



MAMA Sez!

Volume 38, Issue 7

April, 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 🍷

NNL East Is Upon Us!

Last month's meeting was consumed with Cruz's seminar on how he polishes his paintjobs into works of art, and a discussion of themes for our 2027 NNL.

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

The **“Pontiac Ga-**

rage” was onsite as always.

The raffle raised **\$206.00**, while the door added **\$207.00 (!)**. Paid the rent again—and then some! Thanks to the following donors: **Steve Autry collection, Brad, Steve M. Buter, Mike Costic, Greg Johnson**



(northern VA benefactor), **Sean Kirby, Mark Mason, George Openhym, Mark Parkhurst, Brian Schindler, Lyle Willits, yours truly, Replicas & Miniatures Co. of MD (Norman), and Ron Shirey.** Thanks guys—we appreciate it—**Tim** 🍷

Model Weekend!

The third weekend in March turned out to be a “scaler” weekend—MAMA meeting on Saturday, Model Cars & Coffee on Sunday!

The sign you see opposite greeted modelers upon arrival. It totally blindsided Cruz when he arrived! I heard he was worn out from all of the requests to pose with it!

As you can see by the pics on page 6, there were lots of tables filled with models and accessories to buy, and on the

other side, models to drool over!

There was also a “Make and Take” for interested younger modelers, that seemed very popular, adjacent to the registration table.

Ricky also sold two different show T-shirts. The second shirt raised money for an autism awareness charity. Sales raised **\$350** for the charity—thanks to all who supported Ricky and his charity.



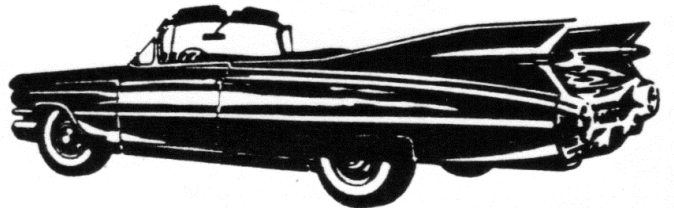
Ricky would like to extend special thanks to: **Diversified Scalerz Model club, Alex Flint,**

(Continued on page 16)

MAMA Meeting



LOOK



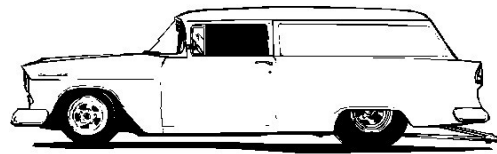
MAMA Meeting



Raffle Goodies!



Theme Table



M.O.M.*



The March honoree for this “official unoffi-

cial” award is **Ken Shanks**. I’ll let him tell you.

At the March 2026 MAMA meeting, some folks had questions about the yellow/orange/red paint fade on a scale 1953 Studebaker drag racer named “Quick Deal.” Here’s the “straight” scoop.

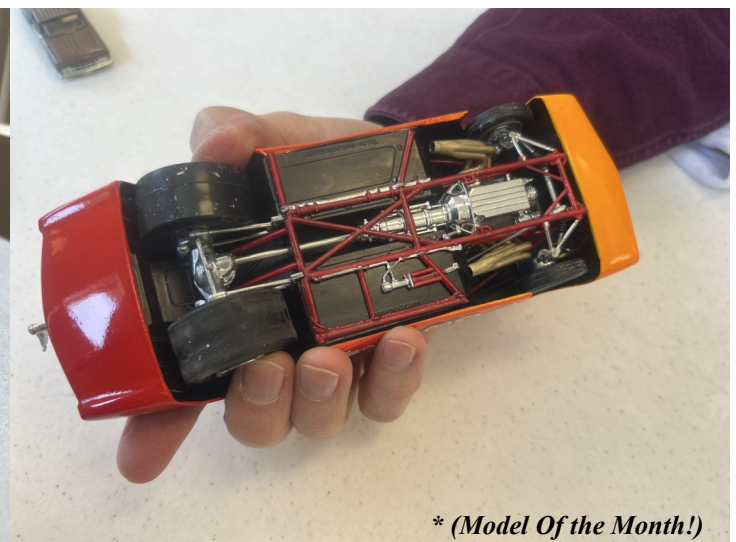
Concept: The idea was to take Revell’s Miss Deal early funny car body and use it to make a more modern drag car that could be displayed along side my own Miss Deal model.

My interest in the Miss Deal kit arises in part from its history. In the 60s Revell intended to release a model of Studebaker’s 1953 Starlight 2-door coupe. However, part way into the project, they discovered that AMT was preparing a model of Studebaker’s nearly identical 1953 Starliner hardtop. To salvage the work already invested, Revell redirected their project to make the Miss Deal drag racer instead. FYI, in 2023 Atlantis re-issued this kit as the Skorpion Gasser. The Atlantis kit uses the Revell injection molds. It also includes all new decals, an extra Pontiac racing engine and spark plug wiring.

For the paint on the envisioned modern drag car, I wanted totally different colors compared to my box stock Miss Deal model. It’s painted to mimic Revell’s original box art that features green on the upper body that fades to blue on the sides. So for the new car, I decided to use yellow, orange and red paint that fades from front to rear.

Donor Kit: A chassis was needed that fit ap-

(Continued on page 13)



* (Model Of the Month!)

Model Cars & Coffee!



“How-To”!!

*M A M A
painter extra-
ordinaire Mar-*

cos Cruz graciously volunteered to do a small seminar at our February meeting on how he achieves his glass-smooth finishes that have wowed MAMA members. As you can see by the pictures, it was standing (*or sitting!*) room only! What follows then, is the briefest of tutorials delineating Cruz's polishing technique.

First step of the process of polishing your paint is to start with a 2000 grit sandpaper to level all of your paint off. This will eliminate any orange peel that is usually left after the paint, or in this case, your clear may have after it's dry. You can go to Walmart or any Auto Store and get yourself some 3M sandpaper. After this, for your next phase, continue sanding your clear with 3,000, 4,000 and finish up with a 5,000 grit sandpaper pad. You can acquire the 3,000 and 4,000 grit, 6" foam finishing discs from Harbor Freight which you can cut in 1" squares when you are ready to use them on your model. Auto Zone sells the Gator brand 5,000 grit sanding foam pad which you can also cut in 1" squares.

For the next step, you need a rotary tool which you can acquire at any hardware store including Walmart. Dremel sells a compact one perfect for this called Stylo Plus but there are other brands and styles on the market or even through the internet. The rest of the job will be done with foam pads and compounds by Meguiar's. For the foam pads, just Google SPTA Mini Foam Pads under images and you will find a variety of these from the various



sites. These come with different colored pads and textures. All you will need is the blue and red foam pads for this job. Grab your Meguiar's compound and slap some of the compound on your model using a Q-tip. Place your blue foam pad on your rotary tool and start polishing your clear. Your rotary tool should have at least five different speeds, just go with the second speed. Don't stay in the same place for too long, spread the product around and when finished, just remove the excess compound with a microfiber cloth. Repeat the process several times and after this, replace your pad with the red one. Repeat the process although this time you will be using the polish from Meguiar's instead of the compound. Go easy and monitor your progress and most important, practice on several bodies rather than with your current project. Remember, if you burn through, you can always start with another body. Of course, make sure to have no less than four coats of clear on your paint. The idea is to remove all the scratches left by the leveling and sanding process of all the sanding work. Be patient and as always, you will find your own way of doing this after you master it a bit. This process can be done on any paint or clear, it is not specific to any paint. Your pads from SPTA should come with the chucks that will be mounted to your rotary tool. Pads are held on by velcro.

Bottom line is that it seemingly took him almost no time at all, and he made it look so easy, that I firmly believe that a caveman could do it! 😊

I speak not only for myself but everyone that attended when I thank Cruz for sharing his expertise—I appreciate everything he does for the club—*Tim* 🍷



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

- ◆ A total of **2,819 2018 Silverado/Sierra 1500s, and 2019 Silverado/Sierra 2500s/3500s** (all crew cabs), equipped with defective roof rail airbag inflator end caps. This is only the latest recall issued for the Chevy Silverado and GMC Sierra for this particular issue, with similar recalls issued in **2020, 2021, 2024, and 2025**. If the airbag end cap separates when the airbag inflates, it may propel components into the vehicle and may result in injury. ‘GMC’ has identified a defect in this group of trucks that may be equipped with defective roof rail airbag inflators. The inflators inside these airbags may have a manufacturing defect that can cause the inflator end cap to separate or the inflator sidewall to split. These airbags are located along the left and right roof rails above the headliner. If the inflator fails, compressed gas can rapidly escape, which may send the end cap or similar components into the cabin. This can injure occupants inside the vehicle. To address the issue, dealers will replace both the left and right roof-rail airbag modules. The replacement parts are built with inflators that are not from the suspect supplier pro-

duction lot, supposedly eliminating the defect risk associated with the original components. Owner notification letters will be sent out starting May 4th, 2026. Owners can contact ‘GMC.’

- ◆ A total of **17,050 2012-13 Buick Regals** that may be affected by an issue related to the rear toe links. This is the third time in which ‘GMC’ has released a recall for the same issue impacting the fifth-generation Buick Regal. As ***GM Authority*** covered previously, the same issue was addressed in recalls issued in 2021 and 2022. ‘GMC’ has determined that certain units of the Buick Regal Turbo and GS may have rear suspension toe links that were manufactured with improper electrocoating (*e-coat*) corrosion protection. Be-

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cause of this issue, the toe links may be more susceptible to corrosion over time.

If corrosion progresses, the rear toe link may eventually fracture. A fractured rear toe link can reduce the driver’s ability to control the vehicle, increasing the risk of a crash.

To correct this issue, deal-

<p>‘GMC’ Recall Ticker</p> <p><i># of Recalls</i> 359 (!)</p> <p><i># of Vehicles Affected</i> 59,225,861</p>
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(Continued on page 16)

C8 Watch

The transcontinental gauntlet thrown down between the Mustang GTD and the ZR1X has entered yet another chapter, with new video evidence suggesting the Blue Oval has finally clawed back supremacy on the Nürburgring, covered by our friends at Ford Authority. This latest salvo follows a period of Chevy dominance.

Initially, the GTD held the bragging rights with a 6:52.072 lap, a time that stood as the fastest for an American production vehicle until the C8 ZR1 and the hybrid, all-wheel-drive ZR1X arrived. The ZR1X eviscerated that mark with a 6:49.275, a time that didn't just beat Ford but set a benchmark as the fastest lap ever by a non-professional driver and the fifth-fastest production car lap in history.

Ford Performance clearly found that result unacceptable. Ford Authority had exclusively reported that a revised GTD, sporting aerodynamic tweaks like new bumper canards and rear Aerodisks, was back in Germany late last year. The rumor mill suggested the supercharged 5.2L Predator V8 was also uncorked to deliver as much as 1,000 horsepower.

Now, footage circulating from the 'Ring shows two GTDs – one blue, one black—turned loose on the circuit. While official timing remains pending, independent tracking suggests both cars decimated the C8's best efforts. The black GTD reportedly crossed the line in a blistering 6:41.74, with

the blue sister car following at 6:45.71.

If these unofficial times hold up to certification, the GTD hasn't simply beaten the ZR1X; it has reset the hierarchy entirely. The margin is substantial enough to leave little room for excuses from Bowling Green. This effort validates the aggressive intent Ford CEO Jim Farley signaled when he fired a direct shot across the bow at 'GMC.' "Game on," Farley said regarding the Nürburgring rivalry. If these lap times become official, the once again belongs to the GTD.

Meanwhile, the Corvette ZR1X no longer holds its place atop the Nürburgring leaderboard for American machinery. That distinction now belongs to a far more exclusive entrant: the **2023 Ford GT Mk IV**, a track-only machine with a \$1.7 million price tag and a production run limited to just 67 units.

Ford confirmed the GT Mk IV recorded a 6:15.977 lap at the Nürburgring on April 1st, with factory driver Frédéric Vervisch behind the wheel. The lap was officially certified by Nürburgring notaries. According to the automaker, the run establishes the GT Mk IV as "the fastest American



car ever to lap the Nürburgring," as well as "the fastest car exclusively powered by an internal combustion engine to lap the Nürburgring."

That time places the GT Mk IV ahead of the ZR1X, which previously set the benchmark among American entries running in the same prototype classification. It also edges past the Mercedes-AMG ONE in the road-legal category, though both remain behind extreme machines such as the Porsche 919 Hybrid Evo and Volkswagen ID.R.

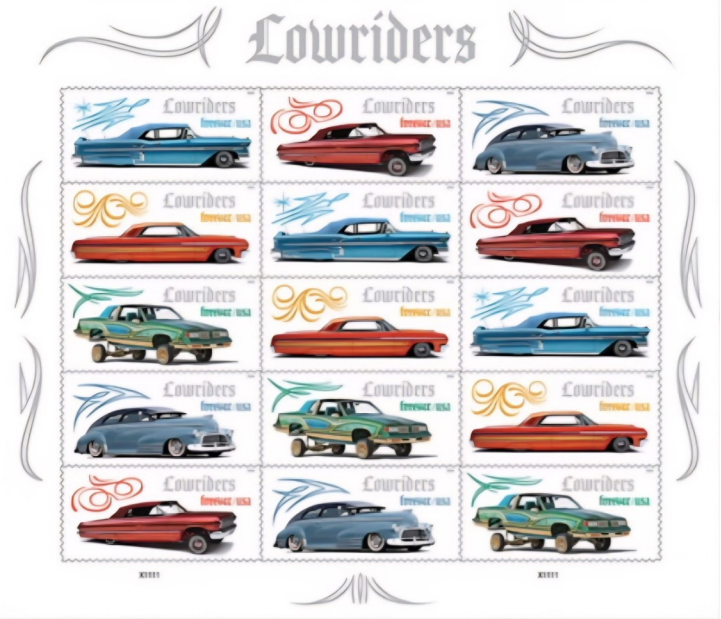
Context matters. The GT Mk IV is not road legal and operates

(Continued on page 14)

T 'n T

Lowrider Postage! No better way to announce to the world—and the gas company/phone company/Aunt Harriet—that you are cool than to launch all your correspondences with these sleek new lowrider stamps from the United States Post Office. Sure, there are currently available Bruce Lee stamps, Muhammad Ali stamps, even sunflower stamps, but these lowrider issues are the coolest thing to come out of the post office since the hot rod stamps of 2014. “Celebrate a culture that originated in the working-class Mexican American/Chicano communities throughout the America Southwest with the Lowriders Forever stamps,” USPS said. They’re available in sheets of 15 stamps and celebrate these five “dazzling” car models—a blue 1958 Chevy Impala, “The Golden Rose,” an orange 1964 Chevy Impala, “Pocket Change,” a green 1987 Olds Cutlass Supreme, “Let the Good Times Roll/Soy Como Soy,” a blue 1946 Chevy Fleetline, “El Rey,” and a red 1963 Chevy Impala. You can order them from store.usps.com. **‘Way cool...Merger Mania?! Round 2**, a leading collectibles company and portfolio company of Praesidian Capital, recently announced it has acquired Lionel, LLC (“Lionel”), a historic brand that has been beloved by generations of fans and collectors for more than 125 years. The transaction creates the **Lionel Brand Group (LBG)**, a bigger, fan-first home for the brands and categories collectors care about most.

The deal unites two category leaders under one roof, giving the newly formed company the ability to strengthen its investment in product development and storytelling while enhancing what already works best for each brand and honoring the heritage and authenticity that have defined Lionel for more than a century. To accomplish that goal, the leadership and product teams behind both brands will remain in place. The acquisition builds a stronger platform for adjacent product categories and shared fandom, while continuing to rely on the leadership and product development teams that know these brands best. Round 2 and Lionel bring complementary products and capabilities, additional opportunities in licensing, and increased ability to show up as an even more important partner to key retailers. The acquisition closed on March 2nd. Transaction details were not disclosed. Richard Barry, CEO of LBG, said: “Lionel is one of the most beloved and historic names in American collecting, with a history of craftsmanship that deserves thoughtful stewardship. We’re proud to be the custodians of this iconic, fan-first brand as we combine it with Round 2’s fan-first portfolio to invest in new products, better storytelling, and more ways to show



up for fans and collectors.” Howard Hitchcock, President and Chief Operating Officer of Lionel Brands Group, added: “Lionel has always been about that train-under-the-tree magic, and that same spirit shows up everywhere the brand lives, from the rails to the racetrack. This next stop on the brand’s journey will keep the heart of the brand intact and will put more support behind the people building it. We’re going to protect what fans and collectors love and give them even more reasons to climb aboard for what’s next.” Jason Drattell, Praesidian Capital Founder and Managing Partner, said: “True heritage like Lionel’s is both rare and powerful. Combining the strength of Lionel’s legacy with Round 2’s fan-favorite products allows us to build a stronger platform for the communities that have kept these brands for generations while increasing our ability to invest in long-term growth.” Tom Duffy, Praesidian Capital Partner, added: “Lionel and Round 2 share a vi-

(Continued on page 13)



The
Tri-State Scale Model Car Club
Presents:

THE **38th** ANNUAL

NNLTM East

- MODEL CAR SHOW
- SCALE MARKETPLACE
- AFTERMARKET VENDORS

Show Theme:
The 63rd Anniversary of 1963

Sub Theme:
250th Anniversary of USA
The Red, White & Blue!

SATURDAY, April 25 2026 9:00AM TO 4:00PM
WAYNE PAL BUILDING, 1 PAL DRIVE, WAYNE, NJ 07470

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FOR THE LATEST SHOW INFORMATION, GO TO WWW.NNLEAST.COM

The Maryland Automotive Modelers Association Present

31st Annual

Mid-Atlantic

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May 9, 2026



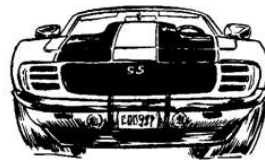
9 AM—2 PM

Admission \$15.00 (under age 16, free)

(Easy check-in—simply download and complete the registration from the website—

www.mamasboyz.org prior to arrival)

'F' Bodies



Pickups



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Havre De Grace, MD 21078

Vendor/Show Info—Contact Dave Toups

E-mail: davetoups351@gmail.com



Make & Take

(Up to age 12)

M.O.M. (cont'd)

(Continued from page 5)

proximately within the original Miss Deal body. Well, that ruled out a modern funny car. Checking through my stash of kits, I found that the dimensions of Revell's 1955 Jukebox Ford Pro Mod are about right for the project. This kit has everything needed. Assembly was completed per kit instructions. The Ford body was set aside.

Body Mods: The first step was to explore how low I could make the Miss Deal body fit over the new chassis. The engine bay was eliminated and the hood glued in place to maximize front tire clearance. Then, the front and rear wheelwells had to be relocated and reshaped. This included widening the body to clear the slicks. To accomplish this, the Jukebox Ford rear fenders were cut off and grafted onto the outside of the Miss Deal body shell.

The Miss Deal top was chopped at the windshield but not at the rear window. This lowered the roof to leave only minimal clearance necessary for the roll cage. The resulting radical rake increased the windshield size requiring longer A-pillars. A search

through my bin of unused parts and bodies ended when I found useable A-pillars from an AMT Chezoom Corvair.

Once positioning of the body was finalized, I elected to extend the underside of the body front and rear to more closely abut the Pro Mod chassis. This created a tidy aerodynamic-looking appearance.

Paint: The paint job was an experiment loosely based on some old model magazine articles. I decided to use only Tamiya lacquer spray cans. First a white base coat was applied and thoroughly dried. Then three cans of opaque yellow, orange and red paint were warmed for use. Next all three were sprayed on in one extended paint session progressing from light to dark. I hoped this wet paint approach would allow the paints to merge smoothly and produce gradual color transitions. To avoid excessive paint buildup, each color was applied to only about one third of the body. Additionally, brief periods of limited drying time were interspersed during the process to prevent paint runs.

At this stage, the paint surface turned out reasonably smooth. The orange/red transition was very gradual, perhaps because these two colors are very similar. How-

ever, the yellow/orange transition was not as gradual as I wanted. Maybe because the yellow was much brighter than the orange. After some thought, I decided to try spraying the entire body with Tamiya clear orange to reduce the brightness of the yellow. I did not sand before applying the clear orange for fear that the color transitions would be altered in some negative way. With the clear orange paint layer completed, all three underlying colors appeared more uniform. As could be anticipated, both the red and the yellow are closer to the orange hue which probably contributes to the gradual color transitions. Finally, the color transitions are pretty much what I hoped for.

Decals: Three sources were used: the Miss Deal kit, Gofer Racing (*skull card player*) and Slix Decals for the lettering to spell out "Quick Deal".

Parting thoughts: I hope this summary gives folks ideas for your own experiments. Please note that experience and testing with the models and paints that you choose is important to reduce the risk of failure. Good luck.

Great work on "Quick Deal," especially that multi-color spray bomb paint job, Ken—Tim 🍷

T 'n T (cont'd)

(Continued from page 10)

sion of delivering products built around authenticity and detail across brands collectors and fans love. We look forward to supporting the talented management team as they build a platform for the future." Thanks to the **LIARS**

club for the scoop (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 🍷



Condolences

I was shocked and saddened to hear about the passing of another **MAMA's Boy Tom Jerow**.

Did any of you know that he had passed away? It was on December 14th! Condolences to his friends and family.

Godspeed, Tom—Tim 🍷

C8 (cont'd)

(Continued from page 9)

without the constraints applied to production vehicles. It also ran under less-than-ideal conditions, with cold weather limiting top speed to approximately 192 mph. Even so, the result underscores the performance ceiling of a purpose-built track car.

By contrast, the ZR1X represents a different engineering brief. While it also ran in a prototype class at the Nürburgring, its development ties more closely to production-based architecture. Previous coverage noted that the ZR1X delivered only a marginal improvement over the Corvette ZR1 in similar conditions, raising questions about how much performance remains on the table.

Ford's achievement reads as both a technical milestone and a statement. The company has now claimed a headline-grabbing record with a vehicle few customers will ever see in person, let alone drive. The phrase "fastest car you can buy to lap the Nürburgring" carries weight, even if the definition of "buy" stretches beyond typical consumer access.

For Corvette engineers, the benchmark has shifted again.

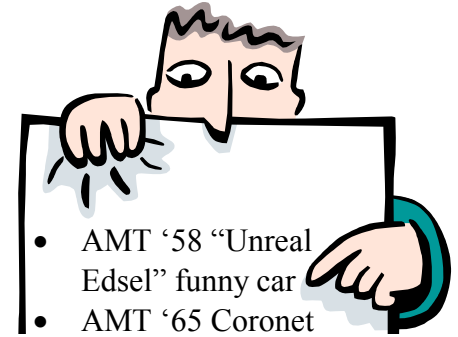
The numbers don't lie, and neither does the odometer. A 2026 C8 ZR1X wearing just **SIX miles** has crossed the virtual auction block on Bring a Trailer, hammering down at a final sale price of **\$365,000**. That figure lands well north of its **\$249,018 original sticker**, proving once again that the appetite for limited-run, high-performance C8 variants remains

insatiable. This specific C8 represents the bleeding edge of the nameplate's engineering, arriving as the first production car to mate a twin-turbocharged V8 with an electric motor driving the front wheels. The selling dealer, Team-Rydell out of Northridge, California, offered the car on its Manufacturer's Certificate of Origin, meaning this example has never known a private owner.

Visually, the black-over-black coupe does not hide its intentions. The factory Carbon Fiber Aero Package – a \$10,000 option – adds the towering rear wing, tall hood spoiler, and aggressive front dive planes necessary to pin the car to the tarmac at its top end. Carbon Flash-finished 20-inch and 21-inch forged wheels mount Michelin Pilot Sport Cup 2R tires, wrapping around carbon-ceramic brakes with silver multi-piston calipers. The ZTK Performance Track Package brings the requisite suspension tuning with Magnetic Selective Ride Control, while the front-axle lift system preserves that aggressive carbon-fiber splitter from driveway rash.

The accompanying Carfax report shows no accidents or damage. However, 'GMC' attached strict stipulations to this sale. Because the vehicle moved on its MCO, the selling dealer will assist with registration, but 'GMC' explicitly prohibits selling to a broker, wholesale or retail dealer, or any Montana-based LLC. Furthermore, the buyer must agree to retain the vehicle for a minimum of 12 months from the date of purchase; failure to do so voids the warranty for any subsequent owner—*Assorted sources* 🇺🇸

Ron's Rant



- AMT '58 "Unreal Edsel" funny car
- AMT '65 Coronet 500 Hemi hardtop
- AMT '65 Grand Prix 4 'n 1 hardtop
- AMT '69 "Funnyhugger II" Camaro funny car
- AMT '77 "Dungeons & Dragons" Chevy van
- AMT '96 "My Little Pony" Mustang GT (*snap*)
- Italeri Bugatti Type 41 Royal Coupe Napoleon (*1/24th*)
- Italeri 2008 Fiat 500 Abarth (*1/24th*)
- Italeri Lamborghini Gallardo (*1/24th*)
- Italeri Lamborghini Murcielago (*1/24th*)
- SalvinoJR '85 B. Alison '85 Regal
- SalvinoJR '25 K. Larson Camaro
- SalvinoJR '25 A. Palou Indy 500 champ (*1/20th*)
- Tamiya Honda CB1000F motorcycle (*1/12th*) 🇺🇸

(*1/25th, unless noted*)



This month, I brought out my silver '84 Fiero in honor of the acquisition of the *Automodello* '88 GT from club member *Lewis Hicks*. Mine is nowhere as nice, but I'm happy with the scratchbuilt luggage rack. *Thanks again, Lewis!*

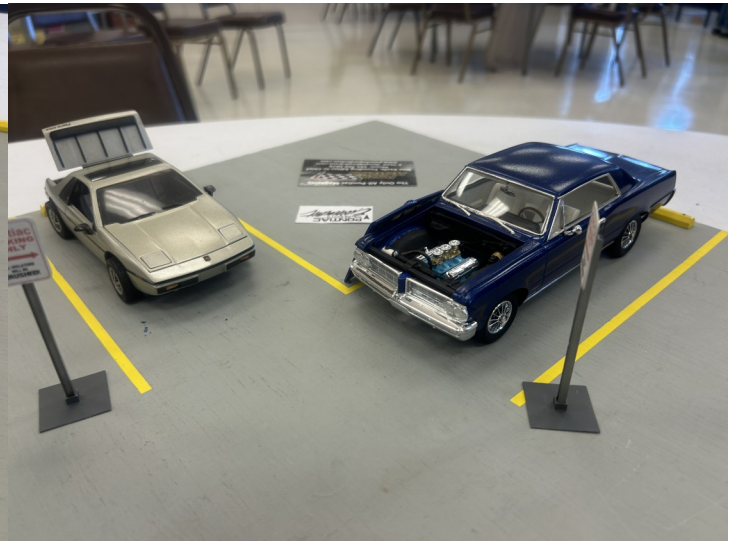
I also brought out my *dark blue '64 Polar Lights GTO (snap)* kit, that was built as an experiment for a youngster's model

Buildoff activity at the GTOAA convention. A bit of a job getting some parts to go together, but we did have some completions.

Here's hoping that you'll 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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MAMAs BoyZ do it in scale!



April Theme

This month's theme is **Station Wagons**. Bring whatever your fertile imaginations can conceive of (and you may need to be even more creative!). So, let's all dig deep or raid your display cases, stashes or finish bench projects to display at the meeting, okay? Again, thanks to the **MAMA Presidential Monthly Theme selection subcommittee**, including **Don Sutherland**, **Lyle Willits**, and **Dino Lewis**—Tim 🍷

Websites

Central PA Model Car Club:

<https://www.cpmcc.org>

LIARS Model Car Club:

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

NNL East:

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

Carlisle Events:

<https://www.carlisleevents.com>

East Coast Indoor Nationals:

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

Online Event Calendar:

www.NortheastWheelsEvents.com

Model (cont'd)

(Continued from page 1)

ZForce Modelworx, Scale Riders, Maryland Automotive Modelers Association (MAMA), Scale-World, ESS Resinworks, Iron Horse Hobby House, Modellbahn Ott Hobbies, Steve Scott, Central Pa Model Car Club, Jae Earp, Joe Marteusz Sr., and Alex Rosati. He also asks for forgiveness for any-

one that he may have inadvertently overlooked.

Thanks, to Ricky, his lovely wife Sharon, and everyone else who made this show possible. You can put **March 14th, 2027** on your calendars for next year's show. And, don't forget the Diversified Scalerz show on **September 26th**, at the PAL building, in Wayne, NJ, put on by the same great crew—Assorted Sources 🍷

Gov't (cont'd)

(Continued from page 8)

ers will replace the rear suspension toe links and the associated adjuster fasteners. The replacement components are produced outside the supplier's suspect manufacturing window.

This recall applies to Buick Regal Turbo and GS models that were previously excluded from earlier recalls and were registered in states where road salt exposure may increase corrosion risk. These states include Connecticut, Delaware, the District of Columbia, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, and Wisconsin. Owners of affected vehicles were notified by mail starting April 13th, 2026, and can take their vehicle to a dealer to have the rear suspension toe links and adjuster fasteners replaced at no cost.

The "Recall Machine" rolls on—Assorted sources 🍷



Classifieds

WANTED: Unbuilt '06 Dodge Magnum kit, #85-2019, or 85-4059 for a friend. Contact me at gtoGuy@verizon.net, or see me at a meeting. Thanks! (Tim Sickle) 🍷

We're on the web!

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

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 Sickle, gtoGuy@verizon.net

Club Photog: Lyle Willits 🍷

