



# MAMA Sez!

Volume 33, Issue 5

January, 2021

"Serving Delmarva Car Modelers for 32 Years!"



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

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## Happy New Year, MAMA!

Hopefully, you all had very safe and Happy holidays, given the current pandemic. Here's hoping that this year is significantly better than last year. We've got a lot of catching up to do!

Unfortunately (there's that word again!), things have changed very little—no meetings, or "Get-togethers" were possible

last month, and it doesn't look good for January, either. When we are able to meet, we will reach out and let you know.

Still no news from Tim P this month.

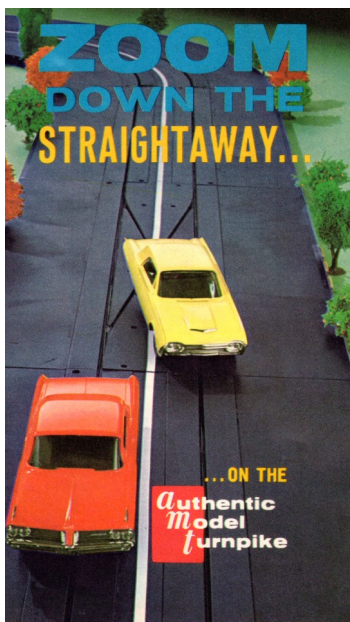
The virtual Pontiac column continues, and will do so if members submit anything for it.

So, if you have a Pontiac you would like to submit to "park"

there, by all means, send it along and I'll take care of it.

I am hopeful that you are all **STILL** doing what is necessary to ensure yours and your family's safety, given the current state of world affairs.

*Please continue to stay safe! No idea when things will get back to some semblance of normal!*—Tim 🚗



## Kit Resources

In an attempt to keep MAMA's Boys "in the loop," I wanted to again reiterate our new kit resource with Ron Bradley's long-awaited (by him) retirement.

Ron S is looking forward to supplying MAMA with any new (and some old) model kit releases as we go forward with this great hobby, in this "brave new world."

Ron is every bit as anxious to work with any of us to get the kits we so

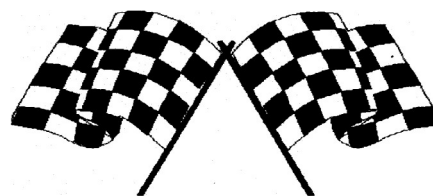
desire—give him the chance to help

out.

I will either run an occasional piece such as this one or Ron's business card with contact info (see below), until

MAMAs Boys get adjusted to this "new norm."

I hope that retirement is everything you hoped it was Ron, and that you and Gracie have been safe during the current pandemic—Tim 🚗



**RON SHIREY**

Model Kits, 1/32 & HO Scale Slot Cars

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(717) 495-5377 Evenings & Weekends

### 2021 Meeting Schedule

At this point in time, NONE for the foreseeable future! IF anything changes, the club will attempt to notify the membership via e-mail or social media.

Inclement weather phone number: (301) 474-0646. 🚗

MAMA Sez is the official monthly publication of the Maryland Automotive Modelers Association. Articles as attributed by author and source, and may be reprinted with proper credit given. Opinions expressed are those of nobody of any importance. Any correspondence or contributions should be sent to: Timothy Sickle, 15905 Ark Court, Bowie, Maryland 20716.



# Virtual Meeting



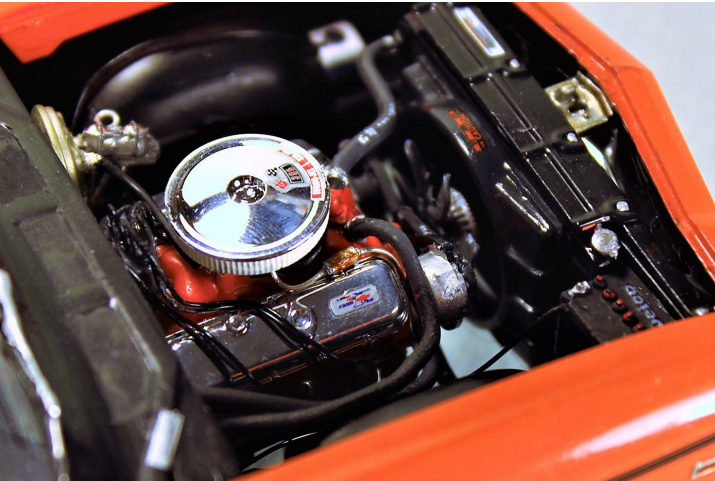
# LOOK



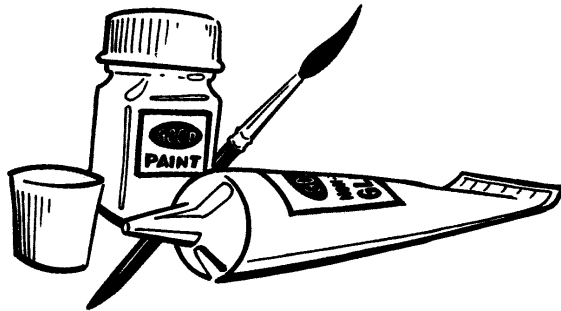
Lyle Willits' '69 Chevelle 300 with the Z25 SS option



Don Stone's JD McDuffie Monte Carlo from Salvinos



Steve Buter's '41 Chevy pickup



Steve Buter's Long John dragster



Rex Turner's contribution.....



.....Eight Mustangs Posing—for Christmas!



# Virtual Meeting



Brian Schindler's Project NovaCam



MAMA's Boy Mike Costic, playing Santa!



One of FIVE builds for Paul Lee this month!



JC Reckner's IMSA Porsche RSR progress



Steve Buter's '58 Impala custom



Hope you had a cookie—and a Merry Christmas!



‘GMC’ will recall roughly **7 million vehicles worldwide** to replace potentially dangerous **Takata airbag inflators**. Affected vehicles include **2007-14 Cadillac Escalades, Chevy Silverados, Silverado HDs, Avalanches, Tahoes, Suburbans and GMC Sierras, Sierra HDs, Yukons, Yukon XLs**.

NHTSA has ordered ‘GMC’ to recall and repair these vehicles, as the airbags may rupture/explode in an accident, posing a safety risk.

‘GMC’ petitioned NHTSA numerous times to avoid the recall, saying that it did not think the inflators posed a safety threat to its customers. They recently reiterated this stance, saying it would go through with the safety recall even though it believes it is unnecessary.

A ‘GMC’ spokesperson told **The Detroit Free Press** that none of the inflators had exploded during their tests. NHTSA says that its testing “concluded that the ‘GMC’ inflators in question are at risk of the same type of explosion after long-term exposure to high heat and humidity as other recalled inflators.”

The airbag recall is the largest automotive recall in US history and has involved more than 100 million vehicles worldwide. Takata inflators used ammonium nitrate, which can be unstable when

exposed to moisture or humidity, causing the airbags to explode in the event of an accident. The involved in this latest recall had a moisture-absorbing chemical in them called desiccant to prevent such explosions, but these later style of inflators will now also have to be repaired.

A total of 27 people have been killed by faulty Takata airbag inflators worldwide, 18 of which were in the US.

‘GMC’ has issued a recall for **42 2019-20 Chevy Silverado 1500s, 2020 Chevy Silverado 2500 HDs and 2019-20 GMC Sierra 1500s** due to a potential flaw with the trucks’ driveshafts.

According to NHTSA, one of the driveshaft joints may not have been properly welded “causing it to separate while the vehicle is moving.” Many of ‘GMC’s’ driveshafts, including those for its full-size pickup trucks, are supplied by Detroit-based company American Axle and Manufacturing (AAM).

NHTSA says if the driveshaft separates while in motion, there will be a sudden loss of propulsion, increasing the risk of a crash. It’s not clear if any crashes have been traced back to this issue.

Defective driveshafts will be replaced at no cost to customers.

## GOVERNMENT MOTORS

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



AN AMERIKAN REVOLUTION™

‘GMC’ is recalling **69,000 2017-19 Chevy Bolt EVs** worldwide after the battery units in five caught fire.

According to a recent report from the Associated Press, ‘GMC’ has not yet identified the cause of the fires, but engineers are actively working towards a solution. In the meantime, dealers have been instructed to install new software limiting the car to 90-percent battery charge capacity as a stop-gap until a permanent fix is offered. The permanent fix is expected to arrive some time in early 2021.

According to the recent report, two people have suffered smoke

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## Gov't (cont'd)

(Continued from page 4)

inhalation as a result of the fires.

Last year, NHTSA announced it would launch an investigation over three separate incidents of cars catching fire. According to NHTSA, fires started under the rear seat while parked, and “appeared to be concentrated in the battery compartment area with penetration into the passenger compartment from under the rear seat.”

According to Bolt Executive Chief Engineer Jesse Ortega, engineers have traced the issue to battery cells produced by LG Chem in Ochang, South Korea. The problematic cells were produced between May of 2016-19, with the fires occurring when the battery pack is close to fully charged.

‘GMC’ is asking owners to alter the vehicle settings to restrict the onboard battery pack from being fully charged. Owners unable to do so are advised to park outdoors and contact a local dealer.

‘GMC’ has issued a safety recall for **11,728 tires** (2,932 vehicles?) from **2020 Buick Enclaves, 2020 Cadillac XT5s, 2020-21 Chevy Silverado 1500s, 2020 Chevy Traverses, GMC Acadias and 2020-21 GMC Sierra 1500s** as they may have been delivered with potentially defective tires.



According to ‘GMC,’ they were delivered with Continental tires that were overcured during the manufacturing process.

Dealers will inspect the vehicles and replace tires that have DOT number and production mold number combinations that reflect the defective units identified by Continental.

‘GMC’ has issued a recall for an **unknown number of 2021 Chevy Trailblazers and 2020 Cadillac CT4/CT5 sedans** over an issue with the vehicles’ electronic brake boost system.

The material used in a sensor connection in the electronic brake boost system in affected vehicles “may have been contaminated during the material supplier’s production process.” Contamination of the material can lead to an interruption of communication between the sensor and the brake boost system under certain conditions.

If communication with the sensor is interrupted, the electronic brake boost assist could be lost. This can cause extra braking pedal force to be required to slow and stop the vehicle, thereby increasing the risk of a crash.

Dealers will replace the entire electronic brake booster module in affected vehicles. These repairs will be performed at no cost to the vehicle owner.

‘GMC’ has initiated a pilot program to repair or replace an **unknown number of 9T65 9-speed transmissions** found in a variety of crossover models—**2018-21 Buick Enclave, 2020-21 Cadillac XT5/XT6, 2019-21 Chevy Blazer, 2018-21**



### Traverse and 2020-21 GMC Acadia.

This pilot repair program will address the various issues owners are experiencing with the transmission. ‘GMC’ says the intent of the pilot “is to favor replacement over internal repair,” and that “if diagnosis determines internal repairs are the root cause,” of the issues described above, then further disassembly should not occur and the entire transmission unit should instead be replaced.

That said, ‘GMC’ is permitting dealers to perform some repairs that may help address the issues. These repairs are limited to external components and include replacing external seals, transmission oil cooling lines, external transmission controls, the torque converter assembly and the external transmission mounts, sensors, plugs and caps.

This pilot program only applies to vehicles sold in the US and that are less than 18 months old from the date of delivery. Additionally, the vehicle must have less than 18,000 miles on the odometer. The program will run

(Continued on page 8)

#### ‘GMC’ Recall Ticker

# of Recalls  
**200 (!)**

# of Vehicles Affected  
**53,416,201**



## C8 Watch

‘GMC’ has issued a Technical Service Bulletin (TSB) for the C8 due to a minor software glitch with the transmission control module (TCM).

According to the TSB, some 2020 C8s “may have a condition where diagnostic trouble codes may falsely set in the transmission control module due to a software misalignment.”

To remedy this issue, the TSB instructs dealers to update the software in the TCM to a newer version. Owners who have accepted the terms and conditions to perform over-the-air (OTA) updates can also download this software update themselves at home, negating the need to bring the vehicle into the dealership.

Additionally, all 2020 C8s currently sitting on dealer lots will be updated with the new software to avoid further problems down the line. Dealers will also automatically update the TCM software when a 2020 C8 is brought into the dealership during the warranty period for any reason.

Because this is a software up-

date only, no parts are required for the repairs to be performed. All 2020 C8s are affected by this issue. It’s worth noting that while ‘GMC’ has issued a TSB for this problem, it does not pose a safety risk to occupants of the vehicle (*Ed. Note: For once?!), so there has not been an official federally mandated recall.*

The C8 is only available with an eight-speed dual-clutch automatic transmission, which is built by Tremec in Wixom, Michigan. ‘GMC’ recently reached an agreement with Canadian labor union Unifor to in-source some of the work for the eight-speed DCT at its St. Catharines Powertrain plant in southern Ontario, though it’s not exactly clear what this work may entail.

Sometimes when dealers close a sale, they’ll post a photo to their social media pages showing happy customer posing with their brand-new ride. These posts can help promote the dealership and give



and comments before their followers moved on with their day. Boy, were they wrong.

The post in question showed the customer, Tommy, posing with his **new Mitsubishi Outlander crossover** and the car that he traded it for: a **Rapid Blue 2020 C8 coupe**. The dealership, Hurst Autoplex in Fort Worth, Texas, did not say why he decided to swap his brand-new mid-engine sports car for a yawn-inducing Japanese family crossover, although it’s fair to say that he doesn’t look particularly pleased with his situation in the photo.

We assume something changed in poor ‘ol Tommy’s life where he was forced to get rid of his new two-seater sports car, or perhaps he’s one of the few (*or only*) people in the world who just did not enjoy driving the first production mid-engine Corvette. We’d find that a little hard to believe, though, considering it comes standard with a 490-horsepower 6.2L V8 engine and eight-speed dual-clutch transmission, which can propel the car from 0 to 60 mph in just three seconds and carry it to a top speed of 194 mph.

Hurst Autoplex has since removed the original post from its Facebook page, likely to avoid any bullying or harassment to-

(Continued on page 10)



their social feeds a more personal, human feel. So when a dealership in Texas posted a photo to its Facebook page this week of a customer posing alongside his new ride, they expected to receive a few likes

## T 'n T

**Race Ready!** A car believed to be the *only survivor* of *six 1971 Trans Am promo cars* known as *Tirebirds* was auctioned off at the Mecum auction in Houston, Texas, in early December. These cars were used to promote the BF Goodrich T/A 60-series radial tire, created to cope with the massive amounts of power being produced by American muscle cars in the late 60s. In 1970, BF Goodrich approached T/G Racing (*founded by Jerry Titus and Terry Godsall*) of Tarzana, CA, which was running a team of Trans Ams in the first year of the second-gen GM F-body. An agreement was reached for T/G to fit the cars with T/A tires. After a short development period and a promising debut in a four-hour race at Mosport, the team headed to Watkins Glen for a two-day SCCA meet. German-Canadian race driver John Cordts won a race on Saturday in very hot conditions and another the following day in the wet, on both occasions using tires on which he could drive his Trans Am back home if he wanted to. The results persuaded BF Goodrich to deepen its association with T/G. The team built six Tirebird promo cars with the same white-on-blue color

scheme as the racers. The only one still known to exist was purchased in late '71 by Tom Senter, editor of *Popular Hot Rodding* magazine. Berger returned the car to street specs and replaced the

original 310 horsepower Pontiac 455 HO V8 with a 450 hp Chevy LS6 454 supplied by Berger Chevy of Grand Rapids, MI. A later owner swapped the manual gearbox for a GM 400 automatic, apparently to make it easier for his *DAUGHTER (!)* to drive to school. This transmission and the Chevy engine are still in the car, but it has been brought back to its original color scheme after being painted Ferrari Fly Yellow by Tom Senter in '72 and dark blue metallic by John Motroni in '04. Wish I had a car like that in *MY* school days...**Cool Wrecker!** A *totaled 2020 C8* was recently spotted on the back of a *vintage Chevy C50 flatbed* that appears to still be running strong and serving its owner well. While a crash involving a new C8 is no longer newsworthy, I thought that the "patina-rich" tow vehicle was more worth sharing. This cool old wrecker appears to still be hauling



styling of the front end. The flatbed also looks a bit more modern than the cab of the truck, giving this old hauler some current-day capability. It's not clear what's under the hood, either. It appears to be owned and operated by a salvage lot in Louisiana, based on the info on the doors. There is also very little info on this latest C8 crash. Some Facebook commenters alleged it occurred at roughly *115 mph*, which is believable given the amount of damage sustained, but thankfully, no one was seriously injured. The car allegedly had *just over 500 miles* on the odometer, so it seems the owner only got to put some break-in miles on it before they sent it to "*Corvette heaven*." It was listed and sold through Copart. It's sad to see a brand new C8 get written off and you hope no one was hurt in this crash. That said, you can't deny that the C8 looks pretty cool sitting on the back of this old Chevy (*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 y'all by sending stuff—I 'preciate it!*)—Assorted sources 🍷



crashed vehicles despite being nearly 60 years old. Very little is known about the C50 flatbed, although it appears to be either a '62 or '63 based on the



## Gov't (cont'd)

(Continued from page 5)

for 12 months from the date the bulletin was released on December 1st, 2020.

'GMC' and NHTSA have issued a recall for **9,279 2015-16 Chevy Silverado 1500/2500/3500 and 2015-16 GMC Sierra 1500/2500/3500 pickup trucks** over an issue with the roof rail airbag inflator endcaps.

The roof rail airbag (RRAB) inflator end cap in affected trucks may suddenly detach from the assembly. A roof rail airbag, also referred to as a side curtain airbag, is mounted in the roof liner and ejects downward in front of the side windows in the event of a crash.

If the end cap separates from the inflator, the compressed gas will escape and the end cap can be propelled into the vehicle, increasing the risk of injury or a crash.

The **2020 Chevy Low Cab Forward** has been hit by a **double-whammy recall (2)** over issues related to both the radiator coolant return hose, and the battery cable that connects to the starter motor.

'GMC' did not say what repairs specifically will be performed to remedy this issue, though it can be assumed that dealers will replace any damaged chassis harnesses and/or coolant return hoses and/or adjust the components' mounting positions so they

no longer chafe. These repairs will be performed at no cost to the vehicle's owner.

Number of affected vehicles: a total of **46 (times 2)** trucks are involved in this recall campaign.

'GMC' has issued a safety recall for an **unknown number** of **2019-20 Buick Enclaves, 2019 Encores, 2020 Encore GXs, 2018-19 LaCrosse, Chevy 2019-20 Blazers, 2018-19 Cruzes, 2018-20 Equinoxes, 2018 Malibus, 2018-19 Trackers, 2018-20 Traverses, 2019-20 Cadillac XT4s, 2020 XT6s, and 2019-20 GMC Acadias and 2018-20 Terrains** due to missing transmission accumulator bolts.

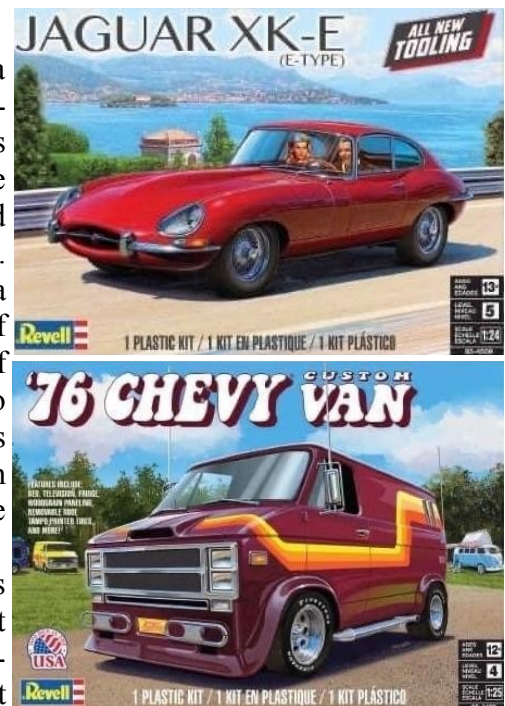
'GMC' has identified a wherein the start-stop transmission accumulator may have bolts missing. The missing bolts can be found on six- and nine-speed front-wheel drive transmissions. Missing bolts could result in a transmission oil leak, which, if not fixed, could lead to a loss of propulsion, ultimately leading to an increased crash risk. What's more, leaking transmission oil in the presence of an ignition source could increase fire risk as well.

Regarding this recall, dealers are currently instructed to inspect the start-stop transmission accumulator and replace any bolts that may be missing.


In all recalls, 'GMC' will notify owners of affected vehicles and instruct them to make an appointment with their dealer.

If owners are unsure whether or not

## New Stuff!



their vehicle is affected by these recalls, they can visit [my.gm.com/recalls](https://my.gm.com/recalls) and type in their VIN to see any open recalls or other actions that may be active on their vehicle.

"'GMC'—Where the recall and the Technical Service Bulletin (TSB) are King."—Assorted sources 



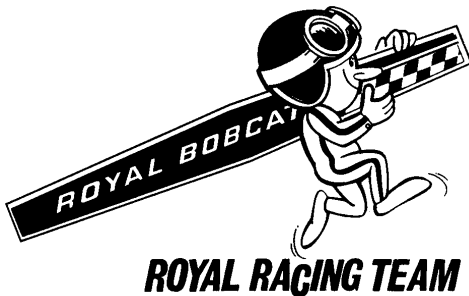




Looks like this pandemic almost resulted in another “blue month” for Ponchos, claiming 50% of the available space..

**Steve Buter** was again another one-man Pontiac show this month, submitting several Ponchos for this month's column.

We had previously seen the '62 Catalinas,

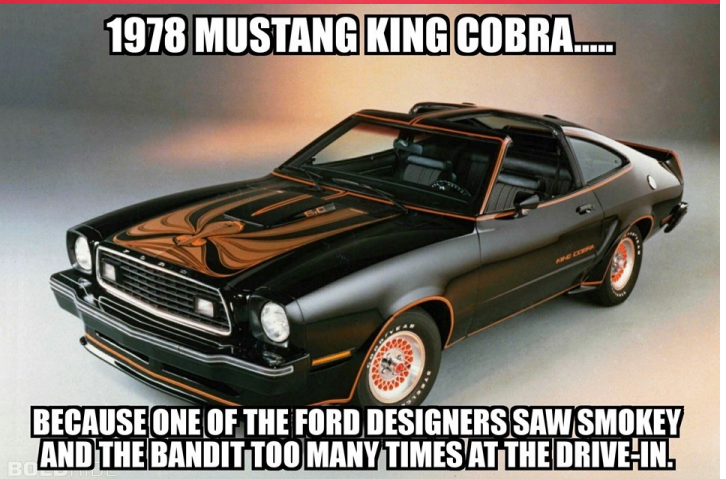
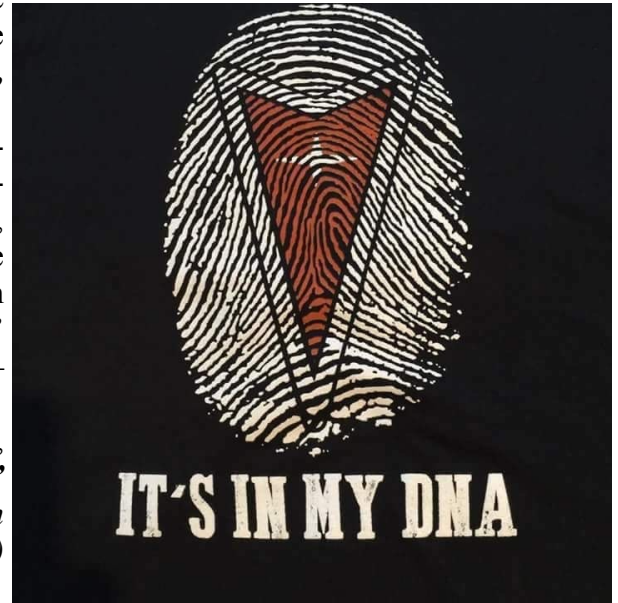


“passengers” that Steve has included. **Thanks, Steve!**

So, despite our government-on-again, off-again quarantine, c'mon—let's continue bringin' 'em and showin' 'em — virtually! Thanks, Steve! **'PoP'** (Pontiacs on Parade!)

but I don't recall seein' the yellow '65 GTO convertible before. The neat part for me is t h e

**Sickle** signin' off! And don't forget—MAMA may not need all these Ponchos, but I'm diggin' 'em—thanks!! And here's looking forward to a better year in '21—**Tim** 🍷

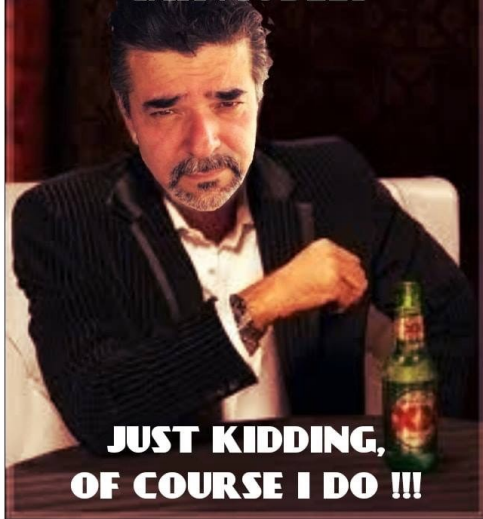


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**MAMAs BoyZ do it in scale!**

**I DON'T ALWAYS BUILD  
CAR MODELS**



**JUST KIDDING,  
OF COURSE I DO !!!**

## Websites

**Central PA Model Car Club:**

<http://www.freewebs.com/cpmcc/>

**LIARS Model Car Club:**

<http://www.liarsmodelcarbuilders.com/#>

**Philly Area Car Modelers:**

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

**NNL East:**

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

**Carlisle Events:**

<http://www.carlisleevents.com>

**East Coast Indoor Nationals:**

[www.eastcoastindoornats.com](http://www.eastcoastindoornats.com)

**York US30 Musclecar Madness:**

[www.yorkus30.com](http://www.yorkus30.com)

**Online Event Calendar:**

[www.NortheastWheelsEvents.com](http://www.NortheastWheelsEvents.com)

## Club Contact Info

## C8 (cont'd)

(Continued from page 6)

wards Tommy or the dealer, as the post had gained considerable traction on the social media platform. Still, the comment section in all of the dealer's other posts are now filled with references to "C8 Tommy" as he has been dubbed.

Perhaps Tommy can save his money for the launch of the upcoming high-po C8 models and will be able to get himself behind the wheel of an even better variant of the mid-engine sports car in the not-too-distant future. For now, though, we can refer to C8 Tommy as **Out-lander Tommy**.

—Assorted sources 🍷

## Classifieds

**WANTED:** Unbuilt/rebuildable Ponchos (*GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!*). I have a collection to trade from. Want a Red Baron, an 1/8th scale Monogram '79 T/A, , '66 Bonneville (*MPC or Hasegawa*), '69-'72 Grand Prixs, '70-'81 Firebirds, and empty **Pontiac kit boxes**. Would like to buy/borrow **old model car catalogs**. Contact me at [gtoguy@verizon.net](mailto:gtoguy@verizon.net), or see me at a meeting. **Thanks!** 🍷

Were on the web!

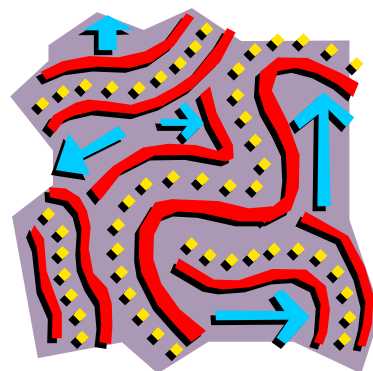
<http://www.mamasboyz.org/>

## Directions

**From the Baltimore Beltway (RT 695):** Take Exit 7, Route 295 (*Baltimore-Washington Parkway*) south towards Washington approx. 18 miles to Route 193 (*Greenbelt Road*), and exit. When on the off-ramp, stay to the right and merge right onto Southway (*see below*).

**From the Washington Beltway (RT 495/95):** Take Exit 22 north, towards Baltimore. Stay in the right lane and take the first exit onto Route 193 (*Greenbelt Road*). When on the off-ramp, bear to the right and take Greenbelt road west, towards College Park. Stay in the right lane and immediately after passing over the Parkway, make a right (*at the light*) onto Southway (*read on!*)

**Once on Southway:** Go



straight to the second (2nd) STOP sign. Make a left onto Crescent road. Go to the STOP sign and make a right into the parking lot behind the Greenbelt Library. Once in parking lot, look to the right. The large, white building is the Greenbelt Community Center. Enter building using the doors near fenced tot lot. The multi-purpose room is on the second floor. There is an elevator to the left of the entrance. 🍷

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