auto** and **Apple CarPlay**, **more aggressive incentives**, **better charging perks**, and **seemingly better reliability**. It might seem like a little thing, but a conventional charge port door rather than the motorized one on the Chevy is another small advantage for the Honda.

(Continued on page 12)

Ron's Rant



- AMT "Streaker" AWB Olds F85 f/c
- AMT '65 Olds 88 Mod Stocker
- AMT Peterbilt 359
- AMT "Sprite" Great Dane Dry Goods Trailer
- AMT Freuhauf 48' Breaded Van Trailer
- Atlantis T. Daniels "Pie Wagon" (1/24th)
- Moebius '65 Nova SS
- Moebius '65 Nova SS Restomod
- MPC "SSlasher" '72 SS454 Chevelle
- MPC "Weekend Warrior" '76 Dart
- Revell "Stranger Things" VW Van 🍷

(1/25th, unless noted)





Last month's parking lot featured "The Great One."

Duane Hinton "virtually parked" his '64 **GTO hardtop** outside of the reserved parking area, but it failed to escape my watchful eye. A bit of a story behind it.

Duane said he believed he'd seen this car in an issue of **HOT ROD magazine** many years ago, and simply had to build it.

Well, a Facebook model builder friend by the name of **Ed White II** also had the same desire to build the "killer red '64 GTO"

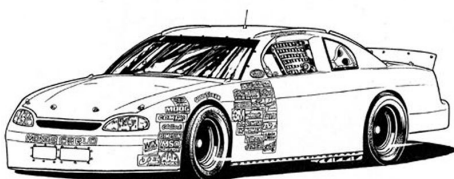
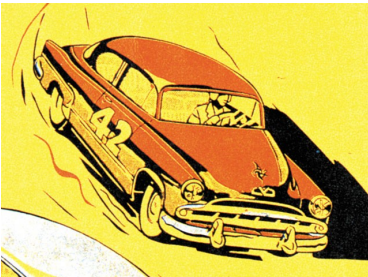
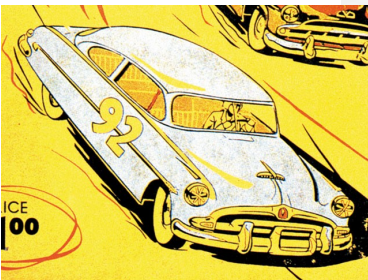
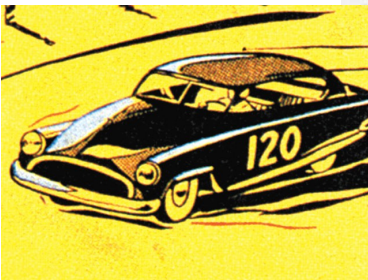
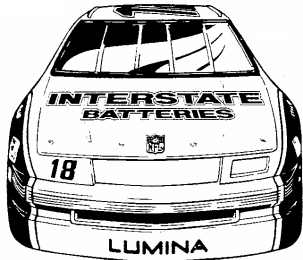
in the magazine!! Sadly, neither remember the exact title or issue number. The top two pix below are Duane's ride, while the bottom pix are of Ed's work. **Thanks, guys!!**

Things are still moving slowly, so I pulled out my favorite GTO in my collection, bar none—the **red '68**, and threw in the **green '72 GTO**, for Christmas.



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** 🍷





The
Tri-State Scale Model Car Club
Presents:

THE **37th** ANNUAL
NNLTM
East

- MODEL CAR SHOW
- SCALE MARKETPLACE
- COTTAGE INDUSTRY EXPO



Show Theme:

CIRCLE TRACK VEHICLES

Sub- Theme:

Race Team Transporters

25th Anniversary of NNL East 14

April 26, 2025

1 Pal Drive, Wayne NJ 07470

Show Information: WWW.NNLEAST.COM

Or Write: nnleast@aol.com

May 10, 2025

30th Annual

Mid-Atlantic NNL

9 AM—2 PM

Admission \$15.00 (under age 16, free)

(Ease check-in—download & complete the registration from the website prior to arrival)

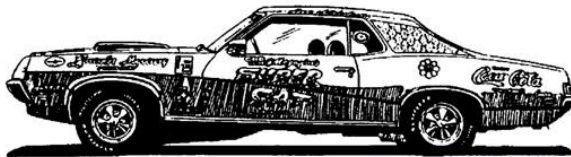
www.mamasboyz.org

Vendors

Main Theme:

'60s Drag Cars

Door-Prizes



Sub-Theme:



Mopars



GTX



440

Demon 340

Level Volunteer Fire Company

3633 Level Village Rd

Havre De Grace, MD 21078

Vendor/Show Info—Contact Dave Touns

E-mail: davetouns351@gmail.com

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

Chapter Contact:

Timothy Sickie
356 Makers Way
Martinsburg, West Virginia
25405
Email: gtoguy@verizon.net

MAMAs BoyZ do it in scale!

Gov't (cont'd)

(Continued from page 8)

Although the Prologue outsold the Blazer EV, the *Cadillac Lyriq* drastically outsold its Honda cousin, the *Acura ZDX*, which was a new model for 2024. This is likely because the Lyriq, which has been on the market since 2022, has a higher marketplace awareness. Also, the Cadillac dealer network in the US is substantially larger than Acura's.

'GMC' wins by "strength in numbers," rather than better vehicles—*Assorted sources* 🚗

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:

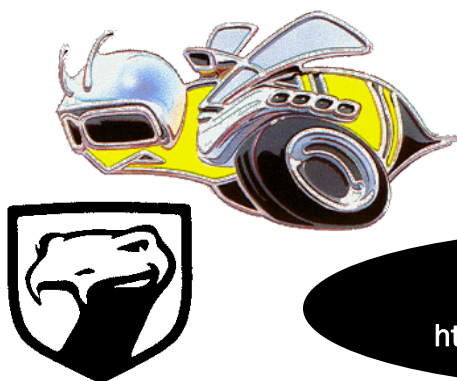
www.NortheastWheelsEvents.com

VFTB (cont'd)

(Continued from page 7)

other. The entire front clip was shifted to the right. The driver's door and buckled front fender were mangled together, but you could still force the door open with a painfully loud cracking noise. And who knows what those awful sounds under the hood were, I never looked.

When last I saw her, ol' Blue was sitting cock-eyed in an insurance lot. I recovered a few personal items (*CDs, tools, etc*) along with my aftermarket stereo system with its sub woofers then bid her farewell.



Had I known that just about 7 years later I would wind up with my uncle's 1987 El Camino (which we named *Elsie*), I'd have bought back the wreck and stored it in my backyard so that I could have swapped over the great running engine and drive train. And those ARE wheels would have looked great on it, too. Oh well, at least ol' Blue's stereo system is living on in *Elsie*—*Tim Powers* 🚗

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 Sickie*) 🚗

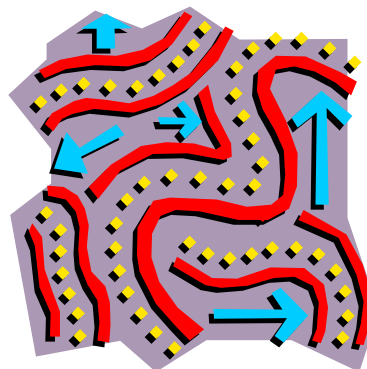
We're on the web!

<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



mpe

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. 🚗

Club Contact Info

President: Tim Powers, partsbox@broadstripe.net
Vice President: Dave Toups, davetoups351@gmail.com
Treasurer: Matt Guilfoyle, blackbuick1941@yahoo.com
Newsletter Editor: Tim Sickie, gtoguy@verizon.net
Club Photog: Lyle Willits 🚗

