



MAMA Sez!

Volume 38, Issue 3

November, 2025

"Serving Delmarva Car Modelers for 37 Years!"



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

ACME Southern Nats!	1
MAMA Meeting	2
Theme Table	4
M.O.M.	5
ACME NNL Pics	6
Gov't Motors	8
C8 Watch	9
T 'n T	10
"Pretty in Pink?!"	12
Ron's Rant	12
Poncho Perfection	13



2025 MAMA Schedule

We meet in our new location, the **Salaried Employees Association (SEA) Union Hall**, 1300 Hanover Road, Hanover, MD 21076, on the schedule listed below, from **10 am to 2 pm**:

- January 18th
- February 15th
- March 15th
- April 19th
- May—**No Meeting!**
- June 21st
- July 19th
- August 16th
- September 20th
- October 18th
- November 15th
- December 20th (10-3!)

Hope to see you there 🍷

Happy Thanksgiving, MAMA!

Please be sure to thank **Matt Guilfoyle** for the cookies and sodas, and **Dave Toups** and **Danny Whiting** for the Munchkins.

I hope you all remembered our mission to overload the local Toys For Tots pickup box! Thanks again to club Prez Tim Powers for taking care of the delivery.

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

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

The raffle raised **\$135.00**, while the door added **\$100.00**. Paid the rent again—and then some! Thanks to the fol-

lowing donors: **Brad, Steve M. Buter, Mike Costic, Matt Guilfoyle, Sean Kirby, Mark Mason, Rich Meany, George Openhym, Mark Parkhurst, Brian Schindler, Dave Schmitt, Ron Shirey, Replicas & Miniatures Co. of MD (Norman)**. Thanks guys—we 'preciate it—**Tim** 🍷

ACME Southern Nats

Matt Guilfoyle and I journeyed to the **ACME Southern Nats** with our wives. Once there, the wives peeled off to do their own thing (*hint: shopping!*), while Matt, myself, Dave Toups and Norman Veber busied ourselves with getting Dave and Norman set up to vend. Once done, we moved on to shopping!

Since we had a day to kill, we checked out a few museums within easy driving distance of the show—**The Savoy**,

and **Old Car City** (*reported to be 40 ACRES*). The Savoy, whose namesake, a 1954 Plymouth Savoy, is pictured, as unearthed onsite (*refer to pages six and seven*).

We didn't visit Old Car City, but have archived it for **NEXT** years' visit to the ACME NNL (*we reserved our rooms upon checking out THIS year!*)

There was a hospitality suite on Friday evening before the show, but

we were so engrossed in the show at the convention center next door, that we missed it.

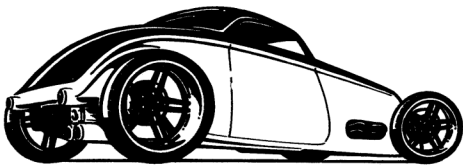
On show day, after making a lap or two of the vending area (*hint: I brought 'way more funds than I actually spent, so there must be something wrong with me!*), I made several trips around the display tables, attempting to snag a few pics of some of the incredible builds on display.

Eventually, **940 models** were tallied on display for builders and spectators to drool over.

(Continued on page 14)

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MAMA Meeting LOOK



MAMA Meeting



Raffle Goodies!



Theme Table



M.O.M*



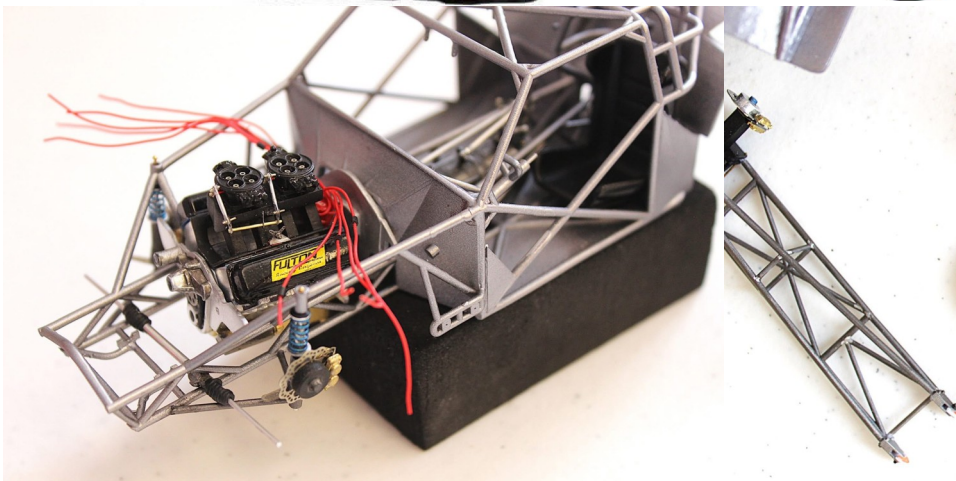
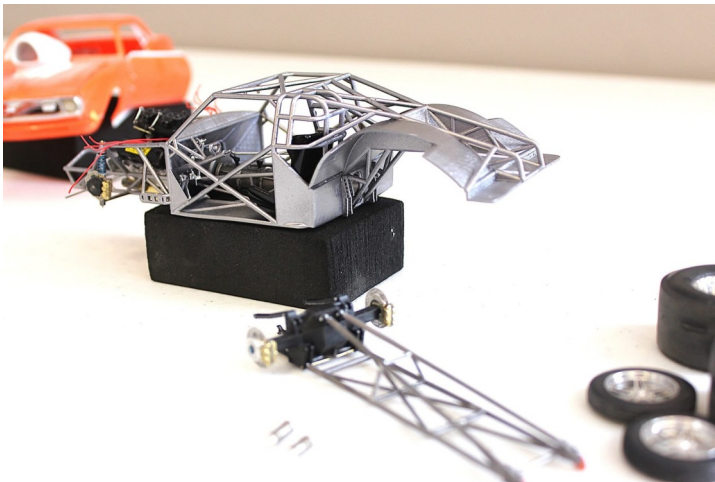
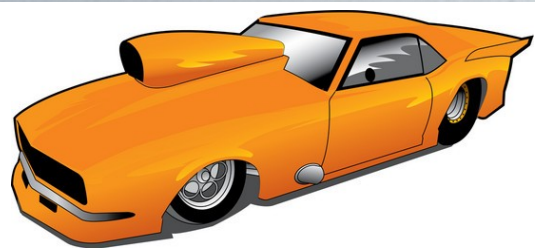
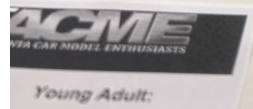
The October honoree for this “official unofficial” award is **MAMA’s Boy Leonard Harrod**.

Beyond being almost totally scratchbuilt, not very much info is available on Leonard’s latest “small-scale” masterpiece.

In case you guys have forgotten, this build was displayed at our meeting only a week before the ACME Southern Nationals, with what appeared to be a huge amount of work to complete it and display it at the ACME show, as Leonard planned.

Well, as you can see, it DID show up on the table, in “nearly complete” condition. Home now, he will address that, and likely bring it to the next MAMA meeting he attends.

Kudos to Leonard for his seemingly monumental thrash to display the car on the “In Progress” table—*Tim* 🍷



* (Model Of the Month!)

ACME NNL



Scott Inman - Type 2 VW Mooneyes Samba Bus



MAMA's Boy Leonard Harrod's Camaro



Tim Kolankiewicz's Dodge Lawn Dart



Bob Jernigan's '66 Grand Prix



MAMA's Boy Irv Arter's latest

Savoy Museum



Old Car City



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

- ♦ A total of **22,914 2025-26 Caddy Optiqs** (3,682) and **Chevy Equinox EVs** (19,232) that may have tires that have been recalled by Continental Tire of the Americas. According to Continental, tires produced during the week of October 6th, 2024 could experience partial or full tread detachment while driving, increasing the risk of a crash. Certified 'GMC' techs are instructed to inspect the tires for date code information. The first two digits are the week number between 1 and 52, and the second two digits indicate the year. Continental CrossContact RX 275/40R21 tires with date code 4024 need to be replaced..
- ♦ A total of **17,084 2018-26 Chevy LCF 6500XD** and **2023-26 Chevy LCF 7500XD Chevy Low Cab Forward (LCF) trucks** due to a suspension issue. The mechanically identical **Isuzu FTR** and **FVR commercial trucks** are also affected. It's tagged with recall number N252533320 and NHTSA recall number 25V719. The axle stabilizer bracket bolts on affected vehicles have a risk of cracking, breaking, and detaching from the truck. A detached axle stabilizer bracket can create a road hazard and increase the risk of a crash. Certified 'GMC' techs are to replace the axle stabilizer bracket on affected vehicles.

Affected vehicle owners will begin receiving official recall letters in the near future.

A new federal investigation now targets a persistent problem with 'GMC's popular 6.2L V8 engine. The National Highway Traffic Safety Administration (NHTSA) has launched an Engineering Analysis after receiving hundreds of complaints of catastrophic engine failures in vehicles that the high-profile 'GMC' recall excluded. This probe places a glaring spotlight on a powerplant that 'GMC' installs in its most profitable, popular full-size trucks and SUVs.

The agency's Office of Defects Investigation (ODI) confirms it has received **1,157 reports of engine bearing failures**. While 'GMC' previously acknowledged a supplier-related issue for certain 2021-24 models, the new action addresses a disturbing trend. A total of **173 failure reports** involve vehicles built **outside** that specific recall window, including 2019-20 model year Chevy Silverado and GMC Sierra 1500s. The continued high volume of reports from owners of these unaffected vehicles forced the agency's hand. ODI stated this situation "presents a potential

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safety risk that warrants further investigation."

'GMC' had blamed the earlier problem on "multiple supplier manufacturing and quality issues," leading to the recall. The closure of the initial Preliminary Evaluation, however, did not stop the reports of failed engines. The new Engineering Analysis will determine if the root cause extends beyond the previously identified supplier defects and whether 'GMC' must expand its repair campaign. This deeper investiga-

'GMC' Recall Ticker

of Recalls

348 (!)

of Vehicles Affected

59,156,652

(Continued on page 10)

C8 Watch



At this point, it almost seems inevitable that any hyped-up new vehicle release will include a substantial vehicle markup. Naturally, that includes new models from ‘GMC’, despite the company’s best efforts to curb the practice. We saw it with the release of the C8 Stingray, as well as the C8 Z06, not to mention other high-profile ‘GMC’ vehicles like the Hummer EV. Now, we’re getting a better taste of the markups applied to the C8 ZR1, and for the moment at least, they’re looking like they’ll be adding at least **SIX-figures** to the bottom line.

Multiple dealerships across the US are listing the C8 ZR1 well above sticker. For instance, a 2026 C8 ZR1 convertible 3LZ listed at Tom Bell Chevrolet carries an MSRP of **\$220,000** and is posted for **\$340,000**, a **\$120,000 markup**. Similarly, Evergreen Chevrolet has a ZR1 listed for **\$322,000**, despite an **MSRP of \$222,000**, while Peltier Chevrolet Tyler shows a **\$226,000 ZR1** priced at **\$326,000**.

Even private sellers and flippers are joining the frenzy, with asking prices averaging \$100,000 over MSRP, according to [GM Authority’s](#) own findings. And the trend isn’t limited to retail showrooms, either, with a 2026 C8 ZR1 recently appearing on Bring a Trailer, where bidding reached **\$333,000** before failing to meet reserve.

Historically, pricing for the C8 has followed a familiar curve: the C8 Stingray launched with markups that persisted for years, while the C8 Z06 was a similar story. Given the ZR1’s positioning as a

top-shelf, 1,000-horsepower supercar, it could be quite a while before examples approach MSRP, especially if production is constrained or demand outpaces supply.

How much would you pay for a new ZR1?

Its original owner barely got the chance to enjoy it, and they’re already looking to move on, which is how the car ended up on the auction block. As of late-October, the current bid (\$226,000) has already surpassed the MSRP (\$214,800).

Of course, this comes as no surprise. A dealer out of North Carolina recently refused to sell their 2026 ZR1 (*that one had 137 miles on the odometer*) for **\$360,000**. This begs the question of exactly how much this Arctic White example is going to fetch and whether its reserve stands “taller” than \$360k.

It’s tough to gauge the actual value of this car, but in no way, shape or form is it **worth anywhere close to \$400,000**. A guess is that only a few of these initial ZR1s to hit the web are going to sell for more than **\$300,000**, before the market adjusts and prices begin to come down—its true



value will probably reside somewhere in the **mid-200s**, but that’s just a “guesstimate”.

Don’t forget, there’s also a ZR1X coming, which will push the “regular” ZR1 down in terms of resale value—if ever so slightly.

Anyway, back to the car in question. According to the ad, the seller, acting on behalf of the owner, had this to say: “Our client did not purchase this [to] flip it. He bought it because he genuinely wanted it and has a nice collection of cars. In order to get this car, the dealer made him purchase a Z06 that he paid way over MSRP for (*then had to trade it in*) and then had to pay way over MSRP for this one.”

“He loves the car, but the

(Continued on page 11)

T 'n T



Rolling Deathtraps?! According to straightshooternews.com, *Stelantis* has issued a massive recall of nearly **300,000 2013-16 Dodge Darts** due to a dangerous shifter cable defect that could cause parked cars to roll away unexpectedly, putting families and communities at serious risk. Chrysler mailed safety notices to affected customers beginning this month. Steer clear of Darts. Thanks to **Bill Murray** of the **LIARS club...“Braking” Lawsuit. Car-Complaints** reports that a lawsuit has been filed against ‘GMC’ (surprised?!) related to **brake master cylinder failures** in recent midsize trucks and crossovers.

The lawsuit includes “all persons or entities who purchased or leased a **2025 Chevy Traverse/Colorado, GMC Acadia/Canyon, or Buick Enclave** in New York or Pennsylvania.” The lawsuit alleges the master cylinder can fail suddenly at any time, causing a safety hazard. They allegedly show both ABS and red warning lights, and “Service Brake System” messages upon their sudden malfunction. The result can be brake pedals having no resistance, too much resistance, or brake systems failing entirely. Pennsylvania plaintiff Eric Barron and New York plaintiff Chelsey Thompson both own Traverses, and both complained about brake master cylinder failure while driving. They both had

their master cylinders replaced at no cost under warranty by ‘GMC’, but are seeking a total of **\$5 million in the class action lawsuit** Eric Barron, et al., v. General Motors LLC filed in the US District Court for the Eastern District of Pennsylvania. The plaintiffs complain their vehicles weren’t repaired “within [a] reasonable period of time” and that their vehicles are now “unmerchantable and worth less money at the time of sale or lease,” hence the lawsuit damages sought. The Traverse, Acadia, and Enclave all share the same master cylinder. However, the Colorado and Canyon use a different one. Although they’re different, they’ve had similar reported issues, suggesting a shared

(Continued on page 14)

Gov’t (cont’d)

(Continued from page 8)

tion seeks to fully assess the safety implications for thousands of owners whose vehicles currently sit in a regulatory gray area, their expensive engines potentially facing the same fate as the recalled ones.

For reference, the L87 recall from earlier this year addresses a critical defect in the V8 engine that can lead to sudden engine failure and loss of propulsion, presenting a serious safety risk. ‘GMC’ launched this action following a federal investigation, ultimately recalling **nearly 600,000 full-size trucks and SUVs from the 2021-24 model years**.

The core of the problem lies in manufacturing defects within the engine’s connecting rod and

crankshaft components. Issues such as sediment in oil passages and out-of-spec parts can cause these components to fail, often with little to no warning. This can result in a catastrophic engine seizure or even a connecting rod breaching the engine block, destroying the powerplant and abruptly halting the vehicle. The remedy from ‘GMC’ involves a two-part solution: dealers will inspect vehicles and replace engines that don’t pass. For vehicles not yet displaying failure symptoms, the fix includes changing to a higher-viscosity oil, installing a new oil



filter, and adding an updated oil cap to reflect the newly recommended viscosity.

‘GMC’—the standard of the world—*Assorted sources* 🚗



C8 (cont'd)

(Continued from page 9)

1,064 hp is just more than he needs.”

That last statement is quite telling. Could it be that in this day and age, some people do realize that supercars have genuinely become way too quick? It's both a blessing and a curse. If that's truly the case, no judging. There is also have no way of knowing whether they actually did pay 'way over MSRP for it, but it's plausible. Still, without confirmation, no assumptions.

Aside from the white exterior, other visual highlights include the removable roof panel, rear fender scoops, a carbon fiber hood-mounted Gurney flap and carbon fiber front dive planes (*part of the Carbon Fiber Aero package*), LED headlights, a front splitter, plus a set of 20" and 21" forged wheels with Michelin Pilot Sport Cup 2 R tires and bright red-finished calipers over carbon-ceramic discs.

There's also the revised suspension calibration with Magnetic Selective Ride Control (*courtesy of the ZTK Performance package*), and a factory-fitted, height-adjustable front axle lift system.

Meanwhile, inside is where you'll find the Adrenaline Red Nappa leather GT2 bucket seats (*heated and ventilated*), ZR1 door-sill covers, dual-zone auto-

matic climate control, cruise control, a 14-speaker Bose sound system, a carbon fiber and leather-trimmed steering wheel (*with carbon fiber paddle shifters*), a head

up display, plus a bunch of active safety systems such as Lane-Keep Assist, Rear Cross-Traffic Alert, Side Blind-Zone Alert, and Forward Collision Alert.

I guess it's only a "bargain" if somebody like one of us hits the lottery—too late for that now.

The 2026 C8 introduces a wide range of updates across the lineup, with highlights like the debut of the new ultra-high-performance ZR1X, as well as a revised interior and new tech options. Topping it off is a range of new customization features. Notably, one of the more subtle of these custom features is the launch of a ***new illuminated crossed flags emblem for the front end***.

Photos of the new illuminated crossed flags emblem are currently unavailable. However, we do know that it will be available as a LPO-level option, which means that it will be installed by the dealer, rather than at the factory. The 2026 C8 illuminated crossed flags emblem is tagged with RPO code R88, and will be available across the lineup, including the C8 Stingray, C8 Z06, C8 E-Ray, C8 ZR1, and C8 ZR1X.

[**GM Authority**](#) has also learned



that the new illuminated crossed flags emblem will not be available at the start of production, and will be unavailable in conjunction with certain badging and stripe packages.

The launch of a new illuminated crossed flags emblem for the 2026 C8 is the latest example of a broader design trend seen across the automotive industry, including within the Chevy and 'GM' portfolio. For example, similar backlit front logos have already been offered for the Colorado and Blazer, among other models.

Beyond the new illuminated logo, the 2026 C8 ushers in a redesigned interior that includes a three-screen digital layout to create an immersive, wraparound experience for the driver.

At the top of the 2026 C8 lineup sits the new C8 ZR1X, described as the most advanced and powerful production C8 ever built. Combining V8-style internal combustion and electric power, the ZR1X delivers a staggering **1,250 horsepower** thanks to the twin-turbocharged 5.5L LT7 V8 and a front-mounted electric motor.

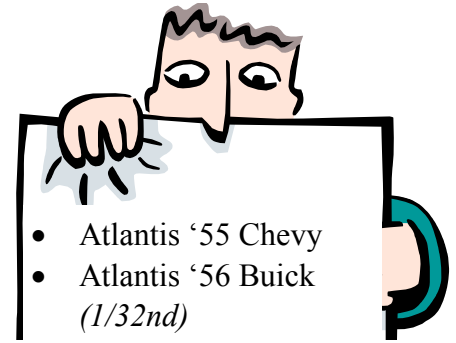
Just what you need on your uber-expensive C8, whatever the model—cheesy light-up emblems. **Sheesh**—Assorted sources 🤖



“Pretty In Pink?!”



Ron's Rant



- Atlantis '55 Chevy
- Atlantis '56 Buick (1/32nd)
- AMT '60 Nomad station wagon
- AMT '63 Chevy II Indy Drag Combo
- AMT '65 Barracuda
- ♦ AMT '69 Longnose Mustang
- AMT '72 “Coke” Racer's Wedge Chevy
- AMT '72 Duster
- MPC '67 Charger S/M
- MPC '68 “Malco Gas-ser” Mustang tin
- MPC '71 Cyclone stocker
- MPC '75 “Coke” K5 Blazer
- Revell '68 L88 Vette convertible
- Revell '78 Chevy 4X4 pickup/Malibu racer combo
- Revell '79 Jeep J10 pickup
- Revell '85 GMC Jimmy High Roller pickup 🚚



Chevy reaffirmed its long-standing commitment to the fight against breast cancer with a *specialty-wrapped pink C8 Stingray* that served as the official pace vehicle for the NASCAR Cup Series races at Talladega Superspeedway and Martinsville Speedway. This initiative marks 15 consecutive years of the Bowtie brand's support for the American Cancer Society and its “Making Strides Against Breast Cancer” campaign.

Chevy will donate \$500 for every caution lap the pink C8 leads at the two events, with a guaranteed maximum of \$25,000. For 2025, the brand has added a new competitive element: an addi-

track record of generating significant funds. In 2024, 54 caution laps across the two races resulted in an \$18,900 donation. Further supporting the cause, the *pink Camaro SS pace car* from last year's campaign was auctioned by Barrett-Jackson, with one hundred percent of the hammer price benefiting the American Cancer Society.

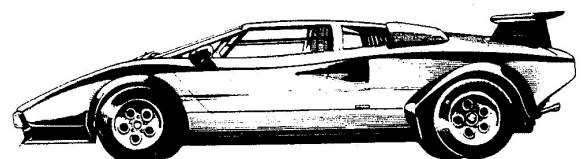
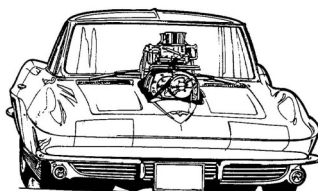
The pink C8 made its on-track debut at Talladega Superspeedway for the YellaWood 500 on Sunday, October 19th. This initiative continues to demonstrate how Chevy effectively leverages its motorsports presence and most iconic nameplates to drive aware-



tional \$1,500 will be donated for every Team Chevy driver who secures a top-10 finish in the two races, also capped at \$25,000. This creates a potential combined donation of \$50,000 directly tied to the race weekends.

The program has a proven

ness and generate tangible support for a critical cause—*Assorted sources* 🚗





Last month's parking lot was split between the "main lot" and the "satellite lot" (*front table*).

First off, I guess someone forgot to tell **Rich Meany** about the Pontiac Reserved Parking area. He displayed what I believe was a '72 **Grand Prix**, a replica of his brother's car, if I recall correctly.

I was responsible for the **blue '65 GTO Modified Stocker**, and **dark green '67 1/2 Firebird**, from

a recent collection acquisition.

I'm obviously looking forward to adding AMT's upcoming '63 Tempest convertible to the stash!

Here's hoping that you all will keep bringin' and showin' 'em! **'PoP'** (*Pontiacs on Parade!*)



Sickle signin' off! And don't forget—MAMA may not need all these Ponchos, but I'm diggin' 'em—thanks!!—Tim 🍷



This is the newsletter of the
Maryland Automotive Modelers
Association

Chapter Contact:

Timothy Sickle
15905 Ark Court
Bowie, Maryland 20716
Phone: 301-249-3830
Email: gtoguy@verizon.net

MAMAs BoyZ do it in scale!



Nov. Theme

The theme for this month will be, quite simply "*Novas*"—*stock, drag, Gasser, Pro Street, Pro Touring, and even station wagons*. So, let's all dig really deep or raid your display cases, stashes or finish bench projects for display at the meeting, okay? Again, thanks to the **MAMA Presidential Monthly Theme selection sub-committee**, including *Don Sutherland, Lyle Willits, and Dino Lewis*—Tim 🍷

ACME (cont'd)

(Continued from page 1)

The lucky winners are as follows:

Top 12: Vince LoBosco - '58 Ferrari Testa Rossa (*1/12th*), Robert Jernigan - '66 Pontiac Grand Prix, Bradley Weirick - '47 Chevy Coupe, Armando Flores - '69 Chevy Impala Lowrider, Jay Savarese - '91 Ricky Rudd Lumina, Tom Whyte - '32 Ford Tudor Sedan, Kreg Woods - '95 Big Foot V, Tim Kolankiewicz - Dodge Lawn Dart, Scott Inman - Type 2 VW Mooneyes Samba Bus, Brian Burwell - 427 Shelby Cobra S/C, Tim Kasper - Chevarri Pickup Truck.

Excellence in Modeling:

Robert Downie - '91 Mazda RX-7 GTO and '92 Mazda RX-792P 1/4 Scale Wind Tunnel Models.

Best Junior: Hunter Lanning—'17 Ford GT.

Best Junior Non Automotive: Mitch Callen - M43AE2 Sherman Tank.

Best Drag Racing: Wayne Stevens - '22 Ron Capps Supra funny car.

Best in Show: Clay Kemp - Ryan Blaney's '24 Menards Mustang.

Next years' themes will be "*Music in Motion*" (*cars in songs*), and "*Stars & Stripes*" (*250th Anniversary of the USA—red, white and blue*). Be there, or be octagonal—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

T 'n T (cont'd)

(Continued from page 10)

design or component origin as the root of the reported problem. As of this writing, no recall from 'GMC' related to the braking issue (*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 🍷

Classifieds

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

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 Sickles, gtoguy@verizon.net

Club Photog: Lyle Willits 🍷

