



# MAMA Sez!

Volume 33, Issue 8

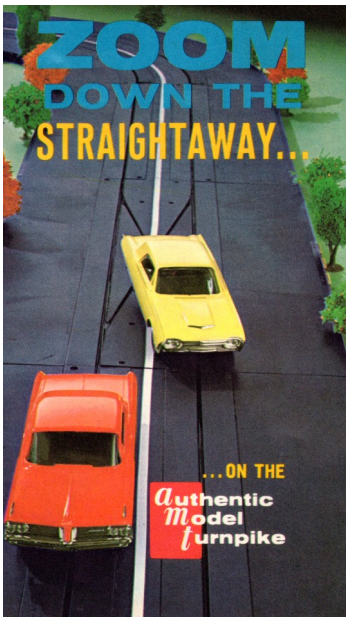
April, 2021

"Serving Delmarva Car Modelers for 32 Years!"



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

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## 2021 Meeting Schedule

NONE for the foreseeable future in Greenbelt. But, the **Fire museum** has us on the schedule for the **3rd Saturday of the month for the rest of the year!** If anything changes, the club will reach out via e-mail/social media. 🚗

## Is It Car Show Season Yet?!

Still no word on meetings in Greenbelt.

Meanwhile, a "**Get-together**" was held last month on the traditional MAMA meeting day at the MD Fire Museum. Check inside for some coverage. You are all on notice that Matt has been "penciled in" for the third Saturday of the month, for the remainder of the year. So, mark

your calendars!

I am excited to announce that MAMA's Boy and renowned writer **Howard Weinstein** has come up with a few ideas for something a bit different than the Pontiac stuff that I've been baragging y'all with. Hopefully, more details appear inside.

Beyond all this, I have devoted far too

much space repeating the same thing over and over (**COVID Leap Year?!).** So, let's move on and hope that all of you are doing what you need to do to be safe, and getting your vaccine, especially if you are in the target groups, and able to do so.

Poncho Parade is also a bit different—**thanks, Kenny and Kevin!**—Tim 🚗

## Newsletter Content

MAMA's Boy **Howard Weinstein** recently contacted me to offer not only newsletter content ideas, but **ACTUAL** content!

This month, the first of what can be an occasional series of **Ford Buyer's Digest** excerpt features, debuts inside.

Each time, Howard will include a short/very short article or intro, a few images, and captions/descriptions to go with the images. He is attempting to kill two

birds with one stone. By filling space, he also gives MAMA members something to read. And, he saves me from having to fill more pages—a definite win—win—win situation! Content was starting to get a bit difficult to come up with.

Someday, when we have actual meetings again, he can bring a few of these Buyer's Digests along so you can see them in their entirety. He doesn't think any other car company ever did

anything like this. he remembers being disappointed when Ford ended them with the '67 edition. He's glad he has them since they're a cool snapshot of the way things were when Detroit iron ruled.

Another idea he had to rustle up some newsletter content: Since so many MAMA members have vast collections of **Scale Auto** issues, why not ask people to name the title and issue # with a one-paragraph description of their favorite arti-

(Continued on page 14)

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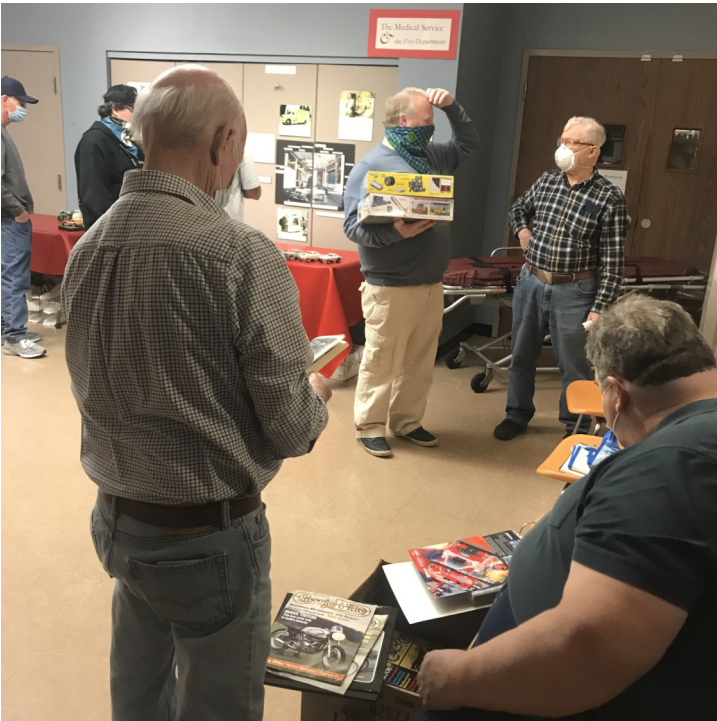
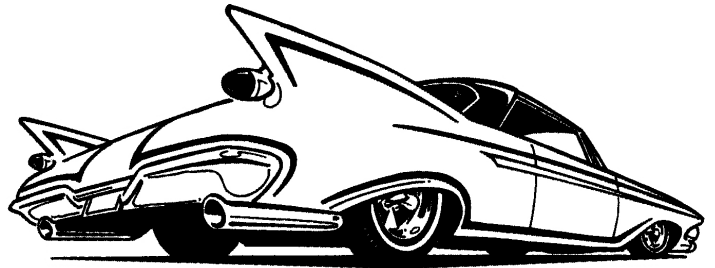
**“Get-Together”**



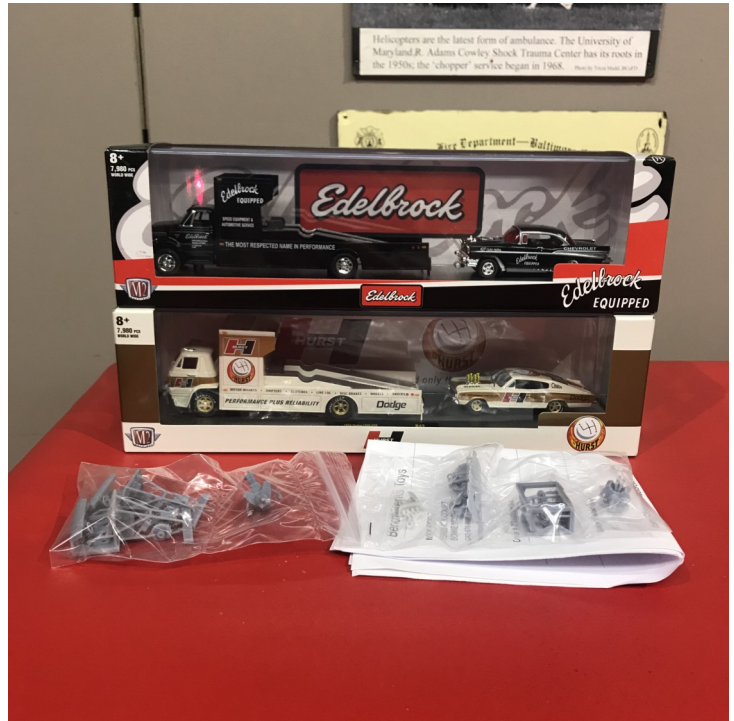
MAMA's BoyZ can fill a room, no matter the size!



Ron Shirey & Rich Meany vending in the background here



Conversations galore, between happy MAMA's BoyZ



Nick Sickel's scale stuff, including 3D-printed parts

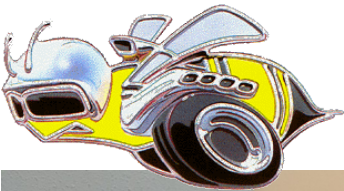
# “Get-Together”



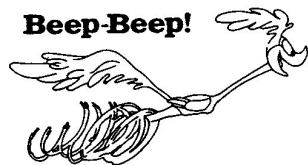
# LOOK



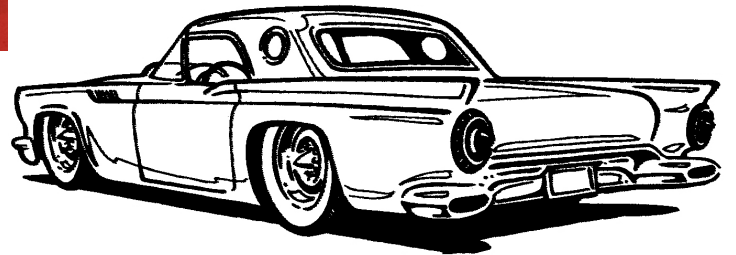
Ken Kovach's "Grumpy" Vega, and Pro Stock Camaro



**Beep-Beep!**



Jim Derreth's '62 Catalina "green machine"



Tom Jerow displayed both two-wheeled...



...and four-wheeled creations

It was probably the fall of 1970 when my aunt (*mom's little sister*) and I had our dental check-up appointments at the same time. Back then even though we lived in the suburbs, we still visited the family dentist in Baltimore City. I would have been about 8 years old and my aunt was about 13 going on 14. Mom had taken us to our appointments and while I don't recall my time in the dentist's chair, I do remember the ride home. I'd gotten a clean bill of health—no cavities. My aunt: however, wasn't so fortunate and was rather distraught. I remember her pointing at me and asking through her tears, "Why am I the one with cavities when he doesn't ever brush his teeth?" Being the sweet, adoring nephew that I was, I rubbed it in all the way home. You know, smiling at her with a great big toothy grin.

The best part though, was that mom had told me if I got a good check up, she'd buy me a model kit. Once we dropped off my still pouting aunt at my grandparent's house, mom and I motored over to the local Ben Franklin Five and Dime store to pick out my model car kit. It didn't take me long to make my pick: **Monogram's Tom Daniel-designed S'Cool Bus** (kit

#8290). That box art was the most exciting sight on the shelf and captured everything I ever thought a ride to school could or should be.

Tom Daniel, officially a kit design consultant, was in the middle of a run that would produce a total of 87 kit designs for Monogram between 1967 and 1975. He was on fire. His wild model car designs were selling by the millions and the S'Cool Bus was his latest.

A graduate of the Art Center College of Design in Los Angeles, Tom had previously worked in the "Advanced Transportation" department at GM where he designed the hood for the 1961-65 Chevy and GMC trucks. So is it a coincidence that the latter version of that hood showed up in his design for the S'Cool Bus?

According to his own web site (<http://www.tomdaniel.com/index.html>), Tom's inspiration in designing the S'Cool Bus stemmed from having not ridden in a school bus until he was 13 years old, despite always wanting to. He wrote, "While many kids



when I designed this kit. The other hot thing at the time was dual engines like the freight train concept. I gave it that tilt-up body to show all that off and made cartoon-crazy kids for the windows. Kids could really relate to it."

How right he was. Some of the vignettes in the window inserts looked just like kids I went to school with: adrenaline-laden, wild-eyed, and hyper-active. Well, it seemed like my school chums anyway.

According to Monogram, the S'Cool Bus was the wildest idea ever in a funny drag machine with its dual blown Chrysler Hemi engines (*inspired by John Peter's Freight Train dragster*), the latest trick aircraft type chassis, and a chopped and narrowed fiberglass GMC-style school bus shell. They touted it as a mind-bending, 2000 hp, 190 mph ride to school. Their ads said, "Tom Daniel has come up with what has got to be the most unreal design of all time."

Back then, the body was molded in one piece. Over the years they separated the nose from the rest of the body, making it more of a challenge for less experienced builders to assemble as there are no alignment pins on the newer releases. I built my S'Cool Bus as I imagine most modelers did at the time. Monogram was kind enough to mold the S'Cool Bus with a yellow body and silver



rode to school in a bus when I was growing up, I never did and always wanted to. Finally, I got to ride in one when I was about 13 years old and man it was crazy! That stuck with me

(Continued on page 16)

# Virtual Meeting



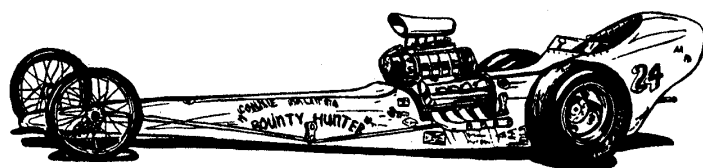
# LOOK



A tasty green submittal from Steve Buter



Chris Clark's Opel GT, shod with Vette Rally wheels



Bob Dudek submits these two for your approval—cool!



Don Stone's take on the Chevelle Modified Stocker



Dan Chicorelli's Willys street rod



Rex Turner wants to make you all "Green" with envy!

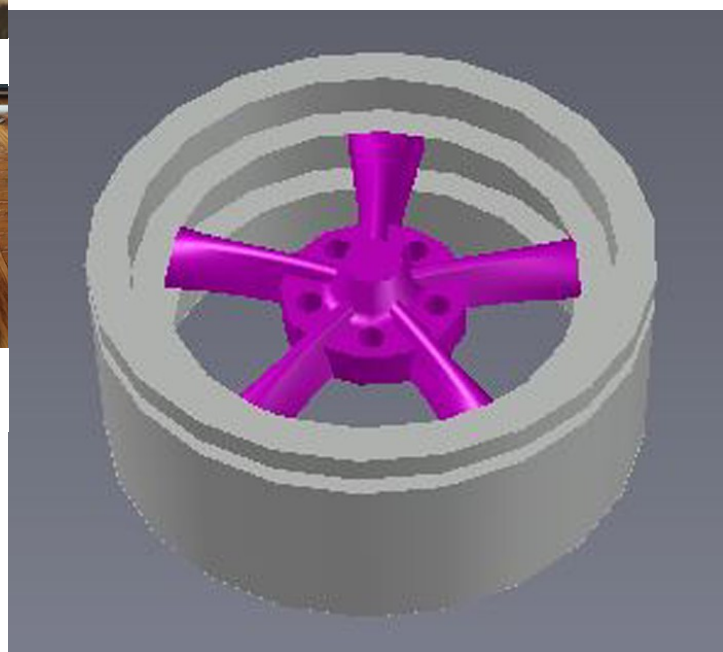
## Virtual Meeting



### Variation on a theme, by Rex Turner



## Joe Bush's Comet Gasser project



# Ford Buyer's Digests 1959-1967

This is the first of an occasional series sharing excerpts from Ford's fondly remembered Buyer's Digests. Enjoy these little peeks at the past, due in large part to MAMA's Boy Howard Weinstein!

\*\*\*

Step through the Time Portal...back to 1959 to '67, when Ford published the *Buyer's Digest of New Car Facts*, an annual compendium of pictures, facts, specs, and prices—plus descriptive copy and informative and entertaining articles written in classic “Mad Men” style.

With 65 to 95 pages (*depending on year*), these 7-by-10-inch magazine-like paperbacks were not available at Ford dealerships; instead, they were mailed exclusively to past and potential Ford customers (*see the letter that went out with the '61 edition*). While they used many of the same illustrations as the dealer brochures many of us collect, the Buyer's Digests also included short features on such topics as car buying and insurance tips, the Good Life with Fords, recreational and highway travel, color-choice popularity, caring for cars inside and out, tips for women (*who were starting to buy and drive their own vehicles in growing numbers*), and much more.

In pre-internet days when retail prices for cars and options were not widely available (*except on showroom window stickers*), Ford included a complete menu of costs for each model and option. Would-be buyers could use the



“Armchair Estimator” page to calculate price and payments before heading to the dealer to bargain with the salesman (*and the mystical Wizard of Oz manager behind the curtain in some off-limits office*).

In addition to the 1961 cover letter, here are some pages from Ford's 1962 Buyer's Digest. One article highlights the many features of Ford station wagons, which many of us rode in as kids. It's ironic that these once-popular family haulers from the '50s, '60s, and '70s are now nearly extinct, replaced by minivans, SUVs, and crossovers, all of which basically are...station wagons!

Check out

the Armchair Estimator price list, ranging from \$1985 for the cheapest Falcon to an eye-popping (*for '62*) \$5439 for the T-Bird Sports Roadster. If you could buy any of these and equip to your liking, what would the sticker price be?

Thanks Howard, for this interesting trip down memory lane. Even though I'm a Pontiac guy, I almost wish I had such a machine to take advantage of “the good 'ol days!”

by: Howard Weinstein 🍷



## Digests (cont'd)

# FORD

 DIVISION

R. A. GODFREY  
CAR MARKETING MANAGER

*Ford Motor Company*

ROTUNDA DRIVE AT SOUTHFIELD ROAD  
DEARBORN, MICHIGAN

MAILING ADDRESS  
P. O. BOX 10, WESTBURY, LONG ISLAND, N. Y.

Dear Car Owner:

Here is your copy of Ford's "Buyer's Digest of NEW CAR FACTS for '61" which you recently requested. We are pleased to send it to you with our compliments.

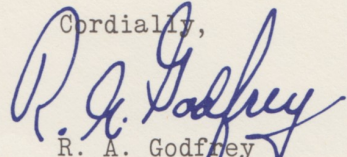
We hope that as a motorist, you will find this third annual edition of the Buyer's Digest useful, interesting and informative ... a guide for saving time, trouble and money in owning, operating or buying a car.

We are confident that you will find the 1961 Fords and Falcons described in the Buyer's Digest interesting and practical solutions to your new-car needs and budget requirements. Here are modern cars, designed for your kind of driving, that are styled in the classic Ford tradition and so beautifully built to take care of themselves that they mark a new era in the development of American automobiles.

We are so confident that the 1961 Ford products shown in this Buyer's Digest offer you the finest quality, greatest durability, and most reliable operation that your Ford Dealer's written warranty on these cars has now been extended to one full year, or 12,000 miles, whichever comes first. This compares to the traditional new car warranty in the automobile industry of three months or 4,000 miles! This means your Ford Dealer's new warranty on 1961 cars now gives you more than three times as much money-saving protection. We invite you to see this warranty and get full information at your Ford Dealer.

Thousands of the 4,500,000 motorists who have already enjoyed the 1959 and 1960 editions of the Buyer's Digest have told us how much they have enjoyed the book and how they have profited from it. We certainly hope that the enclosed copy will be enjoyed equally well by you and your family.

Cordially,



R. A. Godfrey  
Car Marketing Manager

P.S. As a Buyer's Digest reader, you are also entitled to a valuable Free gift. Full details on how to obtain it can be found on the inside back cover of the Digest.

Here's Ford's 1962

# ARMCHAIR ESTIMATOR

This simple Armchair Estimator shows you just how little it costs to own the '62 Ford of your choice . . . equipped the way you want it.

Listed below are prices\* of all Ford models shown in the

## Digests (cont'd)

Buyer's Digest, plus prices\* of many optional equipment items.

Use these prices to fill in the handy 5-STEP COST CALCULATOR on the other side of this card, and see how easy it is to fit a '62 Ford into your budget!

### FALCON

Tudor Sedan	\$1985.00	Fordor Station Wagon	\$2341.00
Fordor Sedan	2047.00	Tudor Deluxe Station Wagon	2384.30
Tudor Deluxe Sedan	2071.30	Fordor Deluxe Station Wagon	2427.30
Fordor Deluxe Sedan	2133.30	Squire	2603.00
Futura	2232.00	Station Bus	2287.00
Tudor Station Wagon	2298.00	Club Wagon	2436.00
		Deluxe Club Wagon	2673.00

### OPTIONAL EQUIPMENT

#### SEDANS and CONVENTIONAL WAGONS:

101-hp Falcon 170 Special Six	\$ 37.40
Automatic Transmission	163.10
PolarAir Conditioner	270.90
Power Tailgate Window (std. on Squire)	29.75
Futura-type Bucket Seats and Console (Squire only)	120.40
Two Tone Paint	19.40
Luggage Rack (Wagons)	39.00
Push Button Radio	58.50
Typical Whitewall Tire Option	29.90
Padded Dash and Visors	21.80
Front Seat Belts	20.60
All-vinyl Interior Trim (Deluxe Sedans only)	25.00
Backup Lights	10.70

2-speed Elec. Windshield Wipers	\$ 9.65
Windshield Washer	13.70
Fresh Air Heater-Defroster**	(73.40)

#### STATION BUS AND CLUB WAGONS:

101-hp Falcon 170 Special Six (std. on Deluxe Club Wagon)	\$37.40
Manual Radio with Antenna	59.20
Second Seat Only, \$38.60; Second and Third Seats	96.40
Two Tone Paint	26.90
Heavy-duty Tires (required with 2nd Seat)	34.50
Tinted Windshield	14.20
Fresh Air Heater-Defroster**	(73.20)

### FAIRLANE and FAIRLANE 500

Fairlane Club Sedan	\$2154.00	Fairlane 500 Club Sedan	\$2242.00
Fairlane Town Sedan	2216.00	Fairlane 500 Town Sedan	2304.00

### OPTIONAL EQUIPMENT

145-hp 221-cu. in. Challenger V-8	\$103.00
164-hp 260-cu. in. Challenger V-8	140.40
Fordomatic Drive with "6", \$179.80; with V-8	189.60
Overdrive (available on 221 V-8 only)	108.40
PolarAir Conditioner (requires 7.00 x 13 tires)	270.90
Push Button Radio	58.50
Power Brakes	43.20
Power Steering	81.70

Typical Whitewall Tire Options	\$ 33.90
Two Tone Paint	22.00
Padded Dash and Visors	24.30
Seat Belts	16.80
2-speed Elec. Windshield Wipers and Washer	20.10
Vinyl Interior Trim (Fairlane 500 only)	25.00
MagicAir Heater-Defroster**	(75.10)

### GALAXIE, GALAXIE/500 and STATION WAGONS

Galaxie Club Sedan	\$2453.00	Galaxie/500 Sunliner	\$2924.00
Galaxie Town Sedan	2507.00	Fordor Ranch Wagon	2733.00
Galaxie/500 Club Sedan	2613.00	6-Pass. Country Sedan	2829.00
Galaxie/500 Town Sedan	2667.00	9-Pass. Country Sedan	2933.00
Galaxie/500 Club Victoria	2674.00	6-Pass. Country Squire	3018.00
Galaxie/500 Town Victoria	2739.00	9-Pass. Country Squire	3088.00

### OPTIONAL EQUIPMENT

170-hp Thunderbird 292 V-8	\$109.00
220-hp Thunderbird 352 Special V-8	160.50
300-hp Thunderbird 390 Special V-8	246.60
385-hp Thunderbird 406 High-Performance V-8†	430.80
405-hp Thunderbird 406 Super High-Performance V-8†	488.70
Fordomatic Drive with "6", \$179.80; with V-8	189.60
Cruise-O-Matic Drive	212.30
Overdrive	108.40
4-speed Manual Transmission (avail. with 352, 390 & 406 V-8's)	188.00
PolarAir Conditioner (dealer installed on "6" installation charge not included)	269.00
PolarAir Conditioner (V-8)	270.90
SelectAir Conditioner (V-8 only)	360.90
Push Button Radio	58.50
Power Brakes	43.20
Power Steering	81.70
Power Seat (4-way)	63.80

Power Windows	\$102.10
Power Tailgate Window (Wagons—std. on 9-Pass. Country Sedan and Country Squires)	32.30
Luggage Rack (Wagons)	39.00
Two Tone Paint	22.00
Typical Whitewall Tire Option	33.90
Vinyl Interior Trim (Galaxie/500 Sedans and Hardtops)	25.00
Electric Windshield Wipers and Washer	20.10
Backup Lights (std. on Galaxie/500 & Country Squires)	10.70
Wheel Covers, \$18.60; Deluxe Wheel Covers	26.40
Padded Dash and Visors	24.30
Front Seat Belts	20.60
Electric Clock (std. on Galaxie/500 and Country Squires)	14.60
Tinted Windshield, \$21.55; Tinted Windows and Windshield	40.30
MagicAir Heater-Defroster**	(75.10)
Recirculating Heater-Defroster**	(28.30)

### THUNDERBIRD

Hardtop	\$4321.00	Convertible	\$4788.00
Landau	4398.00	Sports Roadster	5439.00

### OPTIONAL EQUIPMENT

340-hp 390-cu. in. Sports V-8	\$242.10
Power Windows	106.20
Power Driver Seat	92.10
Power Passenger Front Seat	92.10
SelectAir Conditioner (with 300-hp V-8 only)	415.10
Console Range Radio	112.80
Typical Whitewall Tire Option	42.10
Leather Seat Bolsters and Inserts	106.20

Two Tone Paint	\$ 25.80
Front Seat Belts	22.80
Windshield Washers	13.70
Chrome Wire Wheels (std. on Sports Roadster)	33.30
Rear Fender Shields (not avail. with wire wheels)	26.60
Tinted Glass	43.00
Outside Rearview Mirror	5.10
MagicAir Heater-Defroster**	(82.90)

\*The manufacturer's suggested retail prices shown next to each car on previous pages, or here listed, are for cars with six-cylinder engines, except for Thunderbird. Engine prices shown above are the additional cost of these optional engines. Optional equipment prices are based on factory installation of options except as noted otherwise. Federal excise tax and suggested dealer preparation and conditioning charges are included in prices shown. Transportation charges, gasoline, coolant-antifreeze, license and title fees, state and local taxes, and options and equipment such as white sidewall tires are not included. All prices and specifications are those in effect when this publication was approved. Ford Division of Ford Motor Company reserves the right to change prices, specifications and design at any time without notice and without incurring obligation.

\*\*All cars are equipped with fresh air heater unless buyer requests it be omitted, in which case amount is subtracted from price of car. For recirculating heater in place of fresh air heater, deduct amount shown.

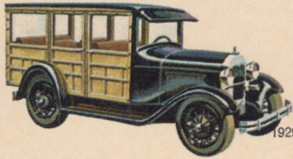
†406 High-Performance and Super High-Performance V-8's require certain special equipment and are not available with certain other options, nor are these engines available in station wagons.

SEE THE EASY 5-STEP CALCULATOR ON OTHER SIDE OF THIS CARD

## Digests (cont'd)

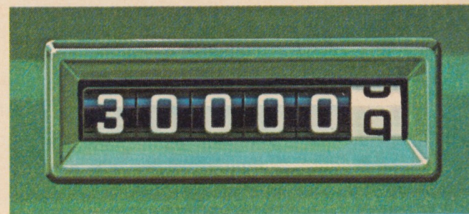
### What makes a wagon a Ford?

It was Ford—and the unveiling of a new model in 1929—that started the station wagon toward its present important place on the American Road. ■ Since then, Ford has become America's station wagon specialist. And down through the years, people have consistently found more for their money in any wagon built by Ford. Ford's leadership in the field is proved by the fact that in every year since 1929, there have been more Ford wagons on the road than any other. ■ In 1962, as always, the extras are what make a wagon a Ford—extra comfort, extra convenience, extra quality. The special features listed below—standard on full-size Ford wagons—help to explain why Ford wagons are so distinctly different.

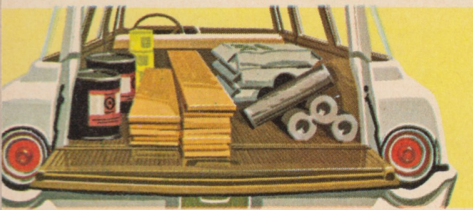


1929 Ford Model A Station Wagon

**Service-Saving Features** of full-size wagons are identical to those in Galaxies. '62 wagons go 30,000 miles between major lubrications, and 6,000 miles between minor ones; 30,000 miles between coolant-antifreeze changes; 6,000 miles between oil changes. Main underbody parts are processed to resist corrosion. Brakes are self-adjusting.



**Easy-Folding Rear Seat** in 6-passenger models is a brand-new extra convenience in big Ford wagons. Seat folds from either side of the car, while a hinged panel automatically slides into place, providing flat, level cargo space. Deep foam cushioning and sedan-height seats make full-size Ford wagons luxuriously comfortable too.



**All-In-One-Place Cargo Space** has no dips, no angles, no "unusable" space. Floor and inside of tailgate are lined with tough, long-wearing vinyl, color-keyed to the upholstery. Interior rear side panels are also vinyl covered. Cargo floors are ribbed for extra strength.



**Big, Wagon-Size Brakes**—actually 10% larger than sedan brakes—are standard on all full-size '62 Ford wagons. They're tailored to do a bigger braking job because wagons carry heavier loads than sedans, need greater stopping power.



**Divided Center Seat** on 9-passenger models allows two adults to sit comfortably on 2/3 of the seat, while the other 1/3 can be lowered to form a convenient "walk through" to the rear. With third seat out and part of the center seat down, there's still 5-passenger comfort plus loadspace for bulky cargoes, such as lumber or skiing equipment.



**All Passengers Face Forward** in the 9-passenger '62 Ford wagons, including the people in the third seat. It's the natural, convenient way to sit, facing the direction of travel and "in company" with everyone else in the car. At night, no one has to sit facing oncoming headlights. Women, in particular, appreciate the fact that you don't have to clamber over the tailgate to get to the seat.

#### CARGO COMPARTMENT DIMENSIONS (with 2nd and 3rd seats down)

Length: 122.4" (open tailgate); 98.8" (closed tailgate)  
Width: 50.4" (rear opening); 62.8" (maximum floor width)  
Height: 26.3" (rear opening); 33.3" (floor to roof)

Loading Height: 24.6" (tailgate to ground level)  
Total Capacity: 93.5 cu. ft. (over 50 cu. ft. behind the 2nd seat when it is raised in place)

## C8 Watch

A C8 Corvette owner in Florida went viral for all the wrong reasons last year when his beloved mid-engine sports car fell off a lift while in a dealership's service bay. Chevy eventually stepped in to resolve the situation with the customer, but it was still a slightly embarrassing moment for both the automaker and the dealership involved.

Now, another C8 Corvette has fallen off a lift while being ser-

official Chevy shop, but mistakes can still happen no matter how much training or preparation someone has.

The enclosed diagram is part of this service technician training for the C8 Corvette. It shows the correct points to



hoist a C8 Corvette from, along with the areas where employees should not attempt to put it on the lift. It's not clear if this particular incident was caused by the

as well—assuming this did indeed happen at a Chevy dealership service center, of course.

An update on this story will follow, if info becomes available.

Seems as though you just can't seem to get qualified help anymore—*Assorted sources* 🚗

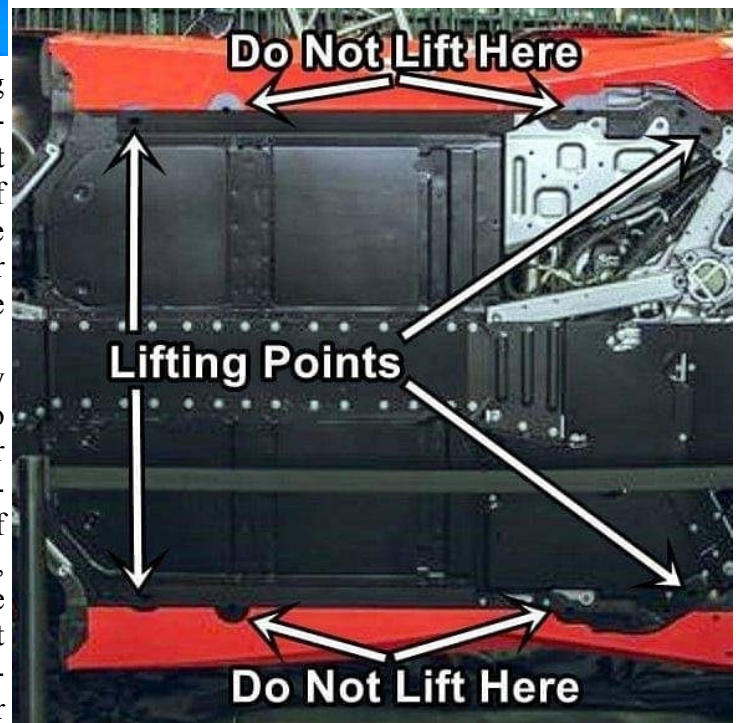


viced, although the details on this story are scarce. A Corvette Forum member posted photos of the Rapid Blue Corvette partially hanging off a two-post lift in some type of service center recently, but provided no back-story on the images, only saying they were sent to him by a family member.

It's not clear if this mishap occurred in an official Chevy dealership service center or a private third-party shop. 'GMC' does provide in-depth C8 Corvette training to service employees that will be working on the mid-engine sports car, so the employee should have known better if this was an

employee failing to put the vehicle on the lift properly, or if there was some other issue or failure with the lift itself.

C h e v y stepped up to help the owner of the C8 Corvette that fell off the lift last year, so it wouldn't be surprising if it steps in to resolve this matter



'GMC' has issued a recall for **100 2021 Chevy Tahoes** and **'GMC' Yukons** due to a potential fuel leak.

They may have been fitted with a fuel tank assembly that is missing certain adhesive between two layers of the fuel tank shell. Under certain conditions, fuel could seep between these layers, which over time may result in a slow leak from the fuel tank.

A fuel leak could result in a fire if the drained fuel were to come into contact with an ignition source of some type.

Dealers are instructed to remove the fuel tank and replace it with a new one. These repairs will be performed at no cost to the vehicle owner.

All vehicles affected by this problem that are in dealership inventories cannot be sold to customers, dealer traded or used for demonstration purposes until the repairs contained in the dealer service bulletin have been performed.

This is the second recall issued for the Chevy Tahoe and 'GMC' Yukon in recent months. They were also recalled in December over an issue related to loose front seat bolts, though the problem affected less than 100 vehicles total.

'GMC' has issued a recall for the **Chevy Bolt EV** due to an issue with the vehicle's front left brake

caliper.

The vehicles involved in this recall campaign have an improperly cast front left brake caliper that can fracture during a high-pressure braking event. A fracture of the brake caliper can result in a loss of brake fluid in half of the vehicle's braking system and reduce brake performance. If the front left brake caliper fractures and brake fluid is lost the vehicle may experience reduced brake performance increasing the risk of a crash.

A fracture of a brake caliper can result in a loss of brake fluid in half of the vehicle's braking system and reduced braking performance. If the front left brake caliper fractures and brake fluid is lost, the vehicle may experience severely reduced brake performance, increasing the risk of a crash.

'GMC' will notify owners by mail and instruct them to take their vehicle to a dealer for repairs. Dealers will inspect the casting lot number on the front

left brake caliper. If the caliper is from the same lot of suspected faulty units, the dealer will replace the caliper at no cost.

## GOVERNMENT MOTORS

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has issued another tire recall for *an unknown number of 2020 Buick Enclaves, Cadillac Escalades/Escalade ESVs, XT4s, XT5s, 2019-20 Chevy Blazers, 2018-21 Chevy Express, Silverados, Suburbans, Tahoes, Traverses, 2019-20 GMC Acadias, 2018-21 GMC Savanas, 2018-20 GMC Sierras, GMC Yukons and Yukon XLs* that may have been delivered with defective tires.

The vehicles involved in this tire recall campaign were delivered with Continental brand tires that were overcured during the manufacturing process.

Continental claims that overcured tires "may experience a carcass break in the sidewall with sudden air loss or could develop a belt edge separation which could lead to partial or full tread/belt loss." A tire failure or sudden loss of air pressure could increase the risk of a crash.

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

'GMC'

(Continued on page 13)



## Gov't (cont'd)

(Continued from page 12)

fied by Continental.

This recall is an expansion of a related recall that was issued in November of last year for certain 'GMC' brand vehicles that were also delivered with overcured Continental brand tires. The initial recall involved **11,728 tires** and **7,516 'GMC' vehicles**. It's not yet clear how many tires and vehicles this expanded recall includes.

'GMC' will notify owners of affected Chevy, Cadillac, Buick and 'GMC' vehicles and instruct them to make an appointment with their dealer. If owners are unsure whether or not their vehicle is affected by this tire recall, they can visit [my.gm.com/recalls](http://my.gm.com/recalls) and type in their VIN to see any open recalls or other actions that may be active on it.

'GMC' has been slapped with a new **class-action lawsuit** over alleged issues with the Vortec V8 engine in its 2010-14 T900 platform full-size trucks and SUVs—**Chevy Silverados, Suburbans, Tahoes, Avalanches, GMC Sierras, Yukons and Yukon XLs**.

This latest lawsuit, which is one in a number of class action proceedings filed against 'GMC' over the exact same issue, was filed in US District Court for the Eastern District of Missouri. As **Car Complaints** reports, plaintiffs in this class action suit claim that affected Vortec V8 engines have faulty piston rings that fail to keep oil in the crankcase. This can lead to low oil levels, which can cause unacceptable heat and friction levels in the engine and potentially

damage the engine internals. The oil leakage can also foul the spark plugs, causing the engine to misfire and/or shut down completely.

Just as in previous lawsuits over the alleged Vortec V8 oil consumption issues, this filing also claims the engine's oil pressure relief valve sprays oil directly at the piston skirts, which can overload the rings and allow oil to sneak past into the combustion chamber, where it is then burned off.

Additionally, plaintiffs claim that the vehicle's built-in oil level monitoring system can mislead the driver, as it does not indicate when the engine oil level has reached a critically low point. While the vehicle will produce a warning on the dash and an accompanying illuminated oil canister icon to warn the driver, these warnings are apparently not adequate enough to properly inform the driver of the current oil level. Numerous other class-action lawsuits have been filed against 'GMC' over this issue in the United States, including in Ohio and Washington. A judge tossed out the Ohio suit last November after it was found that 'GMC' did not breach the terms of its warranty with the issue due to this being an inherent design defect and not a flaw related to manufacturing or materials.

More info as it becomes avail-



able.

**Another class-action lawsuit** has been filed against 'GMC' in the US District Court for the Eastern District of Virginia over an alleged airbag problem involving the fifth-gen Camaro.

This suit alleges the front passenger airbags in the 2010 and 2011 Camaros will switch off even when an adult is in the passenger seat, **Car Complaints** reports. The problem can apparently be traced back to the front passenger side presence sensor pads, which are prone to tearing. The suit alleges 'GMC' knew the pads were prone to tearing and issued an alert to the seat supplier in 2009 to address the problem before introducing a redesigned sensor pad in the vehicle in late 2010.

'GMC' also issued technical service bulletins for the issue back in 2009 and 2010. These TSBs indicated some customers com-

(Continued on page 14)

### 'GMC' Recall Ticker

# of Recalls

211 (!)

# of Vehicles Affected

53,454,443

## Gov't (cont'd)

(Continued from page 13)

plained the airbag readiness sensor light would illuminate on the dash, warning them the passenger side airbag was turned off even when an adult was positioned in the seat. For this reason, the suit says 'GMC' was aware of the issues with the sensor pad and should have issued a safety recall for affected vehicles.

The plaintiff in this class action proceeding purchased a 2011 Camaro in January of 2012, but says he would not have done so if he knew the passenger side airbag would malfunction seven years later in May of 2019. The plaintiff says the airbag light illuminated and the airbag indicator light read

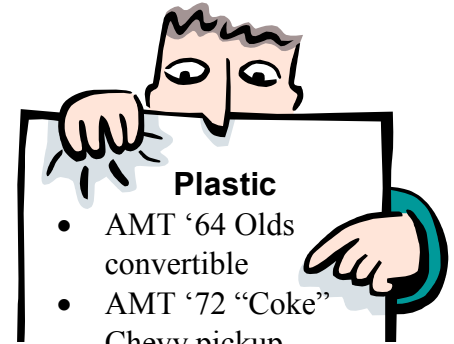
"Off" when an adult passenger was in the seat, prompting him to bring the car to a 'GMC' dealer in November 2020. He paid **\$163.86** to have the problem diagnosed, with the dealer then suggesting he replace the passenger seat pad sensor and module at a cost of **\$1,799**. He instead purchased the relevant parts online for **\$667.55** and had a local mechanic install them for **\$300**.

This suit involves 2010-11 Camaros leased or purchased by any consumers in the US outside the state of California.

I've said it before, and I'll say it again—maybe it's a good thing that Pontiac is no longer around to have to deal with the "new" 'GMC' and their inability to screw a vehicle together without a recall or a technical service bulletin—*Assorted sources* 🍷



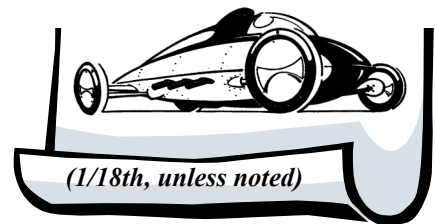
## New Stuff!



- AMT '64 Olds convertible
- AMT '72 "Coke" Chevy pickup (w/vending machine/crates)
- AMT '23 Depot Hack (all 1/25th)

### Diecast

- '60 #2 Cunningham Corvette LeMans racer (ACME RESIN Real Art Replica) 🍷



(1/18th, unless noted)



## Content (cont'd)

(Continued from page 1)

cles and why they found them helpful/enjoyable. This "Greatest Hits" feature could serve as a reminder for guys who may have forgotten about them, or never have noticed them.

Depending on available space, we could include either the cover image or an article page for each entry (depending, of course, on what people can supply).

First off, thanks very much, Howard! I gratefully accept your helpful submissions!

How about it, guys? Anyone want to submit something? You know how to reach me!—Tim 🍷





I cannot emphasize enough the importance of in-person meetings. At least until our “get-together” last month at the museum, that is.

People are very social animals—they need interaction. Sure, we can get a lot done with the current pandemic, but the lack of interaction will soon be felt.

I got the chance to sit down with *MAMA* members **Ken and Kevin Kovach** to speak with them about their projects on display.

Let me tell you, once they started, there was no stopping them! I was treated to brief summaries of the half dozen or so projects on the table that they were hard at work on!

Kevin also added that he has no idea what this year holds for a return to MAMA meetings, but he

has already reserved the third Saturday of the month for the remainder of the year for either “get-togethers” or *MAMA* meetings, should they return.

So, despite our government-on-again, off-again quarantine, c’mon—let’s continue bringin’ ‘em and showin’ ‘em—virtually! ‘**PoP**’ (*Pontiacs on Parade!*) **Sickle** signin’ off! And don’t

forget—MAMA may not need all these Ponchos, but I’m diggin’ ‘em. Thanks guys!—*Tim* 🏆



This is the newsletter of the  
Maryland Automotive Modelers  
Association

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**MAMAs BoyZ do it in scale!**



See Classified at right

## Websites

**Central PA Model Car Club:**

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

**LIARS Model Car Club:**

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

**Philly Area Car Modelers:**

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

**NNL East:**

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

**Carlisle Events:**

<https://www.carlisleevents.com>

**East Coast Indoor Nationals:**

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

**York US30 Musclecar Madness:**

<https://www.facebook.com/YorkUS30/>

## Club Contact Info

## Classifieds

**WANTED:** Unbuilt Monogram '66 Chevelle Malibu (*molded in black plastic*). There were **TWO** versions of this kit, and either **MAY** be acceptable, depending on the deal. Please contact Russ Kirkpatrick at (410) 721-5439

**WANTED:** Unbuilt/rebuildable Ponchos (*specifically '68-'71 MPC GTO hardtops/convertibles*), Red Baron, Monogram '79 T/A (1/8th), '66 Bonneville (*MPC or Hasegawa*), '69-'72 Grand Prix, '70-'81 Firebirds, and empty Pontiac kit boxes. Contact me at [gtoguy@verizon.net](mailto:gtoguy@verizon.net), or see me at a meeting.

## VFTB (cont'd)

(Continued from page 4)

frame, so it could be built and enjoyed faster without having to do too much paint work. I recall brush-painting the black paint trim on the body and I think I was clever enough to paint the intake butterflies yellow. I remember painting the engines red and the driver's seat black. It was a good build in all, for that time—Tim Powers 🍷



Were on the web!

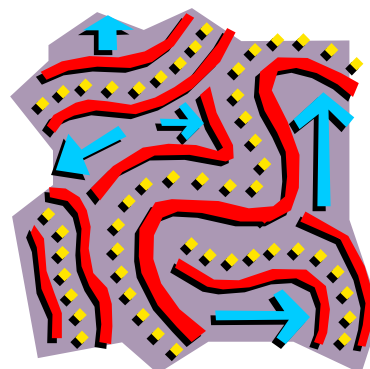
<http://www.mamasboyz.org/>

## 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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**Club Photog:** Lyle Willits 🍷

