



# MAMA SEZ!

Volume 24, Issue 6

February, 2012



## It's Time To Go Racin'!!

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

Slixx Closes Shop!	1
Lexus LFA	2
'76 Gremlin X	3
Gov't Motors	4
T 'n T	6
Choices!	8
Cars Theme Park?!	9
Show 'n Tell!	11
Pontiac Parade	15
Events	15
Classified	16
New This Month	16

### 2012 Meeting Schedule

Meetings are scheduled for the third Saturday of the month from **11 am to 2 pm** (unless noted otherwise). Do **NOT** assume meeting dates—confirm them with a club officer!

- ☞ January 21st
- ☞ February 18th
- ☞ March 17th
- ☞ ~~April 23rd~~
- ☞ **May 5th**
- ☞ June 16th
- ☞ July 21st
- ☞ August 18th
- ☞ September 15th
- ☞ October 20th
- ☞ November 17th
- ☞ December 15th



**Inclément weather phone number: (301) 474-0646.** ☎

The January meeting was pretty quiet. Topics were upcoming shows including but not limited to the **Big Sit** and the **IPMS Old Dominion Open**.

This month, **Rich Wilson** checks out the 'uniquely styled' **Lexus LFA** by **Tamiya**, along with the reissued **Round 2 '76 Gremlin**. Thanks, **Rich!**

Wasn't speakin' of Pontiacs, but thanks to those who have displayed their pint-sized Pontiac Power.

The raffle raised **\$69.00**, while the door kicked in an additional **\$33.00**, while sales of **special edition MAMA stickers** donated by **Jeff Young** netted **\$30.00**—Thanks, guys, but it



looks like we're back to not makin' the rent, eh?!

Thanks to the raffle donors: **Brad, Ron Bradley, Chris Clark, Doug (ATM Hobby), Matt Guilfoyle, Kevin Kovach, Rich Meany, Nick Sickie, Lyle Willits, Rich Wilson, and Replicas & Miniatures Co. of MD.** 🏆

## Slixx Closes Shop!!

The following note was recently spied on the Spotlight Hobbies website:

"Dear Valued Customers, We would like take just a brief moment to thank you all for your support over the past 19 years. Many of you have become a big part of our Slixx family. We have come to the hard decision to stop production of Slixx decals. We will be finishing up a few grille

sheets and 1/16th scale drag goodie sheets that are currently in production, but those will be the last Slixx decals produced. We will be selling off our existing inventory until they are gone. Again, thank you so much for the support over the years. We wish you all the best in the future. Sincerely, Gene & Becky Sismore"

So, gang, if you are

interested in **ANY-THING** they have in their lineup, ya better get it while the gettin's good. In an e-mail response from them, Gene told me that sales were brisk, and that **NNL East** may be their last show, depending on available stock on hand. I know I'm sure givin' their website a hard look! 🏆



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 Sickie, 15905 Ark Court, Bowie, Maryland 20716.

## Tamiya Lexus LFA

When I first saw this car on *Top Gear*, I thought it was rather ugly. And of course, Jeremy had to burn the tires off the rims doing donuts, but it kind of grew on me. Now, I think its not quite so ugly, maybe just unattractive. At a **400 grand price tag**, you have to wonder who could be stupid enough to let him drive a limited production car like this. Out of 500 total to be built, only 170 will come to the US. The base price is **\$375,000**, but with **\$10,000** worth of accessories and **\$2600 gas-guzzler tax**, it comes closer to \$400,000. Yeah, like I got mine on order—how 'bout you?!

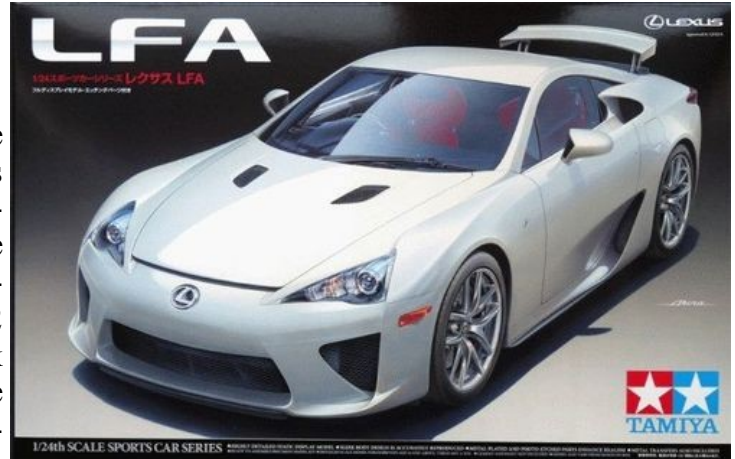
The LFA has a 4.8-liter V-10 with 12:1 compression, 560 horsepower and a 6-speed trans-axle with a single disc clutch. It gets around 16 mpg (15/21) and has a curb weight of 3580 pounds, hence the gas-guzzler status. It has a theoretical top speed of 202 mph but is limited to 173. To bring it to a stop it has six piston calipers on 15.4" brakes in front and four piston 14.2" in the rear with the wheels 20" diameter and 9.5" and 11.5" width. And you even get a 4/6/6 years warranty thrown in as well.

While reading about this kit recently, I was impressed enough to get my hands on one. The car is about the size of a Corvette and there are 150 parts in the kit, not counting the tires or photoetch pieces. This is a kit and a half; maybe kit of the year, if we still voted for that. Like many Tamiya kits, this kit has several colors of plastic; 28 white pieces to begin

with, like the body and seats and various related parts. The chassis and interior count for 52 parts of black plastic, while the engine, suspension, transmission and exhaust account for 39 parts of grey. One cool thing is the chrome parts. The wheels are satin finished while the headlight and taillight reflectors are bright chrome, accounting for only eight more parts, and the clear parts are an additional 17.

**Engine:** Believe it or not, for once, we finally get a really complete engine, 14 parts worth. It actually has a detailed bottom and the whole assembly could be swapped into some other car, but for the price I don't know why you would. It does have the huge stylized engine cover we've come to expect, though it can be left loose for display purposes. The serpentine belt is separate from the front cover but has the alternator and power steering pump cast to it. The trans-axle is of the same type like the current Vettes or Ferraris and even has a torque tube like them. The detailed engraving is incredible on all these parts.

**Chassis:** On the real car, the chassis and cockpit are made up of several different grades of carbon fiber. Supposedly, the door-sills are the only exposed (unpainted) parts. Since the doors don't open on this kit, it doesn't seem worth the trouble of using



decals to copy this detail. The rear suspension is a 14-piece assembly that is very detailed, as is the 12 piece front suspension that features Tamiyas' working steering. The coil springs are so deeply engraved that you can see the shocks inside and they have reservoirs as well.

A multi-piece exhaust system follows alongside of the torque tube and around the rear suspension. The beautiful wheels mount on thin tires with the usual Tamiya bushings. There is no lettering on the tires since they have no sidewalls. The wheels scale out to 21.6" but the brake rotors scale out correct. Like other ultra-exotic super cars, this one has belly pan parts that I'm sure were wind tunnel designed and were further enhanced by years of testing at Germanys' Nurburgring track. There is a photo-etch framework that connects front to rear. Rather strange is that the radiators in front are for oil cooling and have photo-etch detail. The coolant radiators (two) mount at the rear and have ducts to direct air to them. That's what the large "hawk like" openings behind the doors are for and the grilles under the taillights are their exits.

(Continued on page 8)

## ROUND 2 '76 AMC Gremlin X (a.k.a. AMT)



I thought I was one of very few interested in this reissue, but they have been selling like hotcakes. When I read the kit was to be restored to its' original glory, I figured it would come with the 6-cylinder engine that most (*1:1 cars*) were built with. I planned to V-8 it; maybe a sleeper. Production of the Gremlin ran from 1970-78 during which time 671,475 cars were built. Of those, 40,994 were V8s. It was built from the Hornet platform, but drastically shortened to compete with the Pinto and Vega. AMC didn't have the money at the time to start from scratch. The 'X' package was offered from '71-'76, but cancelled mid-year of '76. Only 826 Gremlin Xs were built its' final year of production.

Gremlins were powered by a choice of a 122 cubic inch Audi-VW engine, which I believe was a diesel, either of a 199, 232, or 258 c.i. straight 6, or the 304 V-8. Transmission choices were Borg-Warner 3-speed manual, a 3 speed with overdrive, 4-speed (*after '71*) manual, or 3 speed automatic. Starting in '72, a Chrysler automatic was installed instead of the B-W unit.

**Engine:** Totals 26 pieces plus six chrome ones available for the engine, but that's counting alter-

nate parts, such as tube headers or iron manifolds. There is the choice of a two-barrel, four-barrel, or two four-barrel high rise manifolds (*though none are much to brag about*). There are two chrome carburetor horns or a stock air cleaner. The kit includes several alternators; power steering pump, emission pump, starter and coil/oil fill tube and distributor. But this engine is from a time when the metal axle pierced the engine block and oil pan. The block is devoid of any detail, and even looks small for a 304. The heads, oil pan, front cover, stock valve covers, or chromed finned valve covers all separate items are acceptable.

There is only one transmission, the correct one for this year, Chrysler's auto trans, but it's a separate unit. Swapping in a manual will be easier. Look to a Chrysler kit for a manual; it should have the short tail shaft. Personally, I think the thing to do is track down an AMX reissue and steal the engine out of it and combine the best parts. There are other AMC/Rambler kits that you could do the same, but they will be harder to find and more expensive to part out.

**Chassis:** All things considered it's not bad. The exhaust

system, and rear suspension are separate from the chassis, and shocks are included (*two pair*). There is no front suspension, just the K-member for the metal axle to pass through. I'm guessing it should look similar to that of the early Mustang, judging by the shock towers on the inner fenders, which are a problem, insofar as they are only a slight ripple on the inner fenders. They need to be more pronounced. The molded in gas tank looks small. I remember one of the selling points of this car was its' fuel range. I worked in a gas station between classes and filled one of these cars up. After what seemed like an interminable length of time, when the tank still wasn't full; I knelt down to see if there was a hole in it! These cars had **26-gallon tanks** and were as big as those on Lincolns and Caddys! One commercial at the time bragged that it was the only car that could drive across Death Valley on a single tankful! There are two sets of leaf springs; one stock and the other raised. A radiator support, firewall and battery finish this subassembly off. The battery is only big enough for four caps, there is no master cyl-

(Continued on page 10)



## 'Government Motors'

'GMC' will do more to differentiate the **GMC Sierra** from the **Chevy Silverado** when redesigned versions of the pickups go on sale in the first half of 2013.

Sierra models may get a longer list of standard equipment and a higher sticker price than comparable Silverados, Mark Reuss, 'GMC' president of North America, said in an interview at the Detroit auto show.

A similar strategy has proved successful in differentiating GMC's Terrain and Yukon models from Chevy's Equinox, Tahoe and Suburban.

"I think you will see equipment and models attacked very differently," Reuss said. "If we are going to carry two brands, we are going to make them pay their way."

A pricing strategy was not suggested. The sticker price, including transportation, for the base, two-wheel-drive 2012 Silverado and Sierra pickups is identical, \$22,940.

Reuss said an effort will be made to differentiate the sheet metal between the two pickups "as best we can do with a pickup truck. A pickup truck is a pickup truck" with limited exterior styling options.

"Kay, so I guess that means that anybody intent on buying a **'Professional Grade' GMC** is **NOW** gonna pay a premium price for it!

Some Chevy dealers are **turning down Volt EVs** that 'GMC' wants to ship to them, a potential stumbling block as 'GMC' looks

to accelerate sales of the plug-in hybrid.

For example, consider the New York City market. Last month, 'GMC' **allocated 104 Volts** to 14 dealers in the area.

Dealers took **just 31** of them, the lowest take rate for any Chevy model in that market in December. That group of dealers ordered more than 90 percent of the other vehicles they were eligible to take.

In Clovis, CA, meanwhile, Brett Hedrick, dealer principal at Hedrick's Chevy, sold **10 Volts** last **YEAR**. But in December and January he turned down **all six Volts** allocated to him under 'GMC's' "turn-and-earn" system, which distributes vehicles based on past sales and inventory levels.

'GMC's' "thinking we need six more Volts is just crazy," Hedrick says. "We've never sold more than two in a month." Hedrick says he usually takes just about every vehicle that 'GMC' allocates to him.

'GMC' spokesman Rob Peterson confirmed that "dealer ordering is down" for the Volt. He said many dealers have been waiting for resolution of the National Highway Traffic Safety Administration's investigation into the **risk of fires in the car's battery pack**. Last year three packs caught fire in the days or weeks following government test crashes.

In January, 'GMC' announced a voluntary repair aimed at protecting the battery pack.



And last week NHTSA said it has closed its investigation, concluding that the battery pack poses no significant fire risk.

"There's a lot of misinformation that has swirled over the past month," Peterson said. "Dealers are kind of waiting for things to settle down."

Hedrick and other dealers say that their 'GMC' zone reps aren't pressuring them to take more Volts. "They haven't jammed us," he says. "I think they'll just give them to somebody else."

Industry insiders are closely watching sales of the Chevy Volt and Nissan Leaf as barometers of market demand for electric vehicles. Several other automakers are set to launch EVs this year.

At the Detroit auto show last month, 'GMC' execs said they wouldn't chase a previous Volt production target set for 2012—**60,000 units (!)**, three-quarters of which would be for US sales—and vowed simply to build as many as customers want.

'GMC' sold 7,671 Volt EVs in the US in 2011, short of its 10,000-unit target. It launched the car in seven key markets starting in late 2010, but didn't begin a national rollout until this past autumn.

(Continued on page 5)

## 'Gov't' (contd)

(Continued from page 4)

"We haven't satisfied demand," 'GMC' North America President Mark Reuss said on the sidelines of the Detroit show. He said 'GMC' will be able to gauge Volt demand by sometime in the second quarter. Guess we'll see about that, eh Mark?

Many dealers say they no longer have customers waiting in the wings.

One East Coast Chevy dealer said he agreed to take all five of the Volts that 'GMC' allocated to him this month, even though he has seen a **"huge dropoff"** in customer interest.

"I probably should have taken only one," he said. "Sometimes as a dealer you choose to do things that are good for the company."

The sales staff at Ourisman Rockmont Chevy sold 19 Volts last year. GM Dug Dugger says "there are more buyers out there."

He's about to find out. Last week he had 18 Volts en route to his dealership.

Dugger says: "I'm not about to run scared until I have a feel for what the appetite is."

The NHRA tech department

has approved a body design for the '12 Camaro SS for use in **NHRA competition** (are any of you **REALLY** surprised?!?). The new Camaro bodies were developed and will be constructed by Five Star Race Car Bodies, and they are tentatively scheduled to make their debut at the NHRA Gatornationals March 8-11. **Shucks! I was kinda hopin' for a Cruze or a Volt Pro Stocker! Or, maybe even a Sonic (they could call it a 'Super' Sonic!).**

The approval of the Camaro was the final step in the process of making the new body legal for NHRA competition. According to NHRA Tech Director Bob Blackwell, "NHRA has an established set of standards regarding the minimum width, height, and other critical dimensions for all Pro Stock bodies, and the final version still has to retain the essential body lines and design features of the Camaro (?!). All of these steps have been completed, and the various Pro Stock chassis builders are now taking orders from a number of 'GMC' teams."

'GMC' participated in the project by sending a stock Camaro body to Five Star from which molds were made and provided the necessary wind-tunnel time.

Among those who will be



**I thought the new Camaro was ugly enough on its own—guess I was wrong!!**

fielding new Camaros this year are **Greg Anderson** and **Jason Line** from the Summit Racing Equipment-sponsored Ken Black Racing team.

"We're very thrilled with the opportunity to race muscle cars again in Pro Stock," said Anderson. "It goes back to what that they ran when Pro Stock first started. We're sure that the fans will be excited as well." Not **ALL** of 'em, Greg!

So, I guess that means that the final nail will be placed in Pontiac's coffin in Gainesville in March, at least for the 'big money' teams. **It's been fun!!** 🏁

**Compare the two pix below, and one thing is **ABUNDANTLY** clear—these guys'll need a whole lot more power to push this new 'brick' (a.k.a. Camaro!) thru the air that they did for the sleek little G6, or even the GTOs before them!!**





## This 'n That

**Condolences! Desiree Eilizabeth Hensley**, wife of **Mike Hensley**, passed away late last month at Inova Fairfax Hospital at the young age of 40. She is survived by her husband Mike Hensley; a son Rhys; two daughters Reagan and Lyla. Memorial donations in her name may be made to the Lymphoma Research Foundation. **Godspeed, Desiree...AA/G (no, not AA Gas, AA GRASS!).** Bobby Cleveland owns a record that most people didn't know existed and, frankly, probably never even thought about. But that really doesn't matter to him. **He's gone faster on a lawnmower than anyone else on the planet.** God bless America, and horsepower. He took his modified lawnmower (*sans mowing deck*)—to the **Bonneville Salt Flats** last September and recorded a top speed of **96.529 mph**. "I was a little disappointed with that speed," Cleveland said while standing near the record-setting mowing machine at the Barrett-Jackson auction extravaganza in Scottsdale, AZ. "With the gear I had in it, I should have done about 120. But once you get above 80 mph, the wind really hits you. Plus, after the run I realized the drive belt was slipping quite a bit." He said he was hunched down beneath the tiny windshield as best he could while making his record-setting run. "I was really hoping to break 100 mph," he said. "My boss said, 'You've got get to 100 because nobody will ever remember the guy who did 94 mph.' And I really would have liked to have



gone 104 mph, for my sponsor," he said. His lawnmower exploits were sponsored by **104 Octane booster**, and he works as a spokesman for the Gold Eagle Co.'s various fuel-additive products. Cleveland, 54, worked as a design engineer at **Snapper**, the lawn-mower company, in Georgia, where he got the bug to go fast on a mower. He participated in lawnmower racing before heading out on his salt flat run. The powerplant under the hood of his tractor isn't your basic grass cutter. He started out with a **20-hp Briggs & Stratton** modified with billet connecting rods, a billet crank and a hotter cam, among other modifications. He said the engine is now probably putting out **around 40 hp**—more than enough to eclipse three digits. Cleveland said he's spent about **\$3,000 on the engine** and about **\$4,000 in total** for his entry into the record books. Talk about your affordable motorsports program. "The most fun I've had on the mower is running about 80 mph around Bristol (*Motor Speed-*

way)," he said. "It took me three or four laps to get the tires up to temp before I could go full throttle," he said with a grin. "But man, that was fun." He's done similar exhibition runs around Texas Motor Speedway and Atlanta Motor

Speedway, near his Georgia home. Asked whether he was working toward a return to Bonneville to try and top the century mark, Cleveland said it's not on the near horizon. "Until somebody breaks my record, I'm probably not going out there anytime soon. But there's a guy in England who keeps wanting to know what he has to do to break my record, and I've told him everything he wants to know." Cleveland said there's definitely more speed in his machine, and



he's worked on improving the aerodynamics, just in case he needs to reclaim his title. "But I gotta say, to go as fast as I did is not easy to

do"...**Yet ANOTHER Special Edition—Surprised?!** This year marks the **50th anniversary** since **Shelby** first started adding his magic touch to vehicles, and to celebrate the occasion, his team has announced three new anniversary edition Mustangs. Available on the **GT500 Super Snake**, **GT350** and **GTS**, the package in-

(Continued on page 7)

## T 'n T (contd)

(Continued from page 6)

cludes gold stripes matched with either black or white paint, custom interior, special wheels, unique VIN and more. Only **50 white** and **50 black 50th Anniversary Edition cars are available**; each will boast gold stripes to mark the golden anniversary. Additionally, each comes with anniversary badging, custom interiors, special wheels, six piston front brakes, car cover and a unique VIN that will be in the 'official' registry. A special museum delivery ceremony at the Shelby factory in Las Vegas is also included in the package, as well as exclusive collector merchandise. The most powerful Shelby built yet, the **GT500 Super Snake** is available in **650, 750 or 800 horsepower** configuration as a coupe or convertible. **The anniversary package begins at \$59,995, NOT including base car.** Visit [www.shelby50th.com](http://www.shelby50th.com) or [www.shelbyamerican.com](http://www.shelbyamerican.com) for more information about the car and the '12 Shelby American 50th Anniversary Tour... **EXPENSIVE Spyder!** Audi recently released pricing for the '12 R8 GT Spyder. The all-wheel-drive, Lambo-V10-sporting convertible will sticker for **\$211,200** with destination. Only **333 examples will be built**, with **just 50** coming to the US. Audi built the same number of hardtop GTs, with 90 coming stateside. Output goes up to 560 hp in the open-top R8 GT. The 5.2-liter, direct-injection V10 will sprint to 60 mph in 3.8 seconds, with a top

speed of 197 mph. Audi dropped 187 pounds from the R8 V10, which not only improved acceleration but increased fuel economy. The engine cradle is made from ultralight magnesium, while the soft-top cover and rear side panels are made from carbon-fiber-reinforced polymer. The fixed rear spoiler is carbon fiber as well.



The GT Spyder is 10 mm lower than the R8 V10, and the suspension has a stiffer calibration. XYZ ventilated and cross-drilled rotors provide stopping power, with 19-inch wheels at all four corners. Visual cues on the GT Spyder include a larger rear diffuser, front splitter and a fixed rear spoiler. The interior is black—period. Accent stitching can be ordered in gray or red, with Alcantara flat-bottomed steering wheel, and parking brake, and seat insert trim...**Saab Heritage Saved.** Despite **'GMC's'** best efforts to sink Saab, at least the Saab Heritage Museum in Trollhättan, Sweden, is saved, according to an Auto-car report. Saab AB, the Wallenberg Foundation

and the City of Trollhättan have ponied up the **\$4 million and change** it took to keep the building's lights on. Last month, Autoweek reported that a firm named Delphi was taking bids on the **100-plus-car collection** to help the company pay its debts. Delphi was selling the historic pieces as a whole or in parts, much to the dismay of fans of the Swedish brand. Now those plans seem to be on hold, at least for a while. The reports also say that the operating costs of the museum will be handled by the city and regional government. In other Saab news, two bidders are still hoping to buy the company's assets.

**China's Zhejiang Youngman Lotus** and **Turkish Brightwell Holdings** have both made offers. 'GMC' has already said that it couldn't support a sale that would hurt their business in China. Without these licenses, Saab would be unable to continue in its current form (*Thanks to autoweek.com, 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 me entertain y'all by sending stuff—I 'preciate it!*) 🚗





## LFA (contd)

(Continued from page 2)

**Interior:** Technically speaking, the interior construction already began with the chassis, so there are only the myriad detail parts to finish it. Seats are two-piece (*upper & lower*) and would make great easy chairs for your home theater. Hey, if you can afford this car, you more than likely have a home theater too!!

There seems to be a clutch pedal (*as well as gas and brake*) to go with paddle shifters on the D-shaped steering wheel. Wrong side driver position (*right-hand*) is the only choice. A multi-piece console and grab handles for the doors seem to finish off the interior, but I would suggest the builder add a nice pair of after-market photo-etched seat belt hardware.

**Body:** It is of the very thin variety that we have come to expect with faint mold lines in the

middle of the upper fenders where they will be easy to eliminate. The glass is equally thin as well. There's a second window that mounts to the interior behind the seats that seems to separate the rear compartment from the cockpit that I guess will make more sense later. I'm going to guess it's because of the coolant radiators in that area. Tamiyas' famous window masks are included. All the openings in the body have photo-etch mesh grilles. New for a model kit (*as far as I know*) are the **magnets**. The hood has simple hinges that I expect will allow it to be operated or removed. The kit includes a prop rod of plastic that the builder has to glue extremely small photo-etch "squares". There are small recesses in the underside of the hood that accept the magnets to which the prop rod mounts to for storage. And there is a similar arrangement for the "active" rear wing of which there are a raised and lowered versions. Look out

for your eyes, it took me several days to find the (*G.D.*) things; the magnets that is. I thought they had been left out of my kit, but that seemed impossible for Tamiya to screw up like that. I finally found them with the tires; they're maybe 1/16" in diameter and 3/16" long! That's **ALL 4** (*I think*) together. As Scooby Doo says "**rots of ruck**". And doesn't that mean the photo-etch is steel and not stainless steel? Quality stainless steel is not magnetic! There is a small sheet of polished self-adhering photo-etch emblems. Oh, and there is a small sheet of decals for various dash and body markings.

This is an incredible kit that I would strongly recommend despite its' high price of **\$82 retail** (\$66 from Ron special order). It's way over my price ceiling but it's a "got to have" kit but not for the inexperienced builder.

by: Rich Wilson 🍷

## Choices!

**ATM Hobby** has been in business about 5 years, starting as a hobby shop in Accokeek, MD. Everything was fine until a break in and theft of over half the merchandise. Not having enough inventory to warrant a store forced it 'underground.' Then (*after three years*), PG county declined to grant a business license to the 'store.'

As a result, one of the ladies at the county office steered him towards becoming a legal home-based club. This means you aren't buying anything from ATM—you

are simply refunding club members for purchases they have made.

Once you are a member (*a dollar for a lifetime membership!*), you can bring sealed kits to the club which go up for refund; open kits have to be checked for completeness by someone other than the owner, and then closed.

You ask what you want—this is checked against current prices. If someone refunds you, the club sends you a check for your kit minus the cost of processing. If you wish to simply refund others (*which most people do*), the kits are set at current list, members of any model club may refund a kit

for 20% off list.

It is all by appointment as it is in Doug's basement. He can be reached at (301) 534-4054, or you can go to [ATMHobbyshop.com](http://ATMHobbyshop.com).

At the website, he has attempted to list what he has for members, but he isn't the fastest at paperwork.

In addition to cars and trucks, he also has ships, planes, tanks, motorcycles, paint, glue, BMF—in total around 3000 to 4000 items at any time. Doug's address is **15001 Schall Road Accokeek, MD 20607**. Doug sez this is the end of the earth for most of us, and will ship items if you so desire. **Thanks, Doug.** 🍷



## 'Cars' Theme Park?!



Disney's massive overhaul of its California Adventure park will reach completion in 2012, with the opening of a sprawling new area known as **Cars Land**. Hopes are high that the expansion, inspired by Pixar's '06 animated movie **Cars**, will help to turn around the fortunes of Disneyland's struggling sister park. With a fortune being gambled on the success of Cars Land, does it have the ingredients to deliver?

Anchored by \$200 million E-Ticket attraction **Radiator Springs Racers**, Cars Land marks the final phase of a \$1.1 billion series of upgrades to Disney California Adventure. In addition to extensive remodeling of many areas of the park, two other major attractions are also part of the plans—the World of Color night-time spectacular (*which opened in June '10*) and dark ride The Little Mermaid: Ariel's Undersea Adventure. It's Cars Land, though, which represents the biggest addition to the park since its 2001 opening.

Although Radiator Springs Racers has grabbed most of the headlines, a number of other additions will open alongside it in Cars Land. Let's take a look at what's in store for guests when Disney throws open the gates to its ambitious creation, one year after the release of the planned **Cars 2** movie in 2011.

Constructed on the site of the former Timon Parking Lot behind the existing Twilight Zone Tower of Terror and A Bug's Land attractions, Cars Land will cover a 12-acre area (*increasing the over-*

*all size of Disney California Adventure by over 20%*). The land will be split into two broad areas—the fictional town of Radiator Springs, and a large area of rocky 'desert.'

Although the Cars movie tells the story of a world populated by motor vehicles, its fictional locations bear more than a passing resemblance to real-world locations of years-gone-by. Running through the center of Radiator Springs is a recreation of **Route 66**, the legendary 'Main Street of America' that connects Chicago with LA. A diverse range of stores, dining locations and attractions will line the street, designed to evoke the 'automobile culture' of the 50s and 60s.

Flanking the east side of Route 66 will be two of Cars Land's three rides—**Mater's Junkyard Jamboree**

and **Luigi's Flying Tires**, along with a snack stand themed to the movie's Cozy Cone Motel. On the other side of the street will be two dining locations (*Fillmore's Taste In and Flo's V8 Café*) and two retail outlets (*Ramone's House of Body Art and Sarge's Surplus Hut*). At the end of the road will be the Radiator Springs Courthouse (*the interior of which is reserved for an unknown future use*) and the entrance to headline attraction Radiator Springs Racers.

This is but a brief snippet of the article. For more, including videos, go to <http://www.themeparktourist.com/features/20101031/2558/preview-cars-land-disney-california-adventure>. 🚗



## 'X' (contd)

(Continued from page 3)

inder and the radiator has no tank at top or bottom, but there is an upper hose. There are molded in heater and wiper motors.

**Interior:** The interior is of the older 'bucket' style with very faint upholstery detail and a separate rear panel. Gremlins were available in bench and bucket seat versions. In the two-seat version, a covered spare took the place of the rear seat, but 'X' models were not available this way. The rear seat in this kit is offered as a separate three-piece assembly, or there is the covered spare, but it is way too small. The front seats are two-piece bucket type, but while the upholstery pattern seems correct, they are way too narrow to be taken seriously. Apparently, they are left over from the custom version which I never had. They need to be replaced or modified. The dash is the usual for the era with raised elements for the gauges and knobs, and it does come with a separate package tray to mount below it. There is no gauge decal for the dash. We get a stock, correctly shaped steering wheel, and a competition one that looks as if it came from a sprint car. There is a terrible four-point roll bar and tach for the race version, but no race seats. The small console for the auto shifter appears to be correct.

**Tires/wheels:** I'm rather surprised—Round 2 found the molds for the Goodyear custom wide tread Polyglas tires that were standard kit issue in the early '70s. They were/are very accurate in

shape and lettering (*AND the lettering is still on them!*) The 'performance Gremlin,' if you can call it that, came with D-70- 14 Polyglas tires; the kit tires are G-70s. That's **THREE** sizes off, but that's not **TOO** bad. We also get a pair of M&H slicks which I suspect are brand new. They are very soft and have beautiful 'outline' lettering that is 'in scale.' The wheels, on the other hand, have problems. The stock wheels have a correct center but are way, way too deep. They look more like off road wheels. The custom/race options are poor attempts at Cragar S/S rims. From the few stock pix I've been able to find, the Chrysler rally wheel of the '70s might be a close replacement.

**Body:** While the Gremlin won't get any awards for styling, I believe it was one of the first hatchbacks, if not **THE** first. Apparently, the A-pillars had to be restored; you can't tell they were ever gone. The body looks to be correctly shaped, though there isn't much to get wrong. We get two spoilers, one for under the front bumper and a second for the roof, which has a spoiler already, but this one is chrome plated. The quarter windows have fillers which aren't much to look at, and neither are the side pipes. As seems to be the norm with Round 2 anymore, there are clear and smoked windows. The front end has a body color grille with chrome insert, headlights and bumper. The rear has a chrome bumper and clear red taillights. There is the choice of a stock hood or one with a pro-stock type scoop. Side mirrors are MIA.

**Decals:** The decals are really

nice and will set off your completed model well, assuming you're building it stock 'Gremlin X.' There are three colors to choose from—black, white and dark blue. There are blue and red stripes for a custom version, as well as 'The Gremlin' for the race version. Also included are a bunch of different colored gremlins (*I mean the animal here*).

When I opened this kit, one of the first things I did was a Google search. I wanted to compare it to the real thing. While I found thousands of pix, 95% of them are worn out, wrecked or modified cars. So far, I have downloaded maybe eight pix that will be of use, and half of them came from AMC brochures. Interior and underhood shots were very difficult to find. I even looked in several websites dedicated to Gremlins with little or no luck.

Then I tried a Google search under '76 Gremlin X.' I found another website, [www.cars.grantskingdom.com/gallerymain.php](http://www.cars.grantskingdom.com/gallerymain.php), that proved much richer in pix. Although the blue Gremlin on this site is in bad shape, it's an 'honest' example and there are many pix inside and out. On previous websites, I found three pix of '76 Gremlins with three different Gremlin X side stripes, though I'm fairly sure the ones in the kit are correct.

This is a basic kit that will be good for building when you're burned out on that five-year project. Oh, and I almost forgot about the 11" x 14" picture in the bottom of the box for you to frame and hang on the wall. **Yeah right!!**

by: Rich Wilson 🍷



## Show 'n Tell!

OK gang, here ya go! First and foremost on the 'Show 'n Tell' page this month is the box art for the upcoming *Moebius Hornet convertible*, thanks to modeler *Sean Svendsen*. Kudos to Sean on such a gorgeous build!

No less important is the build-up of the *Round 2 Gremlin X*, by *MAMA's Boy Ron "Box Art" Roberts*. I think you'll agree that Ron also turned out another of his patented 'box art winners,' eh? Thanks to *Spotlight Hobbies* and *Ron B.* for these two 'terrors.' 🐼



(Note: For you closet AMC freaks, try this website—<http://www.gremlinx.com/>. Be sure to click on the Pro Touring Gremlin X video, too!)







# MAINLINE HOBBIES

Plymouth Meeting Mall  
500 W Germantown Pike # 2085  
Plymouth Meeting, PA.

10:30 AM until,,,,,,,,,,,,,,,,,,,,,

**AN INTERNATIONAL PLASTIC MODELERS SOCIETY SANCTIONED EVENT**

# IPMS Richmond Hosts the 2012 OLD DOMINION OPEN

***We're back, we're hot, & we're packing heat!***

**February 25, 2012 8:30am-5:30pm**  
**In Richmond International Raceway's**  
**Henrico Hall (new building, same location)**  
**600 E. Laburnum Avenue, Richmond VA 23222**

***Contest Theme: "Back to Basics"***



## Scale Model Show & Contest

**67 Contest Categories, Including New Wood Construction Ship Models.**  
**9 Special Awards. 144 Vendor Tables. "Make & Take" for Juniors, Great**  
**Big Raffle, Modeling Technique Demonstrations, and More!**

### General Admission

Adults: \$5, Juniors (17 yrs. & under): \$2; Active Duty Military, & Scouts in uniform: Free!

### Contest Registration

Adults: \$12 1st 3 entries & \$1 ea. additional, Juniors: 17 yrs. & under...Free!  
**Contest Registration: 9 A.M. to 12 Noon**

**Vendor Table Information:** (\$30 1st 2 tables & \$23 ea. additional) contact Aaron Winer at: (804) 270-7898 or alw727@verizon.net; **To Sponsor Awards:** (\$25 category awards & \$40 ea. special award) contact Chazz Klanian at (804) 794-8020 or csklanian@verizon.net; **Great Big Raffle:** contact Mike Lyons at (804) 306-4517 & mlyons@richmondicezone.com

***updates on [ipmsrichmond.org](http://ipmsrichmond.org)***





The  
**Tri-State Scale Model Car Club**

- MODEL CAR SHOW
- SCALE MARKETPLACE
- COTTAGE INDUSTRY EXPO

Presents:

**THE 26<sup>th</sup>**

ANNUAL

**NNL**™  
**East**

*This Year's  
Theme:*

**The Show  
Must Go On**

**ShowCars**



**Subtheme:**

**SHOWROOM STOCK**

**SATURDAY, APRIL 21st, 2012, 9:00am to 4:00pm**  
**WAYNE PAL BUILDING, 1 PAL DRIVE, WAYNE, NJ 07470**

**For Show Information:**

**Tom Geiger (732) 687-8171 (7-10pm weekdays)**

**Write: NNLEast@aol.com**

**For the latest information, go to: [www.nnleast.com](http://www.nnleast.com)**





- Feb. 25th—*The Old Dominion Open*, in Richmond Int'l Raceway's Henrico Hall (see flyer on page 13).
- Feb. 25th—*The Big Sit*, at Mainline Hobbies (see flyer).

- April 21st—*26th Annual NNL East* in Wayne, NJ. *Theme—The Show Must Go On* (show rods!), with a *sub-theme* of *Showroom Stock*
- May 12th—*Mid-Atlantic NNL* at the Columbian Center, in Severna Park, MD. *Theme: Indy cars—Front-, Rear-*

*engined, and Pace cars.* Flyer forthcoming.

- July 13th & 14th—*York US30 Reunion and Nostalgia Nationals* at the fairgrounds. This year, they pay tribute to, of all things, *Pontiac*!! Guess Nick and I better make plans now, eh?! 🍷

## Pontiacs on Parade!

It was kinda lonely in the reserved Pontiac parking area last month!

I displayed the recently issued *Danbury Mint Starlight Black '68 GTO hardtop*. If you will forgive me, as produced, this one is one absolutely stunning piece! This *Starlight Black* beauty was upgraded to HO specs, including the 4-speed, which means a **4.33 rear gear** set. In other words, one **QUICK** puppy!! As such, in order for the driver to keep his eyes on the road, it features Pontiac's signature hood tach.

It rolls on properly trimmed out Rally II rims, mounting red-line 'shoes.'

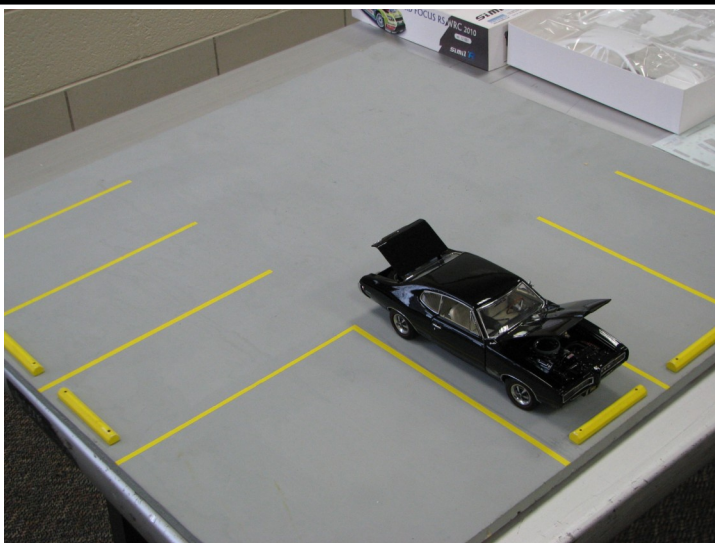
Let's not forget the

'office' (a.k.a. *the interior*!). Parchment seats nicely complement the black dash, and console. The wood wheel is a very nice touch. All in all, a **VERY** nice piece!

As I've said continuously—I'll bring the 'Reserved Parking' as long as interested parties trot out their Pontiacs, thereby needing somewhere to park!

So, c'mon—bring 'em and show 'em!

**'PoP'** (*Pontiacs on Parade!*)



*Sickle signing off for now! Don't forget—MAMA may not need all these Ponchos, but I'm sure diggin' 'em!! Gotta get busy!! 🍷*

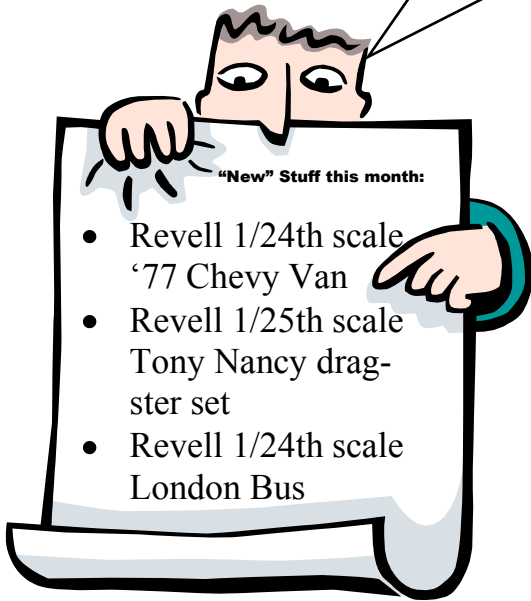


This is the newsletter of the  
Maryland Automotive Modelers  
Association

**Chapter Contact:**

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

**MAMA's BoyZ do it in scale!**



## Websites

**Philly Area Car Modelers:**

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

**Central PA Model Car Club:**

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

**NNL East:**

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

**East Coast Indoor Nationals:**

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

**Maryland Intl Raceway:**

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

**Old Toyland Shows:** <http://www.oldtoylandshows.com/>

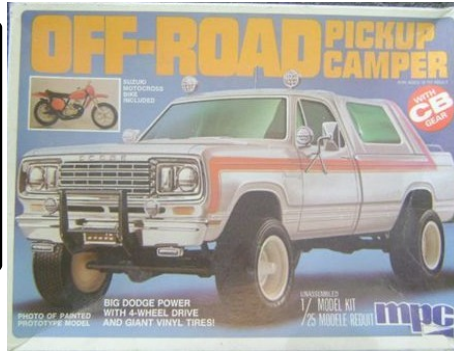
**Carlisle Events:**

<http://www.carlisleevents.com>

**York US30 Musclicar Madness:**

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

## Classifieds



**WANTED:** I need a favor, guys. I've got a modeling friend in the GTO hobby (*imagine that!*), and he is looking for this kit. Any leads on procuring one would be greatly appreciated! See me at a meeting, or e-mail me at [gtoguy@verizon.net](mailto:gtoguy@verizon.net).

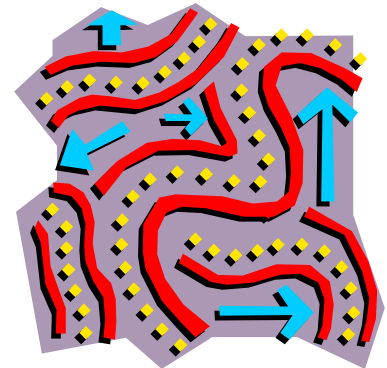
**WANTED:** I'm always on the hunt for unbuilt/rebuildable Pontiacs in general (*and GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!*), and have an extensive collection to trade from. Want Mickey Thompson Attempt I/Challenger I kits, 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (*snap*), '66 Bonneville (*MPC or Hasegawa*), '69 to '72 Grand Prix, Revell 1/32nd scale '70 T/A kits, '84-'87 MPC Fieros, and '70-'81 Firebirds, '82 KITT Firebirds, and empty *Pontiac kit boxes*.

We're 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. 🗣️

## Club Contact Info

President: Lyle Willits  
[mamaprez@aol.com](mailto:mamaprez@aol.com)  
Vice President: Tim Powers  
[partsbox@verizon.net](mailto:partsbox@verizon.net)

Treasurer: Matt Guilfoyle  
[blackbuick1941@yahoo.com](mailto:blackbuick1941@yahoo.com)  
Newsletter Editor: Tim Sickle  
[gtoguy@verizon.net](mailto:gtoguy@verizon.net)