



MAMA Sez!

Volume 37, Issue 7

Mar, 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 🚗

Show Season and Spring Have Sprung!

The snow forecast for meeting didn't materialize, meaning a good turnout of modelers.

Old habits die hard. Some of you may notice a slight format change in our "scandal sheet" this month. Yup, with the passage of time, and the advent of smartphones and GPS programs, I felt that we could finally

ditch the directions on the back page, hopefully to make way for a bit more content. Great! That means **MORE** space to fill! C'mon, guys!

Given the time of year, another MAMA NNL planning update was given. Expect these updates until it is "showtime."

Next, **Ron Shirey**

informed us about upcoming releases—**Thanks, Ron!**

The "**Pontiac Garage**" "**was in da house.**"

The raffle raised **\$144.00**, while the door added **\$140.00**. Paid the rent again—in spades!!

Thanks to the following: **Steve M. Buter**,

(Continued on page 14)

Condolences



For those of you who are not on social media, it is my sad duty to report that on March 4th the world lost one of the great customizers. **Gene Winfield** was a trailblazer in the custom car world. From humble beginnings building his first roadster in high school, Gene soon opened his own shop and became known for skillful chopped tops and a unique faded paint job, the first of its kind.

Beginning in 1962,

Gene and Don Tognotti built the 1913 Ford Model T dubbed the "King T." Built on a custom tubular chassis and Jaguar rear end, it was anything but an ordinary T roadster. "King T" swept the show circuit, winning the "America's Most Beautiful Roadster" award at the 1964 National Roadster Show. From there, it was reproduced as a popular AMT model kit, and in 1968, was chosen as one of the **very first Hot Wheels** toy

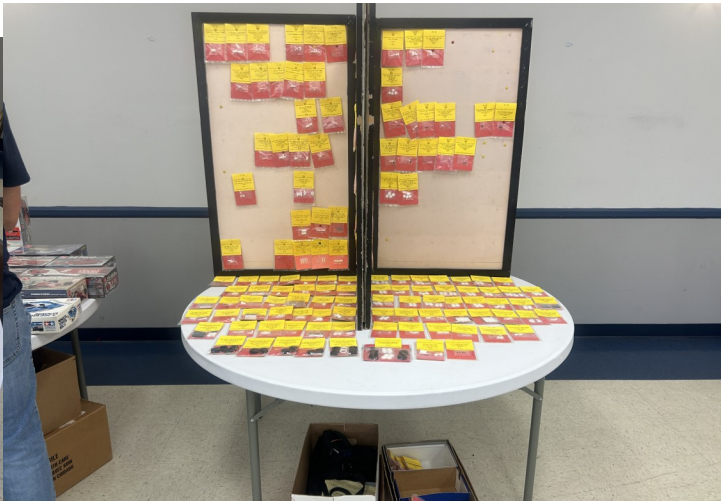
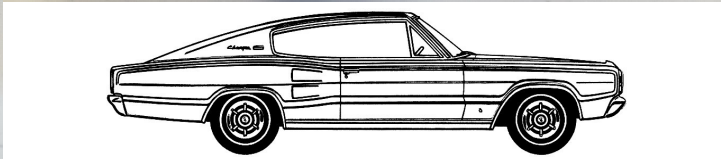
cars, with a new name—the "Hot Heap."

The "King T" is just one example of the lasting legacy of Gene's skill and creativity, inspiring people around the world.

Today, the "King T" is owned by **Bruce Pascal**, noted **Hot Wheels** historian and collector. It was on display during last year's **Cars at the Capital** exhibition in Washington, D.C., alongside two of its peers—the **Dodge Deora** built by the **Alexander Brothers**, and **Ed Roth's Beatnik Bandit**.

(Continued on page 14)

MAMA Meeting



Preview of MAMA Make 'n Take, thanks to Mike Costic!

Replicas & Miniatures Company of MD, open for business!

MAMA Meeting



Raffle Goodies!



“Cruisin’,” JDM style, courtesy of Nick!

C8 News

No matter how well-balanced a sports car is, physics ultimately dictates the limits of traction. Indeed, excessive speed and poor road conditions can quickly transform even the most skilled driver into a helpless passenger. Unfortunately, that's exactly what happened to this C8 driver in Israel, as seen in a new video recently posted on social media.

The short clip is less than 30 seconds long and captures the moment a white C8 Stingray spins out on a wet highway before crashing into the roadside hill. The footage appears to have been recorded from the dash camera of another vehicle traveling on the same highway.

The scene takes place on a rain-soaked multilane highway under dark, overcast skies. Water covers the roadway, and the blurry dashcam lens further emphasizes the wet conditions. At the start of the video, a white C8 Stingray speeds by in the leftmost lane, moving significantly faster than the surrounding traffic. Given the wet conditions, it's clear that the C8's driver is pushing the limits of adhesion.

As the camera follows the car into the distance, a large spray of water suddenly shoots into the air,

and in an instant, the C8 loses control, spinning violently to the right and crashing into the shoulder. The high-speed loss of traction appears to have

been caused by hydroplaning, which occurs when a vehicle's tires lose contact with the road due to a layer of water, essentially causing the car to "float" uncontrollably. Even professional drivers can't counteract the forces at play in a severe hydroplaning incident, making preventative driving the best way to avoid it.

The video closes with a final shot of the C8 resting on the shoulder. It's unclear whether the driver was injured (*Ed. Note: only his pride!*), but hopefully, they escaped unharmed.

The video incident serves as a reminder that no matter how advanced a vehicle's traction control systems may be or how skilled the pilot, physics always has the final say.

The legendary **Yenko** name might be more closely associated with the Camaro than the Corvette, but there's a sad and obvious reason why **Specialty Vehicle Engineering (SVE)** isn't produc-



ing any **2025 Yenko/SC Camaro models**. However, for anyone who likes the idea of a souped-up Chevy with Yenko branding

and performance, SVE is offering the 2025 Yenko/SC C8, available with **up to 1,250 hp**. Inspired by the legendary 1969 ZL1 Camaro, this limited-edition model adds two Garrett 58mm turbos to the factory engine to increase output to an astounding **1,000 hp** for the **Stage I model** and **1,250 hp** for the **Stage II model**. It's available in both coupe and convertible body styles.

At the heart of the 2025 Yenko/SC Chevy Corvette is the 6.2L V8 LT2 engine, which is rated at 490 hp in factory spec. However, in order to do the Yenko/SC name justice, SVE enhanced the LT2 with a long list of performance upgrades in addition to the turbos, including a forged steel crankshaft, forged H-beam rods, and 2618 aluminum pistons, ensuring robust performance and durability. Further upgrades include ARP high-strength head and main studs, CNC-ported high-flow cylinder heads, an upgraded valvetrain, a proprietary ground camshaft, a custom intake manifold, and integrated oil separators.

The Stage II model gets a little extra juice with flex-fuel E85 capability and an upgraded transmission with billet baskets. E85 is required to unlock the maximum

(Continued on page 10)



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

- A total of **70,768 2022 GMC Sierra 1500 pickups** with an issue in which the front upper grille deflector may detach while the truck is being driven.

The trucks may be fitted with chrome grille deflectors attached via eight attachments. These attachments are defective and may fracture and break over time while in use. If all eight snap, the chrome grille deflector will detach from the truck while it is being driven.

If the chrome grille deflector detaches while the truck is in motion, the component suddenly detaching and flying off the vehicle and potentially striking others could increase the risk of a crash. Further, the deflector will become a road hazard while lying on the road surface and could cause a crash.

'GMC' is currently developing a fix for this hazard. They will notify both dealers and owners when the remedy becomes available. Once a fix is developed, additional notification letters will be mailed. The fix will



be made free of charge and owners will be reimbursed for any related repairs.

Note: **GM Authority** has previously covered owner reports of grille de-

flectors breaking off at highway speeds. Some Reddit posts indicate chrome grille deflectors snapping off new vehicles after as little as 9,000 miles of driving.

'GMC' has also issued a stop sale order for affected 2022 GMC Sierra 1500 trucks.

- A total of **95 2025 Chevy Silverado/Silverado HD/GMC Sierra/Sierra HD trucks** (along with an unspecified number in Canada) are included in an emission recall voluntarily issued by 'GMC', which refers to a problem in which the Vehicle Emissions Control Information (VECI) labels affixed to the pickups may be incorrect.

The VECI labels on the trucks may lack some of the emission information they are sup-

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posed to include.

The necessary information about emissions that is supposed to be on the label may be missing or incorrect, making the Vehicle Emissions Control Information labels out of spec with standards.

All trucks with the incorrect or incomplete label should have a new VECI label installed by dealership service. The original label should be

(Continued on page 11)

'GMC' Recall Ticker

of Recalls

355 (!)

of Vehicles Affected

59,516,947

T 'n T

GNX Heresy?! Although ‘GMC’ didn’t run any ads in this year’s Super Bowl, a ‘GMC’ icon quite literally took center stage in Kendrick Lamar’s halftime show. Lamar dropped his newest album entitled GNX in November, using his own personal Buick GNX in the album art. The car was an obvious choice for a prop in Lamar’s halftime show, but the one on stage wasn’t his car. The show began with Lamar *crouched on the hood of the GNX* performing his song “Bodies.” When the doors and trunk opened, scores of dancers jumped out of the car from a corridor underneath the stage (*Ed. Note: Oh, a “clown car”?!).* Based on a story from Wired explaining the behind-the-scenes story of making the Super Bowl halftime show happen, it sounds like an authentic GNX was sourced and gutted to be used as a clown car for this performance. “That car was not easy to find, especially since he dropped his album,” art director Shelley Rodgers told Wired. “We could have just used his, but I don’t know that he would’ve liked it after.” The car was found at a “mom-and-pop car lot” in Riverside, California.

The article discusses the difficulty in finding the car and its bump in value since the release of Lamar’s album. The car in the show was tracked down by Erik Eastland from All Access, who fabricated the stage for the Super Bowl halftime show. Eastland told Wired that Lamar’s fans were “going to need to see the car and not a cheap imposter” during Sunday’s halftime show. This comment implies that the *guttled clown car on the stage wasn’t a Regal-based GNX clone but the real deal.* Lamar may tour with the car audiences saw at the Super Bowl halftime show and continue using it as a prop. However, its mods were too extensive to bring it back to life. Once a car is hollowed out like that, it can never really return to roadworthy status, at least not as a numbers-matching car. Was this a worthwhile sacrifice to bring the GNX some much-deserved spotlight, or was it a waste of a rare and iconic muscle car?...**NASCAR Pace Car Heresy?!** The **2025 Chevy Blazer EV SS** paced the 67th Daytona 500, which was held at Daytona International Speedway. It was finished in Riptide Blue Metallic paint with a Black roof and unique

livery commemorating the race. The livery and embedded strobe lighting are the only mods to the pace car. Other than those details, it’s a stock Blazer EV SS. Chevy recently upgraded the output of this high-performance electric crossover to



615 horsepower when in Wide Open Watts (WOW) mode. Those are the same power and torque ratings as the upcoming Cadillac Lyriq-V. Chevy claims a 0-60 mph time of just 3.4 seconds, an all-time record for a production Chevy model with the SS moniker. In addition to the Blazer EV SS pacing the 500, Chevy will debut the **Blazer EV.R NASCAR prototype** ahead of the race. The electric racecar was developed “with the intent of exploring new and emerging automotive technologies.” As for the production version of the Chevy Blazer EV SS, pricing starts at **\$61,995**. Like all Blazer EV variants, the SS model rides on the GM BEV3 platform. ‘GMC’ Ultium batteries provide juice to a set of ‘GMC’ Ultium Drive motors. Production takes place at the ‘GMC’ Ramos Arizpe plant in Mexico (*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* 🍌)



@Rick_Da_Builder Presents:
Model Cars
& Coffee

\$5.00 Per Person
Children Under 12 Free



Sunday March 23, 2025 9am -2pm
312 Gernant's Chruch RD. Leeport, PA 19533
No Trophies or Rewards

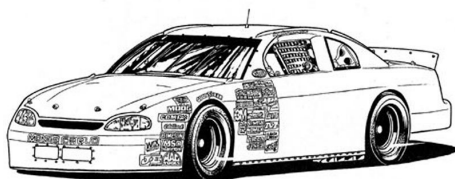
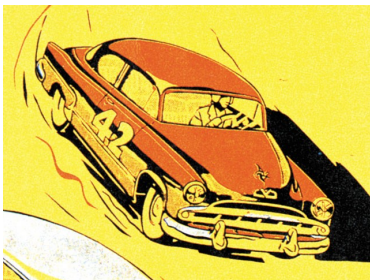
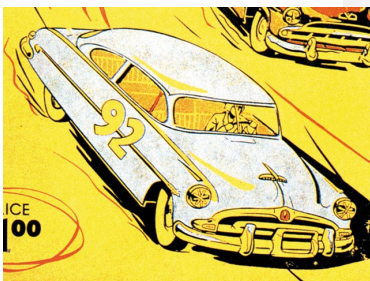
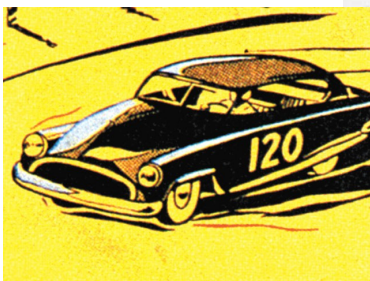
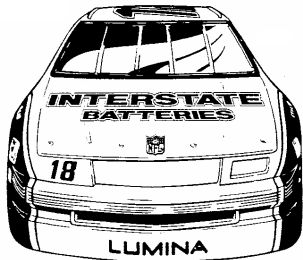
There will be vendors, Bring as many cars as you want.
Contact: rickyscarsandcoffee@yahoo.com

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The
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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)

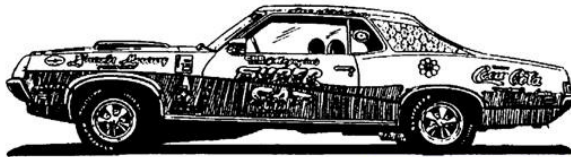
www.mamasboyz.org

Vendors

Main Theme:

'60s Drag Cars

Door-Prizes



Sub-Theme:



Mopars



GTX



**440
BBB**

Demon 340

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)**

C8 (cont'd)

(Continued from page 4)

1,250 hp rating. The 1,000-hp Stage I model is available with 91- or 93-octane calibrations.

In addition to the extra power, SVE also added visual impact to the package. The interior of the Yenko/SC C8 features the sYc logo embroidered on the headrests and floor mats, while custom exterior options include a high-wing spoiler and ground effects, custom wheels, brake calipers, and more. The 2025 Yenko/SC C8 also offers the full range of factory paint colors, plus additional custom graphic options. Carbon fiber add-ons are available as well.

Production will be highly limited, with only 50 units produced for 2025. It will be available exclusively through 'GMC' dealers in the US and Canada.

No word on price, but you can bet it won't be cheap.

Finally, take just a quick look at the US auto market, and one trend should immediately stand out—buyers overwhelmingly prefer utility models. That includes crossovers, SUVs, and trucks, with just about every other body style taking a backseat. As a result, Chevy now offers **just one passenger car in the US**—the C8.

The recent discontinuation of the Malibu marked the end of the

Chevy sedan in the US, leaving the C8 as the last remaining Chevy passenger car available to US consumers. The situation is the same in Canada, where the C8 remains Chevy's only passenger car offering. Ford has also pared down its passenger car lineup, offering only the Mustang, while Stellantis currently sells the fully electric Fiat 500e, the ICE-powered Alfa Romeo Giulia, and the fully electric Dodge Charger, with a new internal combustion (ICE) Charger set to arrive next year.

However, while Chevy has exited the passenger car space (*aside from the C8*), other automakers seem to thrive in the segment. Toyota, for example, is one of the best examples of this, offering a broad selection of passenger cars that includes the Corolla, Prius, Camry, Crown, hydrogen-powered Mirai, GR86, and GR Supra. Hyundai also offers multiple sedan models, including the Elantra, Sonata, and fully electric Ioniq 6. Finally, Nissan offers the Versa, Sentra, Altima, and the fully electric Leaf in its US portfolio.

But while



Chevy has exited the US sedan market, it still offers several passenger cars in various global markets. For example:

- Mexico & South America: Aveo (*also sold as Sail in South America*), Onix, and Cavalier
- China & Uzbekistan: Malibu XL and Monza
- Egypt: Optra
- South America: Joy and Cobalt
- Uzbekistan: Lacetti and Cobalt

With no official word from 'GMC' on reviving any of its ICE or EV passenger cars for the US market, Chevy's future lineup appears primarily focused on utility models. That said, automakers like Toyota prove that this segment still has value, which leads one to ask—should there be more passenger cars in Chevy's US lineup?—*Assorted sources* 🚗



Gov't (cont'd)

(Continued from page 5)

fully removed before the new label is attached. The VIN of a truck included in the recall is required to order the new emissions label. Owners of affected pickups will be notified by 'GMC.' Additionally, The General has placed a stop sale on affected trucks currently in dealership inventory, meaning they cannot be sold, delivered, used in demonstrations or traded to other dealerships until the correct VECI label is installed. Labels will be sent to dealerships of record.

- A total of **74 2025 Express vans and 8 Savana vans (and 12 in Canada)** that were produced with improper welds at the connection point of an impact beam in the driver's side door. Vans affected by this issue were built with an impact beam located in the driver's side door, which had improper welds at the beam's front connection point. A van with improper impact beam welds may not perform as intended in a side-impact crash, increasing the risk of injury to the driver. Certified 'GMC' service techs are instructed to replace the driver's side door and apply epoxy seam sealer as needed. 'GMC' will notify owners of affected vehicles, telling them to make an appointment with the local 'GMC' dealership's

service department. 2025 van owners who want to see if their van is involved in the recall can visit my.gm.com/recalls and enter the vehicle's VIN to see open recalls or other quality issues.

Some **third-gen GMC Canyon owners** are experiencing **roof flexing issues**, particularly in automatic carwashes. The issue arises from the force of the industrial air dryer at the end of the carwash, which can cause a loud pop sound in the roof. Now, 'GMC' has come up with a sturdier fix that should solve the problem once and for all.

The fix specifically applies to **2023-25 GMC Canyon** models without the sunroof option and built before February 3rd, 2025. It's a fairly simple fix (!) that applies stiffening patches and a longitudinal roof bow to the underside of the problematic roof panel.

The stiffening panels are to be installed in **FIVE** locations on the underside of the roof panel, all toward the front of the roof area. The headliner needs to be dropped but not entirely removed. Installation of the roof bow is a little more involved. The roof bow itself has pre-drilled holes where the rivets go, but it needs to be used as a template for holes to be

drilled in the underside of the roof structure for said rivets. A depth-control device on the drill bit is recommended.

Once the holes are drilled, structural adhesive is to be applied to both ends of the roof bow. Additionally, panel vibration control material is applied along the length of the roof bow, and then it's ready to rivet to the roof panel. Once the stiffening panels and roof bow are installed, the headliner is reinstalled, and the repair is complete.

The extra bracing and stiffening in the roof panel should prevent excessive flexing in automatic carwashes and prevent any excessive noise. GMC Canyon owners who continue having problems after this repair is performed should contact their local 'GMC' service department, as something else might be wrong with the truck.

That's it for this month—*Assorted sources* 🍷



Mini-View!

It's come to my attention that we have not had any *kit reviews* in a while, despite some really neat stuff. We'll have to work on that as a club.

But, I'm here to do a "mini-review" of sorts of the **AMT '62 Catalina**, in its newest iteration, the **"Super Stock"** version.

First off, whoever packs these kits prior to shipment, I'd like to commend them for their innate ability to get 10 pounds of plastic into a five pound box!

As if there weren't enough parts in it already with stock, custom and racing versions, to the current release, they have added a very nice set of 8-lug rims molded

in gray with separate chrome center caps!

While perusing social media recently, I found a picture of a '62 Catalina, that struck me as familiar.

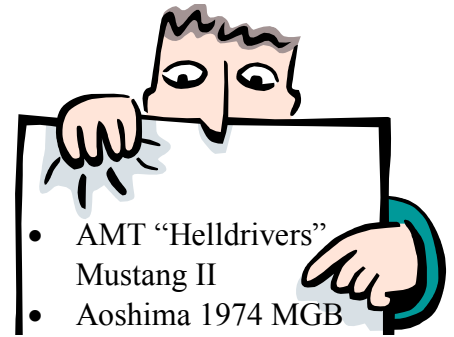
I went to my "storeroom" and retrieved the Cat from its place on the shelf. Upon pulling the decals out, they matched almost perfectly the picture which I had just saved!

As it turns out, this current release of the AMT kit can be built to replicate **"Akron Arlen" Vanke's "Tin Indian" Catalina!!**

Sadly, it is the only picture that I have of the car, but I will now go down the "rabbit hole" in an attempt to dig up a bit more on this car to build a replica of it (*Vanke's name IS included!!*)!

Thanks, AMT!—Tim 🚗

Ron's Rant



- AMT "Helldrivers" Mustang II
- Aoshima 1974 MGB MKIII roadster (1/24th)
- Aoshima Takoyaki Hachirou Mobile Food truck (1/24th)
- Fujimi Mazda RX-8 Type S (1/24th)
- Mazda RX-3 Savannah GT (1/24th)
- Hasegawa Toyota Supra A70 2.5 twin-turbo (1/24th)
- 1979 Nissan Silvia 2000ZSE-X (1/24th)
- ICM '30 Model A Std Phaeton (1/24th)
- Salvino's JR '89 Monet Carlo D. Earnhardt (1/24th)
- Salvino's JR '25 Camaro C. Elliott NAPA (1/24th)
- Tamiya Nissan Fairlady 240Z Street Custom (1/24th)
- Tamiya Lancia Stratos Turbo (1/24th)
- Tamiya Renault R5 Turbo (1/24th) 🚗

(1/25th, unless noted)





Last month's parking lot was limited to "Cats" and "Goats."

Steve M. Buter displayed two diverse examples of AMT's well done '62 Catalina (both blue)—one a *ground-scrapin' mild custom*, and the other a *nosebleed-high Gasser*.

Richard Donovan added via "Satellite Parking" two **GOATs** ("Greatest Of All Time")—a *red tri-power '64*, and a *Copper '69*

street machine.

To these, Nick added his "**New Gen**" red '04 GTO, while I took a step out of my comfort zone, "throwin' down" a **3D-printed '73 GTO**.

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

Chapter Contact:

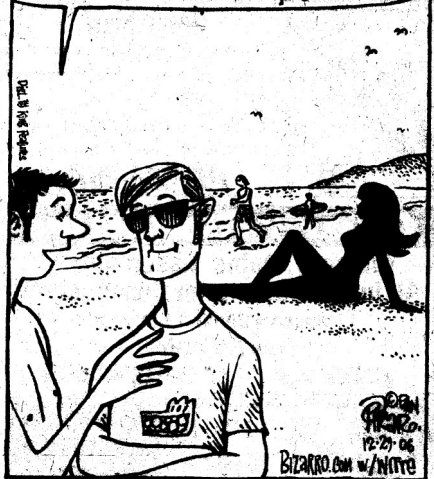
Timothy Sickie
356 Makers Way
Martinsburg, West Virginia
25405

Email: gtoguy@verizon.net

MAMAs BoyZ do it in scale!

BIZARRO / Dan Piraro

Dude! I can't believe you're
dating the mudflap girl!



Websites

Carlisle Events:

<https://www.carlisleevents.com>

Central PA Model Car Club:

<https://www.cpmcc.org>

East Coast Indoor Nationals:

[https://motoramaproductions.com/](https://motoramaproductions.com/east-coast-indoor-nats)

[east-coast-indoor-nats](https://motoramaproductions.com/east-coast-indoor-nats)

LIARS Model Car Club:

[https://www.liarsmodelcarbuilder](https://www.liarsmodelcarbuilder.com/)
[s.com/](https://www.liarsmodelcarbuilder.com/)

NNL East:

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

Online Event Calendar:

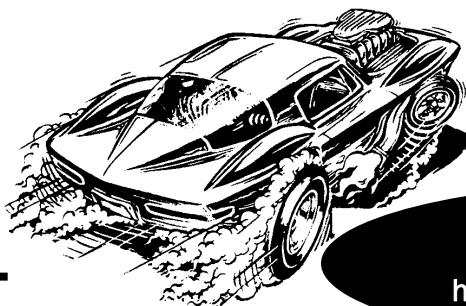
www.NortheastWheelsEvents.com

Club Contact Info

New Home!

For those of you who were at last month's meeting, you will remember that we discussed the difficulty of our sister club to the north, the *Central PA Model Car Club*, of finding a new meeting place.

Well, thanks largely to the tenacity of *Rick Woleslagle*, they found a new "home"—starting in March, they will be gathering at the *Starview United Church of Christ*, 4832 N Sherman Street Ext. Ironically, it is only about a mile down the road from the Mt Wolf Firehall. Looks like meetings will start at 9 AM. Be there, or be square—*Matt G* 🍷



Intro (cont'd)

(Continued from page 1)

Gordon & Autumn Chin, Mike Costic, Mal Douglas, Matt G, Sean Kirby, Rich Meany, George Openhym, Mark Parkhurst, Ron Shirey, Lyle Willits, and Replicas & Miniatures Co. of MD (Norman). Thanks—we 'preciate it—Tim 🍷

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/>

Condolences (cont'd)

(Continued from page 1)

Additionally, long-time *CPMCC* member *Billy Wagaman* passed away suddenly at the end of February from a massive heart attack.

I, as well as MAMA's BoyZ wish to extend our heartfelt condolences. Godspeed, Billy.

A bit less heart-breaking, but nonetheless concerning are members who are under the weather and/or on the mend.

First off our own *Ron Brad-*

ley, who has undergone surgery since our January meeting.

Finally, *Ron Hamilton* reached out to me the end of last month to inform me that he as back in the hospital, this time for a bad case of the flu, complicated by a side order of pneumonia!

I hope you guys are on the mend, and quickly back at it. Let's all keep our friends and their families in our prayers, gang—*Matt G* 🍷

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Treasurer: Matt Guilfoyle, blackbuick1941@yahoo.com

Newsletter Editor: Tim Sickie, gtoguy@verizon.net

Club Photog: Lyle Willits 🍷

