



MAMA Sez!

Volume 38, Issue 5

January, 2026

"Serving Delmarva Car Modelers for 37 Years!"



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

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2026 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 17th
- ⌚ February 21st
- ⌚ March 21st
- ⌚ April 18th
- ⌚ May—**No Meeting!**
- ⌚ June 20th
- ⌚ July 18th
- ⌚ August 15th
- ⌚ September 19th
- ⌚ October 17th
- ⌚ November 21st
- ⌚ December 19th (10-3!)

Hope to see you there

Happy New Year, MAMA!

Our Christmas meeting—what can I say? Lots of good food, shared with club members and fellow modelers! Thanks to Matt Guilfoyle for drinks and ice, and everybody else that contributed. More importantly, a big shout-out to *Mary Veber, Susanne Bradford* and *Sharon Lewis* for the food coordination

allowing easy access by many voracious modelers.

A quick word here. I would like to think that I speak for every single MAMA member here when I extend heartfelt thanks to *MAMA's Boy Matt Guilfoyle*, not only for his tireless efforts to secure our current meeting location three years

ago, but also opening/closing and ensuring it is clean every month.

Ron Shirey did his usual excellent work on what to expect with regard to upcoming releases.

It bears noting that there were *80 models on display last month*, likely a club record. Adding to

(Continued on page 16)

New Mag!

In addition to the new *Auto Modeler* magazine, yet another one has sprung up for car modelers—*Scale Model Enthusiast*!

ACME member Tim Kolankiewicz is the publisher.

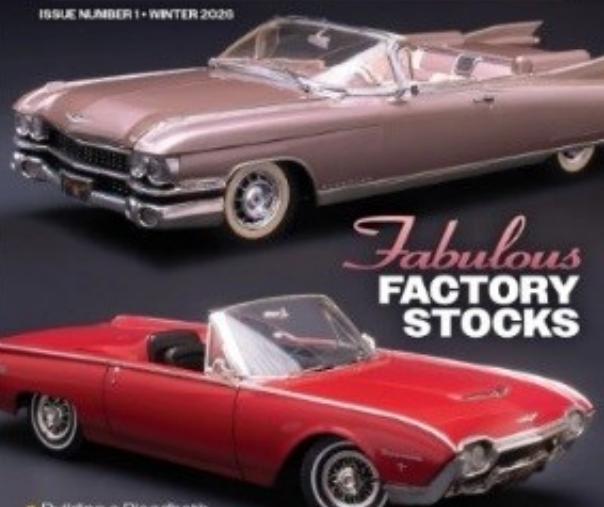
The magazine will **NOT** be available by subscription, and will come out quarterly.

You can visit the website at <https://www.scalemodelenthusiast.com/>. **Thanks to Tim Powers!**—Tim

INTRODUCING THE NEWEST SCALE MODELING PUBLICATION

Scale Model Enthusiast

ISSUE NUMBER 1 • WINTER 2026



*Fabulous
FACTORY
STOCKS*

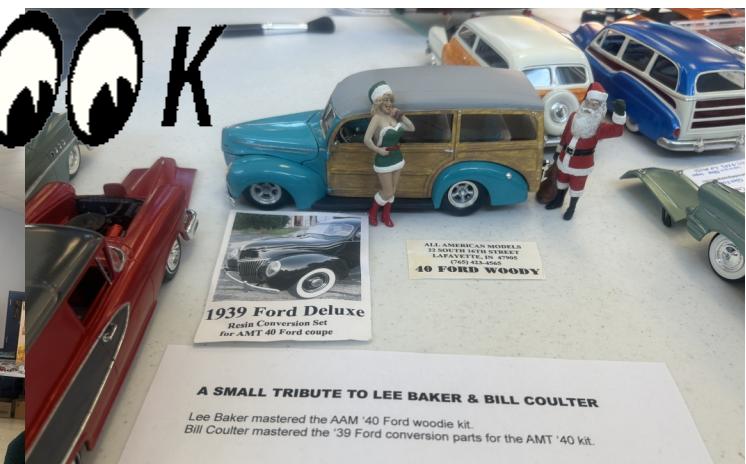
» Building a Bloodbath
» The Brass Man Returns
» Gem City NNL

FIRST ISSUE! COLLECTOR'S EDITION LIMITED PRINT RUN.

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MAMA Meeting

LOOK



MAMA Meeting



LOOK



Raffle Goodies!



Theme Table



M.O.M*

The December honoree for this “official unofficial” award is **MAMA’s Boy Jorge Ramos**. Jorge also is a member of **Diversified Scalerz**.

Jorge started out with the AMT Chevy 3100 pickup.

He says that he has always been a fan of this AMT Chevy pick up kit. He’s seen them built many different ways. He was inspired to build a 50’s Lowrider Bomb style pick up truck usually seen in Southern California.

Lowrider Model Car Parts include wheels, visor, bumper guards and luggage rack.

Mods include the lowered suspension, air ride and four link. He raided the infamous parts box for the aforementioned parts.

Acquiring parts from aftermarket companies like Showtime Hobbies, Lowrider Model Car Parts and Detail Junkees aloud him to build the Bomb truck he envisioned.

Aftermarket items include:

- ◆ Photoetch set from Detail Junkees
- ◆ Tires are Modelhaus #110 fat white walls
- ◆ Showtime Hobbies spare tire bracket and notched rear fender

Looking for a solid avocado color he landed on Ford Boxwood Green, overcoated with House of Kolor super clear.

It was a fun build. He would like to build another in the future with a two tone paint scheme and many more accessories.

Kudos, Jorge, and thanks to Kevin Kovach for making the tough decision for this award—Tim 



** (Model Of the Month!)*

PMD Racing

Paul Goldsmith's second USAC stock car championship

What follows is a small piece on Hoosier modeler Chuck Poi's rendition of vintage NASCAR Poncho Power. I ran into Chuck via our club newsletter exchange, and featured some of his work in my *Poncho Perfection* column.

1962 was the pinnacle of Pontiac's combined success in both NASCAR and USAC. They won 22 times in NASCAR with Joe Weatherly's Bud Moore Catalina taking the championship.

Over in USAC Paul Goldsmith repeated as stock car champion with seven wins and two second place finishes during the 21 race season.

Paul drove this car on both clay and paved surfaces tracks. Nichels Engineering provided the initial building of the cars for Bud

Moore, Ray Fox, and Cotton Owens as well as several of the independent drivers that received some factory help. Only Smokey Yunick did all of his own building of both the car and engines. Chuck saw Paul drive this car at Illiana Speedway in Schererville Indiana on several occasions that summer of '62. Paul was always smooth and consistent.

AMT decided to do a new model of a Catalina several years ago, but did not offer it in a stock car

version. Chuck had to alter the interior with the addition of a roll cage, a blank plastic sheet for the

(Continued on page 16)



2025 Hot Wheels Legends Tour Winner

After a year on the road, the Hot Wheels Legends Tour has officially crossed the finish line. During the Global Grand Finale Nov. 15th, Mattel and Mobil 1 named a rally-inspired Fiat 126P as the Global Champion and the next custom build to be immortalized as a Hot Wheels die-cast.

The passion project of Pawe Czarnecki from Poland, this vehicle required more than 2,500 hours of construction and an additional 800 hours of 3D printing to complete. The final design blends classic '80s rally design with modern mechanics, featuring a widened stance, a forward-flipping hood, and an aerodynamic profile.

The Fiat competed for the honor against thousands of vehicles from 16 countries, including new tour stops in Benelux, Peru, and Turkey. The build began its journey at the Poland Tour stop, eventually conquering the entire EMEA region before snatching the global title. With its daring display of authenticity, creativity,

and garage spirit, Czarnecki's design has become the eighth vehicle to be inducted into the Hot Wheels Garage of Legends and recreated as a 1/64th scale collectible.

"From its roots in the US to stops across 16 countries, the Hot Wheels Legends Tour has grown into a truly global celebration of creativity and the automotive community," said Ted Wu, Global Head of Vehicles and Building Sets at Mattel. "Car enthusiasts in Poland have shown incredible support for the Tour



Finale, Czarnecki's Fiat faced off against the two reigning regional champions: Clint DeVine's Chevy S10 from Kansas City, represent-



over the years, and Pawe Czarnecki's custom Fiat exemplifies the talent and imagination that fans from Poland—and around the world—bring to the Hot Wheels Legends Tour."

At the Global Grand

ing the US, and Jesus Daniel Payan Gastelum's VW Beetle pickup truck conversion from Mexico, competing for Latin America. This tournament-style selection process enables greater representation of international submissions as the world's largest traveling car show continues to expand.

To learn more about the Hot Wheels Legends Tour, visit hot-wheels.com/legends—Assorted sources



‘GMC’ has issued product recalls for the following vehicles:

- ◆ **1,120 2024-26 Canyon AT4X pickups** equipped with the American Expedition Vehicles (AEV) package. A software error may cause the passenger-side frontal airbag to deploy with excessive force in a crash.

According to the Part 573 Safety Recall Report filed with the National Highway Traffic Safety Administration (NHTSA), an incorrect calibration in the vehicle’s Sensing and Diagnostic Module (SDM) is the root cause. This defect means the airbag’s second-stage inflator could activate in certain crash scenarios where only a first-stage, lower-force deployment is intended. While the recall report states ‘GMC’ is unaware of any field incidents, the consequence is clear. “An air bag that deploys improperly increases the risk of injury in a crash,”

NHTSA’s recall acknowledgment letter states. The filing specifically notes the condition may present an increased risk for a child occupant in the front passenger seat, though it emphasizes that the position is unsafe for children regardless. The recall affects trucks built within specific production windows from August 2023 through October 2025. Only GMC Canyon models with the AT4X AEV package are involved. ‘GMC’s chronology indicates that an engineer discovered the problem through an internal safety reporting system in October 2025, not-

ing that the AEV variant carried the same crash calibration as the standard Canyons. The company’s investigation confirmed the noncompliance with Federal Motor Vehicle Safety Standard 208. Owners of affected trucks have two remedy paths.

‘GMC’ will update the SDM software, a fix that it implemented on the assembly line beginning November 5th, 2025. For trucks with enabled connectivity, the update will deploy over-the-air (OTA) to owners who accept the terms. Alternatively, any GMC dealer will perform the re-flash at no cost. Owner notification of an available remedy is estimated to start mailing in late January.

- ◆ **94 2026 Cadillac Vistiqs** due to missing digital owner’s manuals.

Vistiqs built in a certain time period may not have radios set to correctly download the electronic owner’s manual. This is a non-compliance recall, not a safety recall. The

GOVERNMENT MOTORS

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issue of missing digital owner’s manuals has no impact on the safety of the affected crossovers; however, the manuals contain important safety information that owners need.

Dealers will reset the vehicle radio, which will facilitate automatic download of the electronic owner’s manual.

‘GMC’ Recall Ticker

of Recalls

349 (!)

of Vehicles Affected

59,161,274

- ◆ **3,408 2026 Chevy Silverado**

(Continued on page 13)

C8 Watch

Christmas has come and gone, but Hennessey was on the case with the new C8 ZR1. The Texas-based tuner was in the hot seat with Chevy's twin-turbo performance machine to set a new holiday-themed record, running the C8 ZR1 up to nearly 200 mph with a fully decorated Christmas tree mounted to the roof. The record sprint makes the C8 ZR1 the fastest vehicle to ever participate in Hennessey's Christmas Tree Run tradition.

The run took place on the runway at Chase Field in Beeville, Texas, marking the seventh installment of Hennessey's annual Christmas Tree Run tradition. Despite the festive setup, the attempt was treated as a serious performance exercise, with professional driver Spencer Geswein taking the wheel.

This time around, the 1,064-hp C8 ZR1 was loaded up with a roof-mounted Christmas tree measuring in at approximately 5.5 feet in length and decorated with more than 200 lights, plus the

obligatory holiday ribbon. In stock guise, the C8 ZR1 is a sleek, high-speed machine, but with the tree up top, the aero is somewhat disrupted, making for an interesting high-performance challenge.

Despite the added drag, Geswein piloted the Corvette ZR1 to a top speed of 196 mph with the tree remaining securely attached. According to Hennessey, the latest result eclipses the company's prior Christmas Tree Run record of 192 mph, which was set in 2022 using a Venom 1000-modified Ford Mustang GT500.

As for the specs, the C8 ZR1 used in the record-setting run was unmodified, with motivation sourced from the twin-turbocharged 5.5L V8 gas engine.

With a mid-engine layout and available magnetic ride suspension, the C8 Stingray handles like it's on rails. Of course, that isn't something that should be taken



literally. Now, a man in Boston, Massachusetts is facing criminal charges after he accidentally parked his 2024 C8 Stingray on the local train tracks.

Authority Transit Police, or MBTA TPD, a 20-year-old driver says that he took a wrong turn and was not familiar with the area, driving his C8 Stingray onto the tracks at the intersection of Marion and Beacon last month. Unfortunately, the sports car got stuck, resulting in a halt to local train services. The C8 was later removed from the tracks by an MBTA wrecker.

Embarrassing, to say the least. Unfortunately, the situation gets a bit worse for the driver, as he was apparently *unlicensed*, while the *C8 was unregistered and uninsured*. Now, the driver is facing criminal charges, although specifics were not provided.

MBTA TPD posted images of the stranded C8 to social media, showing the car perched on top of one of the rails, its wheels hanging off at both sides. A second photo showed a tow truck pulling the C8 off the tracks.

Hopefully, the incident didn't damage the C8 and it'll be back on the road soon—this time with a licensed driver behind the wheel and registration/insurance in the glove box.

A piece of recent Corvette his-

(Continued on page 12)





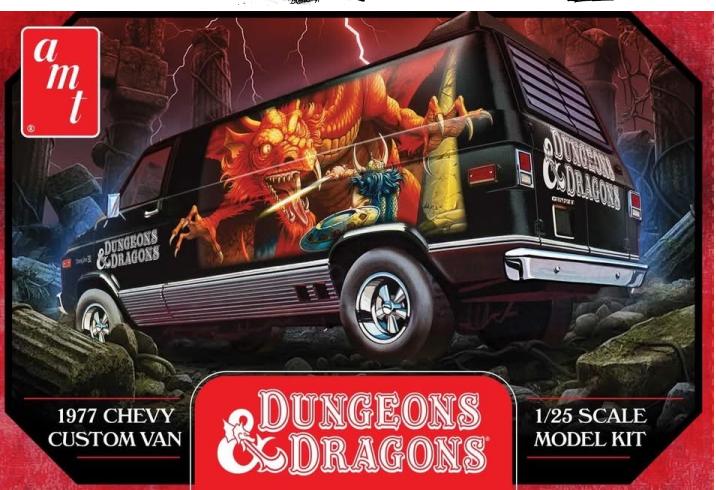
New Stuff!



'77 MONZA MIRAGE
 WIDE BODY *Street Machine*



1/25 SCALE
MODEL KIT



@Rick_Da_Builder Presents:
Model Cars
& Coffee

**\$10.00 Per Person
Children Under 12 Free**



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**There will be vendors, Bring as many cars as you want.
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SCALE
RIDERS**



C8 (cont'd)

(Continued from page 9)

tory is preparing to cross the Barrett-Jackson auction block in Scottsdale in late January. The 2023 C8 70th Anniversary Edition bearing the coveted VIN 001 is set for sale at B-J's upcoming Scottsdale event. This limited-production model represents the first of its kind and arrives on the market with just 106 miles on the odometer, offering a rare opportunity to own a pristine, historically significant C8.

The exterior makes a bold statement, finished in black and accented by full-length, metallic dual racing stripes that emphasize the car's mid-engine proportions. The Z51 Performance Package adds a purposeful spoiler and upgraded brakes, while a front lift system provides practical clearance for driveways and other obstacles. This combination creates a look that is both aggressive and meticulously detailed.

Inside, the cabin continues the anniversary theme with a striking black-and-white color scheme. Carbon-fiber trim adds a touch of technical sophistication, while the seats and sill plates feature special 70th Anniversary embroidery. The car is also accompanied by two embroidered leather luggage bags, completing the collector's package.

At the heart of this special C8 is a potent 6.2L V8, producing 495 hp. The Z51 Performance Package bolsters this capability with a performance-tuned rear end, a high-performance exhaust, and a suspension enhanced by

Magnetic Ride Control. This setup delivers the thrilling, track-capable performance expected from America's sports car.

This vehicle's history is as notable as its specifications. As VIN 001, it is the first production example of the 70th Anniversary Edition. Following its initial build, it was preserved as a collector's item, explaining its incredibly low mileage. Its journey now leads to a public auction, where it will be sold to a new owner.

Its status as the first of a limited edition and its flawless, low-mileage condition make it a standout offering for any serious enthusiast.

Just tell **Rick Hendrick** to stroke a big check, and he can park it in his garage, next to all of his other VIN #001 Vettes.

Finally, the Corvette E-Ray is now reporting for duty in Abu Dhabi, where the local police force has once again proven that it operates one of the most extravagant patrol fleets on the planet.

Photos and video posted to social media show the electrified C8 wearing the department's white-and-blue livery, transforming the attention-grabbing hybrid supercar into an AWD delivery vehicle for swift justice. The new livery was applied to the front hood, the doors, and the rear end, helping it stand out a bit more, even among the high-end performance machines that regularly



litter the streets of Abu Dhabi.

The addition of the C8 E-Ray to the fleet continues the city's long-running tradition of glitzy patrol vehicles. In the past, local law enforcement could be seen behind the wheel of everything from high-end sports cars to full-blown exotics. Highlights over the years include machines such as a bespoke *Rolls-Royce Cullinan*, a *Nissan GT-R*, a *Lykan HyperSport*, and other ultra-luxury nameplates, each of which was no doubt selected as much for their presence as their performance. In that context, the arrival of the E-Ray fits right in, and by the looks of it, this thing is actually out on the streets doing police work.

Believe it or not—*Assorted sources* 🚓



Gov't (cont'd)

(Continued from page 8)

1500s (169), Chevy Silverado 2500 HDs (3,211), and Chevy Silverado 3500 HDs (28) built between August 21st, 2025, and October 8th, 2025, may not have received an owner's manual.

This is a non-compliance recall, not a safety recall. The issue of missing owner's manuals has no impact on the safety of the affected trucks; however, the manuals contain important safety information that owners need.

Dealers will simply put the appropriate owner's manual in the glove compartments of affected trucks.

'GMC' will notify owners of affected vehicles via letter by mid-January, and instruct them to make an appointment with their local dealer.

In a recent address, 'GMC' CEO Mary Barra framed a compelling vision for the automobile's next chapter, one where static ownership gives way to a dynamic, evolving relationship between driver and machine. "It's more than just a vehicle. It makes your life easier, more streamlined, and—more importantly—safer," Barra told Automotive News, outlining a future where the vehicle itself becomes a proactive partner. This ambition extends beyond mere connectivity, aiming for a fundamental shift in how a car's capabilities evolve over time.

Central to this strategy is General Motors' Ultifi platform, along with a deepening investment in

artificial intelligence. The company envisions a vehicle that improves through constant, intelligent updates, much like a smartphone, but with far greater consequences. The promise is that a Chevy, GMC, Cadillac, or Buick purchased today will gain features and refine its performance years down the road, directly countering the traditional model of immediate depreciation and technological obsolescence.

Critically, this evolution hinges on two AI-powered pillars. The first is sophisticated over-the-air update delivery, enabling the seamless addition of new software-driven features and vehicle enhancements long after the customer drives off the lot. The second, and more transformative, is the concept of fleet learning. Here, anonymized data from millions of connected GM vehicles informs collective intelligence, allowing one vehicle's experience to benefit the entire network. This system can lead to progressive refinements in advanced driver-assistance systems, battery management, and diagnostic precision.

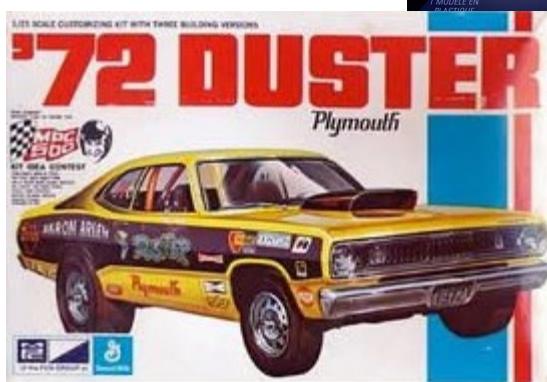
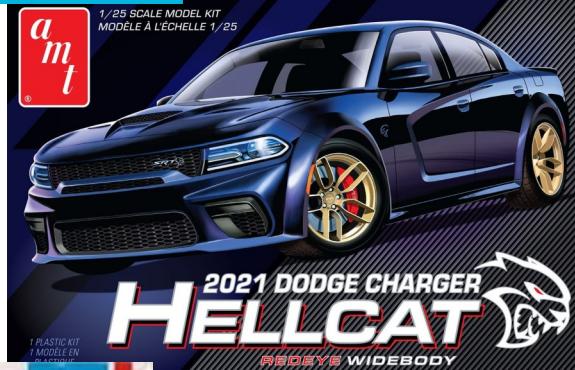
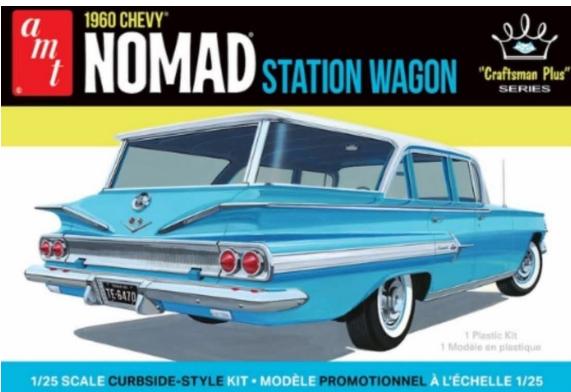
The implication is profound.



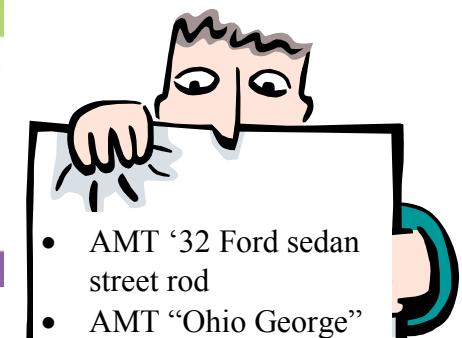
'GMC' is engineering platforms designed for perpetual relevance. This transforms the ownership model from a decay curve to an upward trajectory of value and utility. As Barra asserts, "That's what we're working toward at General Motors." The goal is clear: to build machines that become more competent, personalized, and integrated into our daily lives, continually improving over time. However, it might take some time for people to become comfortable with their cars becoming AI-powered robots that autonomously run errands.

I don't think I want AI in my vehicle. My phone is enough to handle—*Assorted sources*

New Stuff 2!



Ron's Rant



- AMT '32 Ford sedan street rod
- AMT "Ohio George" '33 Willys tin
- AMT '51 Chevy hard-top
- AMT '57 "Hot Wheels" flip-nose Chevy
- AMT '57 Ford Fairlane
- AMT '60 Chevy Nomad station wagon
- AMT '63 Ford F-100 pickup
- AMT '65 Barracuda
- AMT '65 Coronet 500
- AMT '69 "Hot Wheels" COPO Camaro
- AMT '77 Monza Mirage
- AMT '91 Taurus SHO
- AMT '04 GTO
- AMT '21 Charger Hellcat Widebody
- AMT "Hot Wheels" Python
- AMT Ford LNT-9000 Louisville dump
- AMT "Coke" custom VW van
- AMT Lil' Stogie
- MPC '72 Duster

(1/25th, unless noted)



Last month's parking lot was awaiting a visit from Santa.

I brought the GTOs—the *unpainted* '69, and *blue* '72 "Screamin' Eagle" Pro Stock.

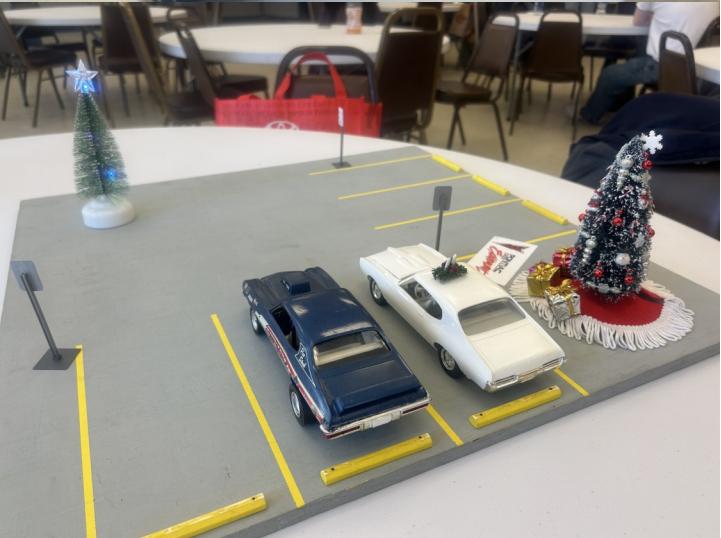
The "photogenic" Kodak set consisting of a both *Pro Stock* and *funny car* *Firebirds*, with a rail thrown in for good measure was displayed in the "satellite parking" area (front table ☺!) by *Danny Whiting*.

The *Belmar Red '62 SD Catalina* in "satellite parking" was noted from an unknown member. My apologies for not getting the builder's name.

Here's hoping that you all will keep 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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25405
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MAMAs BoyZ do it in scale!



Jan. Theme

This month's theme will be **1939 and 1940 Fords**. Bring whatever your fertile imaginations can conceive of. So, let's all dig deep or raid your display cases, stashes or finish bench projects to display at the meeting, okay? **Flatheads rule!** Again, thanks to the **MAMA Presidential Monthly Theme selection sub-committee**, including **Don Sutherland, Lyle Willits, and Dino Lewis**—Tim ☺

Intro (cont'd)

(Continued from page 1)

that, you all answered the call with **53 Mustangs** on the theme table! **Great work—keep it up!**

The **"Pontiac Garage"** was onsite as usual.

The raffle raised **\$185.00**, while the door added **\$307.00** (!).

Paid the rent again—and then some! Thanks to the following donors: **Brad, Steve M. Buter, Mike Costic, Matt Guilfoyle, Leonard Harrod, Greg Johnson (northern VA benefactor), Mark Mason, Dave Matiko, Rich Meany, Mark Parkhurst, Ron Shirey, Replicas & Miniatures Co. of MD (Norman)**. Thanks guys—we 'preciate it—Tim ☺

PMD (cont'd)

(Continued from page 6)

rear firewall, a racing bucket seat, and a racing dashboard with appropriate gauges. He made a resin single 4bbl intake manifold as the kit had only the SD dual 4bbl manifold. The engine has spark plug wires, fuel lines, starter cable, radiator hoses with clamps, and oil cooler with feed and return lines. The Packer Pontiac sponsor name and locations are dry transfer lettering applied one letter at a

time to a section of clear decal film. The number ones were designed and printed on his computer, and he enhanced them by using gold leaf paint to get them to look closer to the real numbers.

This is the sixth model of cars that Paul drove from 1957 to 1967. An excellent driver and a true gentleman. Rest in peace, Paul.

Thanks so much to Chuck for allowing me to highlight his building style and one of Pontiac's powerhouses from the sixties—Tim ☺

Websites

Central PA Model Car Club:

<https://www.cpmcc.org>

LIARS Model Car Club:

<https://www.longislandautoreplica society.com/>

NNL East:

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

Carlisle Events:

<https://www.carlisleevents.com>

East Coast Indoor Nationals:

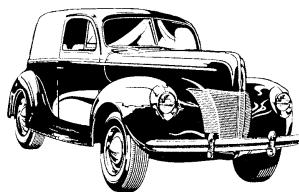
<https://motoraramaproductions.com/east-coast-indoor-nats>

Online Event Calendar:

www.NortheastWheelsEvents.com

Classifieds

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



We're on the web!

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

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