

LEND A HAND AND BRING A CAN!



• LONG ISLAND AUTO REPLICA SOCIETY •

**Meeting themes:**

**"Pontiacs and Double Vision (two versions of the same car)"**

**Discuss further planning for our club, 2026 show, addressing "road bumps"...**

**MCB NEWSLETTER**

**CLUB PRESIDENT**

**CLUB TREASURER**

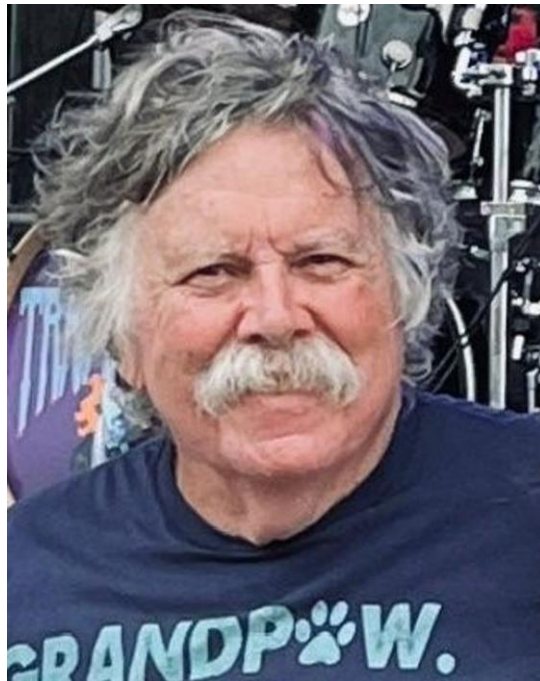
**Richard Manri**  
(631)-589-6876  
picorro93@gmail.com

**Dominick Gerace**  
(631)-834-4223  
Superbird440@juno.com

**Donna Lee Seagraves**  
(516)-384-7288  
dleesea@ymail.com

**In Loving Memory of**

# Mike Brennan



**January 2, 1947 - January 17, 2026**









Mike Brennan, born January 2, 1947, passed away on January 17, 2026. He was 79 years old and resided in Smithtown, New York for most of his life, a place he proudly called home. Mike was the beloved husband of Linda and a devoted father to his son Michael and daughter Kelly. He was also a loving father-in-law to Elaina, a proud grandfather to Jack and Emmet, and a very proud grandpaw to Loki. He is also survived by his sisters, Laura and Linda, along with many nieces and nephews who knew him as a steady, supportive presence throughout their lives.

Mike was a graduate of Far Rockaway High School and went on to build a life defined by hard work and dedication. His careers included service with the New York City Department of Sanitation, Teamster Local 282, and later as a member of SAG-AFTRA. His work on movie and television sets reflected one of his lifelong passions and allowed him to be part of stories larger than himself.

Those who knew Mike will remember him as kind, generous, stubborn in the best way, endlessly funny, deeply caring, and unfailingly supportive—not only to his immediate family, but to his extended family as well. His nieces and nephews could always count on him for encouragement, guidance, and a listening ear. He had a love for cars in all forms—model cars, driving cars, buying cars, and working on them—and he never lost that enthusiasm. Whether on a set or in a garage, Mike was happiest when he was involved, hands-on, and surrounded by people.

One of Mike's most familiar and fondly remembered sayings was, "That's what insurance is for," a phrase that perfectly captured his humor, practicality, and ability to bring levity to any situation.

Mike Brennan will be deeply missed by his family, friends, and all who were lucky enough to know him. His legacy lives on in the love he gave, the support he offered so freely, the laughter he shared, and the family he cherished above all else.

MCB Issue 421

**NEXT MEETING: THURSDAY February 19<sup>th</sup> @7:30 PM (Weather permitting)**

**The LONG ISLAND AUTO REPLICA SOCIETY (L.I.A.R.S.) Model Car Briefs is dedicated to bringing you the best and most up to date information about our great hobby of model building.**

**Were in our 34th year as a Club; let's hope we all stay healthy during this post COVID-19 crisis and that we can all attain some measure of prosperity. Then perhaps we can build a new Club display in memory of Rich Argus...**

**LIARS Web Page <https://www.longislandautoreplicasociety.com/> [LIARS- Car Model Building Club | New York](#)**

**LIARS Facebook page <https://www.facebook.com/people/LIARS-Long-Island-Auto-Replica-Society-Model-Car-Club/100057442748403/>**

**MCB Contributors: Richard Manri, Dominick "Mickey" Gerace, Bill "Doc. V" Murray, Jim Green, Ronnie Schreiber (for Hagerdy), SARAH BLOOMFIELD (for Jalopnik), Steve Magnante (for Motorweek), Jenny Freeland (for Trains.com), Drew Hardin & Sam Swartz (for Hot Rod)**

***From our LIARS Unofficial Official***

**As I'm sure most of you already know, in January we lost one of our founding members, Mike Brennan. Mike suffered a second stroke and passed away. He had his first stroke several years ago and was still a little leery about driving at night. I lived very close by and offered to bring him**

**to the meetings. We did that for several years.**

**Over the years, we also shared driving to and from the NNL East together. Those rides were always full of stories about his waste management days, I was surprised to learn he removed waste from the company I work at. And also stories**

about working on movie sets in transportation. Something he did in retirement.

He was one of those guys that, if you ever needed anything, he would lend you a hand.

He was an extremely talented model builder. His 62 Chevrolet Bel Air is second to none!

He built some highly detailed 1/25 scale carburetors long before 3-D printing ever came along. And if you put one of them next to a 3-D printed carburetor, you'd be hard pressed to tell which one was which. I resin cast many of his creations for his personal use. And mine, of course!

At this Thursday's meeting, after the Pledge of Allegiance, I'd like to offer anyone who has a story they would like to share about Mike to please do so.

A club kit build was discussed last month, and I would like to go forward with that for at least the March MTG. I would also like to have a meeting based kit build-off of the 48 Angela in memoriam of Mike Brennan's passing.

We will also discuss further show and flyer distribution plans, plus whatever ideas any of you have for the upcoming year.

That's it for now! Thank you again to everybody! My schedule has been hectic working 16 hour days, I could not have done this without you all! Dues are due for those who have not paid yet, and we will be collecting these until the end of March!

If you have an idea or suggestion to make, please inform our committee

during meetings or contact our board members via their phones and/or emails. If there are any issues at the meetings or regarding other club matters, please inform us and we will handle them to the best of our extent.

Also, please try to bring a canned good to donate for the center. We've all been guilty for being sporadic about this, but let's think about those who are much less fortunate than us, especially as the holiday is approaching. Also try and bring a wrapped toy for a less fortunate young girl or boy and please mark it as to which gender it is appropriate.

Stay warm, stay safe, and dues are due. Thank you very much and see you all Thursday!

*Your unofficial official,*

*Dominick "McMonte" Gerace,*



Remember those folks who made a difference in your life in 2025 (good or bad) and use the lessons learned to be a better you. Life is made up of people, events and decisions. 2026 is a time to start fresh. So surround yourself with good people, be active, happy and make remainder of 2026 great. Richie.

*Some Words from the Editor At Large*

***I apologize for any absences in responding to people. Once again I've been caught up in many things and work.***

***My heart and respects goes out to Mike Brennan's family in wake of his passing. Mike was always a friendly dude and an amazing creative builder. I recall the last things he was working on was a tubbed Mazda Miata that was in quote since the mid-90s and a Ford F100 custom that had lots of body work done. He was friends with Anthony Grimaldi Sir. Who introduced his son (with the same name) into the club a decade ago.***

***On Saturday the 14<sup>th</sup>, took a visit to Garys place with a member and grabbed some kits at great prices. Got 6 kits for price of 2 S.Grants when 2 new kits for slightly above that and for 1 new Import kit release. Still on the lookout for the new MPC Datsun widebody truck and Chevy Monza widebody (yes I like 'em wide lol!) yet I haven't seen the Craftsman Plus '65 Cuda or '60 Nomad wagon anywhere yet.***

***This month is a dual theme of Pontiacs and Double Vision. So run what you've brung!!***

***Also were going over things like show plans, finances, ect. Dues are to be collected starting this month and lasting into March the latest.***

***I heard show flyers are done, is that correct? If anyone can forward the master PNG image, I can include it in the next MCB.***

***Welp, all I got for this month!***

***If anyone else have something to contribute or whatever, please do and send it over!***

***See you all Thursday!***

.....

Jim Green @PapasModelWorkshop just completed this '32 Ford Vicky



.....

**LIARS 2 26 MCB Dr. V input**

Good day to the LIARS MCB Readers,  
Here is it mid Feb. and Dr. V has only purchased one (diecast) model, no kits! This draught has never happened before, given Dr. V's short term memory retention...but that is why modelers have a listing of their modeling treasures.

Some of us even log where the model can be found! WOW!  
(not Dr. V)

Yes, I know that since I use EXCEL spreadsheets to store information, I could simply add another column...but that would increase record keeping time, especially if I elect to move models around...to each their own...

What I am in the process of doing is adding "REMARKS" column to note problems. By example the '56 brown Chevy is missing the rear bumper.. (Someday I'll find one...)

Collectively, we should establish a guideline to follow when assessing a model's value (including latest assessment date).

Factors include:

- if built, did you retain the original packaging? (Good example would Franklin & Danbury Mint diecasts)
- is the model a reissue? (beyond a simple yes/no, how would you assess the '32 Ford repop (See imbedded picture)
- How to assess value for missing pieces?
- 3 Mint Model "56 Chevy variations are included below...rarity, color scheme, ...

The '32 Ford sedan body and related parts are new in the current release. Apparently, the original parts no longer exist'

Now, does this affect the current cost of the original?



**Trivia:** Trumpeter is going to provide the Novas and Monte Carlo kits to Moebius to sell ...interesting



Hand written NYC TAXI takes away from model



Interesting conversion...



Limo shows a little warpage under doors...

The next 2 pictures depict 3 Mint Model variations. Dr.V believes the brown variant was a test ...note no logos.

The next pictures are Mint released HT & conv.



The last one is a stretched Chrysler



QUESTION: Should Dr. V/others include pictures like the above in future MCBs?

QUESTION #2 Should the LIARS pursue designing a new club shirt? I've attached one from OLS CARS...



Hope you can attend the Feb. LIARS meeting to provide inputs.

Dr. V will now enjoy the rest of the day since it is suppose to go above freezing!!!

Just remember, if all else fails, build a model!

---

# What Was Your First (Toy) Car? I Found Mine.

[Ronnie Schreiber](#)

16 February 2026

Share



[Ronnie Schreiber](#)

Memories are funny things. You never know what will bring them back or which ones you will retrieve. You can hear just a few notes from a song, catch a wisp of a scent, or a flash of color and it evokes a torrent of memories, sometimes pleasant, sometimes less so.



[Ronnie Schreiber](#)

My three siblings and I jointly own our late parents' house and I'm responsible for maintaining it. My mom, Pauline Smolinsky Schreiber, may she rest in peace, was, to quote many of the eulogies at her funeral, a formidable woman. She was also unfortunately a hoarder, which generally is not a great thing. Hoarding is an anxiety disorder based on a fear of losing or missing out on something of value, which often devolves to compulsive shopping and being unable to distinguish between things of value and what

is effectively trash. Things of value then get lost or ruined amidst the trash that the hoarder can't bring themselves to discard for fear of losing something of value.



[Ronnie Schreiber](#)

Still, valuables remain, sometimes things of financial value, like the roll of one hundred Susan B. Anthony dollar coins my son came across in a box of my mom's sewing scraps while helping me clean, and things that have no financial value but are rich with memories and emotions. Coming across those things, though, has meant lots of cleaning through items of absolutely no value at all, not even as scrap. I say that as the grandson of a "junkman." My Smolinsky grandfather was a recycler of scrap paper and fabric. Cleaning my parents' house after our mother died (my father, Leonard Schreiber DVM, of blessed memory, predeceased her by over 30 years) was bittersweet. Sadness at her and the house's condition has been punctuated by joy when finding something my sibs or I could appreciate, something with emotional value, often something from our childhoods or even from when our parents were young, like my father's 1934 class photo from his Brooklyn middle school, in fragments.



That's Leonard Schreiber, seated in the front row on the far left. [Ronnie Schreiber](#)

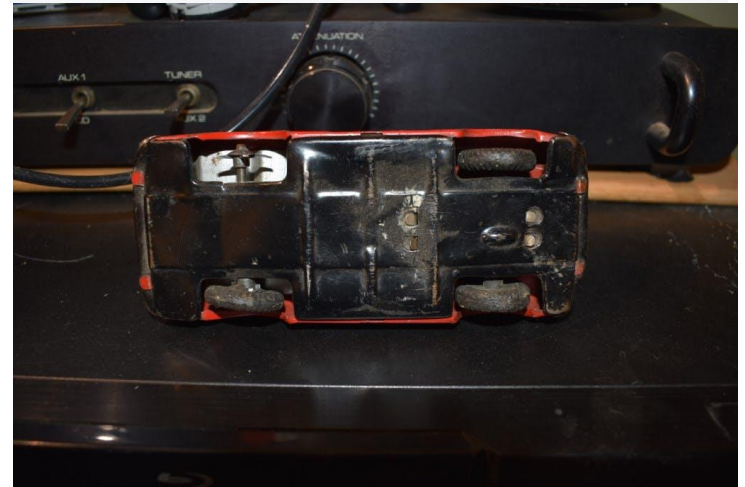
While cleaning in the basement, something red caught my eye and as soon as I saw it I realized what it was: a little red friction motor tin toy modeled after a Rambler American station wagon. It was my first toy car as far as I can remember, my first car of any sort. I played with it for hours on the floor of the little den in the back of our house on Ward Street in northwest Detroit.



[Ronnie Schreiber](#)

I'm guessing it might have been made in Japan, like a lot of other stamped tin toys of the era. There are no brand names or makers' marks on the stamped-steel undercarriage. It's surprisingly detailed for a cheap toy, with a lithographed steering wheel, dashboard, and plaid seats, real rubber tires, and "chromed" front end and rear bumper. It's now a bit worse for wear. It is missing one rear tire, another is a bit cockeyed, and the friction motor, located interestingly on the front axle, as the actual Rambler American was rear-wheel drive, is trashed. The body is in pretty good shape for a little boy's well-played toy that's over 60 years old; just a few small dents in the roof and some spots where the paint has been rubbed off. For a minute, I thought of

restoring it, but I think it's perfect just the way it is. After all, I was the one who made those dents.



[Ronnie Schreiber](#)

I have no idea how I got it. Maybe my mom bought it at that nice toy store on Seven Mile Road with the large-scale toy fireboat that pumped real water that I really, really wanted for my birthday or Chanukah. Maybe my dad picked up the little red Rambler after he bought an actual full-scale '61 Rambler American to be his daily driver for his less-than-a-mile commute to his veterinary hospital, perhaps matching the plastic promotional model of the family's blue [Catalina](#) four-door he got from the Pontiac dealer that my older brother played with. All those details are hazy in the mists of time, but I was surprised by just how evocative of memories the little toy car was.



Fisher-Price set #234, the Nifty Wagon. The blow-molded plastic coin bank model of Alan Shepard's Mercury space capsule dates from the same era. [Ronnie Schreiber](#)

While cleaning, I also found a new, in-the-box, original issue Fisher-Price #234 "Nifty" Station Wagon. It was only made from 1960 to 1962 and has not been reissued in original form. It has the original large wooden Fisher-Price people and dog, being the

first Fisher-Price set with the full family of “Little People” (Mom, Dad, Baby, and Dog). It’s also larger than the later model of the Nifty Wagon, an item that’s still in the Fisher-Price catalog. It’s a pull toy, with eyes for headlights that roll up and down, the baby and dog spinning around in the back seat as the wagon moves, and there’s a mechanism that makes a “brr...rumm” noise that I suppose is meant to sound like an engine’s exhaust. The wooden station wagon is a convertible; the wooden roof and plastic rear window frame fit on pegs and can be removed. The tailgate flips down. All in all, one can see why the concept has been evergreen at F-P. It’s a charming little toy full of interesting things for young minds to watch and play with.



Mom and baby [Ronnie Schreiber](#)

The box has a little damage, some tears and water damage on one end, but the Little People figures are pristine, and the Nifty Wagon itself is in remarkable condition, considering it would be eligible for Social Security if it were a person. The cardboard instructions are still in place under a roof fastened by the original factory rubber band, which is dry-rotted and would surely break if I tried to disassemble the toy. There’s still even a Fisher-Price “Parents’ Guide” aka catalog. The car is not perfect, though. The graphics appear to be applied with lithographs, and there is some blistering on the hood and flanks. Some white paint has rubbed off one of the whitewall tires, and there is a small crack on the top surface of the front end. The damage is either from the box getting jostled over the years or the simple fact that its 65-year-old plastic and wood that has gone through hundreds, maybe thousands, of heating and cooling cycles. The last time I checked, it was worth a few hundred bucks on eBay even without the box, but this Nifty Wagon is not for sale, even if all of my grandkids are too old to play with it. Hopefully, they’ll be able to pass it on, unused, to their own grandkids, a memento of their great-great grandmother.



Dad and

dog [Ronnie Schreiber](#)

Unlike the little red station wagon, I’m pretty sure how the Nifty Wagon ended up here. There was an independent retail chain in Detroit called [Federal Department Stores](#). Later signage said Federal’s, perhaps giving in to Detroiters’ tendency to add a possessive S to business names that don’t actually have them (e.g. “My uncle works at Ford’s,” and “Where should we get groceries, Kroger’s or Meijer’s?”). Every December, Federal’s would have a big “99 Cent Toy Sale” that drew large crowds. That low advertised price was likely to compete with another Detroit tradition, the giant, Christmastime “Union Co-op Toy Sale” that was held every year starting in 1958 and lasting into the 1970s.



Holiday shoppers at Federal’s. Pinterest [Ronnie Schreiber](#)

As a kid, I was under the impression that the Union Co-op Toy Sale was organized by the UAW and other labor unions to sell toys in locations around the city at discounted prices to members. They took out full-page ads in both of Detroit’s daily newspapers, and that sale was a force to contend with if you were selling toys in the Detroit area. In fact, that toy sale was not union-operated but rather was a for-profit company based in Milwaukee whose business model was something like that of Spirit Halloween or fireworks retailers who set up in temporary, rented locations for seasonal sales. I suppose that advertising “THIS SALE NOT OPEN TO THE GENERAL PUBLIC” and requiring customers to show a union card to get in and shop made it seem like

it was officially sanctioned by the then very powerful labor unions.

**8th Annual Union-Co-Op TOY SALE**  
LARGEST SELECTION OF TOYS IN MICHIGAN  
FOR UNION, CO-OP AND CREDIT UNION MEMBERS ONLY  
ALL TOYS PURCHASED AT UNION TOY SALE CARRY A MONEY-BACK GUARANTEE

**NOW 7 LOCATIONS TO SERVE YOU BETTER  
SPECIAL FOR TONIGHT  
THURS., FRI., SAT. ONLY**

**Pos'n Tammy Doll or Pos'n Misty**  
Looking more realistic and more like a real doll than any other doll ever made. Pos'n Tammy or Pos'n Misty. Your Choice **\$1.88**

**SNAPSHOT CAMERA**  
ZEROMAX  
**99c**

**PRESSMAN POOL TABLE**  
GIANT 4 FT. **\$14.88**

**Motorific Set**  
Each set includes five terrific blocks, wheels and more fun. **\$1.66**

**CHESTER O'CHIMP**  
Chesty has 11 different things, such as "I speak English—can't you talk another?" The chest really actually moves when you pull his tail. He's 14" tall, with a black plush body and bright orange nose. **\$9.97**

**SONIC BLASTER ZERO M**  
Fast trigger action and pow the missile blast off! His sound. Shoots safe air blast, complete with targets. **\$5.99**

**FREE 1966 MUSTANG**  
To Some Lucky Persons in Michigan. Nothing to Buy. Register Now at Your Nearest Union Toy Store.

**FASHION DOLL CLOTHES**  
LIMIT 2 WITH COUPON EACH  
GOOD DEC. 8-9-10-11  
Famous maker of doll fashion clothes fits Barbie, Tammy, Trassy or any other 11" fashion doll. Any additional of the above clothes can be purchased without coupon at our low sale price of only 29c.

**7 CONVENIENT LOCATIONS**  
STATE FAIR GROUNDS  
ROYAL MADISON SHOPPING CENTER  
LIVONIA-BUCKINGHAM SHOPPING CENTER  
14355 LIVERNOIS  
15540 GRAND RIVER  
LIVONIA PARK (149) SOUTHWIELD

**SPONSORED BY CONSUMERS MOTOR CITY CO-OP, INC.**

**ADMITTANCE TO TOY SALE WITH UNION, CO-OP, CREDIT UNION IDENTIFICATION ONLY**

**OPEN DAILY 10 A.M. TILL 9:30—SUNDAY 11 TO 6**

**WE RESERVE THE RIGHT TO LIMIT QUANTITIES**

**PLenty OF FREE PARKING**

[Schreiber](#)

Not everything at Federal's toy sale was just 99 cents; some things were as much as \$1.99 or \$2.99, maybe more. Many of the items were off-brand or closeouts but there were plenty of brand-name, quality toys and games. Also, you have to consider that \$0.99 in 1961 would be the equivalent of more than \$10 today. I distinctly remember Fisher-Price toys being on sale there, and while I was cleaning, I also came across two other Fisher-Price toys of the same general vintage. I found a "Golden Gulch Express" locomotive and coal car, in decent played shape, that was introduced in 1961, and a "Snorky" firetruck that was only produced in 1960. Presumably they were purchased at the same time as the Nifty Wagon, most likely in 1961, due to the production dates. The firetruck is particularly collectible because of its rarity, but unfortunately it needs repair and is missing the firemen, the fire dog, and a couple of wheels. Perhaps a Fisher-Price collector can tell me if it can be restored.



[Ronnie Schreiber](#)

Being a bargain hunter of the highest rank (she considered it to be almost a sin buying retail when you knew someone who could get it for you wholesale), our mom would stock up at that sale on toys and games both for us and for toys we could use as presents when invited to birthday parties. There were four of us, so there were lots of friends' and classmates' birthday parties. Since Mom was a compulsive shopper and bought lots of stuff, not everything would always end up being gifted to others or played with by her own kids. I turned seven in 1961, with two older siblings. My younger sister was born that same year, and the Nifty Wagon is a toddler's toy, rated for ages 2 to 5, so we were all either too old or too young to play with it when it was new, which is likely how I found it stashed in unused condition in a cupboard in the basement.

What was your first toy car? How did you get it? Where did it come from? Do you know what happened to it? What memories does thoughts of it evoke?

**High-Performance Kit Cars That Are More Affordable Than They Look**  
**BY SARAH BLOOMFIELD SEPT. 16, 2025**

**Wako Megumi/Getty Images**  
**Sure, building a car model is fun, but putting together a life-size, working version of a car you can actually drive is so much more satisfying. Kit cars are essentially prefabricated parts you assemble yourself to build a car. Many kit cars are designed to resemble rare or far too expensive models that are usually out of reach for the average budget, such as the Ford GT40, Porsche 356, and Shelby Cobra. That said, a few are true originals that look and drive like nothing else on the road.**

**Building the car in your own garage eliminates the assembly cost, which makes it a lot cheaper. For some kits, you need a donor car, or a specific model and some of its major components. Donor cars don't have to be in perfect condition, and buying one cheaply can keep the price of building a kit car low.**

**Other kits provide nearly all the parts you need to assemble a working car model. Sometimes you can buy the kit in installments to help with affordability. Buying the parts this way also gives you time to complete each step as you go, so you don't get overwhelmed during the building process. Quite a few companies make kit cars today, but they don't all focus on high-performance models. Some of the top companies offering kit cars include Factory Five, Burton Car Company, DDR Motorsports, and Dakar Cars Limited. Here, you'll find details about some of the most affordable high-performance kit cars available and the companies making them.**

**Exomotive Exocet — \$7,999**

#### **Exomotive**

**Exomotive brought the MEV Exocet to the United States in 2013, but the company's founder, Kevin Patrick, took an immediate interest in the Exocet soon after it was released in 2010. Kevin built his own MEV Exocet and loved it so much that in 2011, he went to MEV headquarters to secure a place as the only Exocet provider in the U.S. But the Exocet required refinement before it could be brought to the country, which meant a collaboration between Kevin Patrick and Steve Mills, founder of MEV.**

**Touted as the easiest kit car in the world to build, even inexperienced mechanics and hobbyists can construct the Exomotive Exocet if they put in the effort. Build time is estimated at around 100 hours, and the starting price for the Exocet Base model is an affordable \$7,999. You'll need a 1990-2005 Mazda Miata donor car (next-generation Miatas won't cut it) and a Mazda, Honda, or GM engine to complete the build. A mid-level MEV is available for \$8,299, and it adds a roll bar tube, harness mounting tubes, and more**

**front and rear downtubes. An off-road/race package can make it easy to wander from the pavement in your Exocet, but it will cost you \$8,999 to upgrade.**

**Under the hood, the Exocet can support Mazda's 1.6- and 1.8-liter engines, Honda's K- and J-Series blocks, and the EcoTec, LFX V6, and LSX V8 powertrains from GM. The ultimate power, torque, and top speed for the Exocet depend on the engine equipped and other customization features and mods made during assembly, which might affect the car's weight. Output generally ranges from 100 to 700 horsepower.**

**Speedster Werks 356 A Speedster — \$9,120**

#### **Bonhams Cars**

**Dedicated to supporting car lovers who want to experience the satisfaction of building their own cars, Speedster Werks is a kit car company that's been in business for more than 20 years. Although Speedster Werks is well-known for its Porsche 356 A Speedster replica kit cars, the company partakes in several other ventures as well. In addition to prototyping, Speedster Werks takes on bespoke and small vehicle projects, production of small-scale parts, and glass-reinforced plastic (GRP) repairs. The company is based in the U.K., but the 356 A Speedster kit car can be imported to the U.S.**

**Everyone's drawn to the classic look of the Porsche 356 A Speedster, but who can afford one? With fewer than 5,000 of this model produced, not only is it rare, but it also fetches a significant price at auction, with models selling for \$200,000 and up. However, if you're willing to put in a little elbow grease, you can get a 356 A Speedster replica kit car from Speedster Werks for £6,750, which converts to about \$9,120 USD.**

**Building the 356 A Speedster replica requires a shortened VW chassis, as the GRP body shell in the Speedster Werks 356 A Speedster kit fits perfectly on this frame. The kit includes the front and rear engine hoods, one-piece doors, headlight bowls, bumpers, and a prefitted front luggage area. It also comes with**

*all the necessary hinges and an engine bay kit. All that's left to contribute is the engine, and this car's ready to build.*

**Dio Tipo 61 — \$9,500**

#### **DioCars**

*Bill Bonadio is a serious car enthusiast who began building his own cars when he was a teenager. Inevitably, this led to him starting his own kit car company, DioCars, in the '90s. It all started with two amateur car builders in the '60s who made a replica of the Maserati Tipo 61 "Birdcage" using a Triumph TR-3 chassis. When Bonadio came across a version of the Maserati replica in the '70s, he thought it was the real deal. After realizing it was a replica, he contacted one of the original builders about becoming a dealer.*

*It took some time, but eventually, Bonadio was able to build and sell the Dio Tipo 61 kit car, which can be built on the chassis of several models with anything from a two- to an eight-cylinder engine. The specifications for the chassis are pretty flexible for the Tipo 61 — a rarity for kit cars. Basically, any frame with a wheelbase between 88 and 102 inches will work, as long as the rear track is 45 inches and the front track falls somewhere between 45.5 and 52 inches.*

*A Dio Tipo 61 car kit costs \$9,500, but this only gets you the front and rear body sections, lower body panels, and the molded door sections and two doors. Other components, such as the windshield and hood hinges, cost extra but won't add too much to the overall price. An original Maserati "Birdcage" from the '50s has an estimated value between \$5 and \$6 million, making the price of the Dio Tipo 61 kit car even more appealing.*

**DF Goblin V1 — \$9,950**

#### **DF Kit Cars**

*DF Kit Car got its start all because of the immense satisfaction that comes with building a car from the ground up. After the company's owner completed his own car build using a Chevrolet Cobalt donor car and parts he*

*fabricated with CNC equipment from his family business, he wanted to share the experience with others. So in 2015, DF Kit Car was born. By focusing on creating an easy-to-build, fun-to-drive kit car, DF Kit Car is making a name for itself in the kit car community.*

*The DF Goblin V1 is the first kit car to come from the company, but a Goblin V2 is on the horizon. For now, you'll need a 2005-2010 Chevrolet Cobalt or Pontiac G5 donor car to get started with the Goblin V1 build. The kit is sold in three stages, but you only need the first two to build a working Goblin V1. The third stage is optional, as it only includes accessories and other parts that allow for customization, no critical operating components.*

*A base Goblin V1 kit will run you \$9,950 for both stage one and two, plus the cost of the donor car and, if needed, the engine. Of course, the price of the kit car varies depending on the donor car model, drivetrain, and powertrain. If you want options like a new parking brake, customized steering wheel, or tow bar, it will cost a little more. The Goblin V1 can support engine blocks with outputs that range from 140 to 260 hp and either an automatic or manual transmission, putting you in complete control of the final outcome of your Goblin V1 build.*

**DDR Grullon GT8 — \$19,995**

#### **YouTube/DDR Motorsport**

*In 2001, Diego Grullon combined his 25 years of experience in the racing industry with the talent of a team of car specialists to launch DDR Motorsport. The goal was to create an impressive component kit car that could rise above the competition. Innovation, quality craftsmanship, and a focus on supercar design elements make the kit cars from DDR worth buying and building. Based in Florida, DDR Motorsport fabricates a lineup of relatively affordable GT kit cars, as well as doing some prototyping and manufacturing for customers.*

*Although the base price for the Grullon GT8 high-performance kit car is almost \$20,000 —*

**which could buy you a great used car — the car that this kit is based on, the McLaren F1, typically sells for \$20 million or more at auction. When put in perspective, DDR's self-build version that uses a Corvette C5 donor car is certainly, and it sure looks more expensive than it is. An upgrade to the Grand Prix version will jump the price of this kit car to between \$23,000 and \$26,000.**

**With the kit, you get the components to create a sophisticated supercar, including a welded tubular steel frame and hand-laid fiberglass body. In the engine bay, any of GM's longitudinally mounted LS1 to LS7 V8 engines will fit, so you have a few choices. A six-speed transaxle, shifter, and cables from a 2000-2004 Porsche Boxster S donor car provide smooth gear changes, but you'll need an engine-to-transaxle adapter plate to mate the gearbox to the engine.**

**Factory Five Mk4 Roadster — \$20,990**

#### **Factory Five**

**Factory Five is a big name in the kit car industry. It is, after all, the largest kit car component manufacturer in the world.**

**Located in Massachusetts, Factory Five has a massive manufacturing facility dedicated to creating the parts necessary to build each of its exceptional kit cars. While many kit car companies have limited model options, Factory Five offers hot rods, coupes, roadsters, and trucks to appeal to a wide customer base. The company provides top-notch customer service, ensuring an enjoyable kit car experience, from building to driving.**

**A complete Factory Five Mk4 Roadster kit is affordably priced at \$20,990. You can pick up the base kit for \$14,990, but the complete kit is a better deal because you need fewer donor parts to finish the build. Going with the complete kit means you really only need to supply a working Ford engine, transmission, fuel pump, battery, and rear end with brakes, wheels, and tires. Everything else comes with the kit.**

**The Mk4 Roadster is modeled after the Shelby 427 Cobra of the '60s, an iconic yet extremely rare model. During the Cobra's production run, fewer than 1,000 models came off the line. At auction, a 427 Cobra can bring in more than \$1 million, putting the car well out of reach for pretty much everyone. With the Mk4 Roadster, you get to put the car together yourself, which makes driving the kit car all the more enjoyable when you finally get to take it out on the road.**

#### **What Does It Take To Build a High-Performance Kit Car?**

##### **DF Kit Car**

**Kit car companies strive to make their products easy to assemble, but that doesn't mean just any gearhead has the fortitude to build a car from the ground up. Yes, you might start with a donor car, but there's a lot of time and effort that goes into putting all the pieces of a kit car together. So the main thing it takes to build a kit car, aside from the burning desire to drive a car you built yourself, of course, is the determination to see the job through.**

**Having a garage with enough space to strip a donor car and then build a kit car is another necessity if you want to build your own car. You definitely want to keep the parts out of the elements as you work, and a place to keep everything organized is also nice. Mechanic's tools are a must, but you can also check the kit car maker's website and building guides to see if you'll need any special tools or equipment to complete your car.**

**Don't overlook finding a solid community of kit car builders who can help and support you through the building process. Many kit cars take about 100 hours or more to finish, and knowing people who have built a kit car can encourage you to keep going with your project.**

**Read More:**

**<https://www.jalopnik.com/1969-112/affordable-high->**

[performance-kit-cars-cheap-look-expensive/](#)

.....

## Icons of Scale: The Coolest Chevy Model-Car Kits of All Time

Plus some blooper and blunder kits released along the way.

[Steve Magnante](#) Writer Dec 16, 2019

For enthusiasts of a certain age, building a model-car kit—or multiple kits—was a rite of passage. But regardless of when you were born, it's a fact that many car fanatics from Detroit designers to local mechanics still slap together scale versions of their favorite cars. They're often a first point of entry into enthusiasm for a brand, and they're also an excellent way to exercise car-tinkering instincts when we're otherwise unable to do so. I've been a model-car fanatic for nearly half a century, and my very first model car kit was a Chevy (as mentioned below). Though I've built models of plenty of other machinery, here I've conjured a humble list of what I consider to be the five most influential Chevy-themed model kits. Read on to rekindle fond memories, learn about some models you've perhaps never heard of before, or maybe even trigger a model-car purchase.

### **Badman '55 Chevy Gasser by Monogram**

As if its bright-yellow plastic parts, Boss 302-inspired "vertagonal" fender graphics, mile-long traction arms, front beam axle, wheelie bars, and chromed in-grille Moon tank weren't enough to bend my 10-year-old mind when I first saw it in 1974, the 1:24-scale Badman gasser's key features were its translucent red windows and hood scoop.

Taken together, the finished kit tickles the retinas without the need for paint.

Like most Monogram custom car kits of the early 1970s, the Badman was designed by [Tom Daniel](#), one of the team that ["put the hot in Hot Wheels" a few years earlier at Mattel](#). Though mature eyes now see the kit's many inaccuracies—its 6-71 supercharged V-8 is connected to an incorrect three-speed manual transmission and the "396" engine has conjoined exhaust ports like a small-block—none of it takes away from the Badman's overall cool factor. I've purchased at least 10 of them over the years.

The original box art (on right in the top photo) featured brightly colored illustrations with a fictional Winternationals cover showdown against another '55. Around 1977, kit photographs replaced the box art illustrations as President Jimmy Carter's administration bolstered truth-in-advertising laws. The goal was to crack down on misleading packaging in toys and other items targeted at kids. Moving forward, kit makers were forced to show the actual contents of the box—for better or worse—thus the photographic depiction on the newer box that's on the left.

### **Jungle Jim Camaro Funny Car by Revell**

Revell was already well known for dozens of highly realistic plastic model-car kits by 1971 when the very first of many Jungle Jim Funny Car kits was released. But unlike the exquisite Skippers Critter Anglia gasser, Mooneyes Dragster, and Mickey Thompson Challenger land-speed record kits from the mid-1960s, the Jungle Jim Camaro Funny Car is not one of them. Seemingly designed by Revell's B-team—or at least less-skilled apprentices—it suffers from heavy-handed details, chunky workable steering, and a poorly proportioned Camaro body shell. Worst of all are the super wide, cartoon-like slicks and flash-encrusted five-spoke chrome wheels.

So why is this abomination one of my top five? Simply because it time warps me back to the very first day I ever wore corrective eyewear (glasses). I was 12, and after years of shirking a proper eye exam (I knew I needed glasses since I was eight, but I feared the geeky stigma that came with them), Mom finally cornered me. To ease my unhappiness, she bought me this very Jungle Jim Camaro kit on the way home from the optometrist. Thanks to my new glasses, I fully enjoyed the fire burnout box art. In the years since, glasses have served me very well, of course. Thanks, Mom!

### **Twister Chevy Nova Altered Wheelbase Funny Car by AMT**

I'm a few years too young to have seen AMT's groundbreaking altered-wheelbase Twister Chevy II Funny Car as a new model on the hobby store shelf. When these things were the hot deal in the 1967-69 period, I was still pushing Matchbox cars through piles of mashed potatoes. But that hasn't stopped modern-day reproductions and re-releases from setting things right.

When new in 1967, AMT whipped up a simple pan-type chassis with a shortened wheelbase to suit reworked (with altered wheelbases and hood scoops) body shells of its '66 Mustang, '65 Falcon, '66 Mercury, '63 Tempest, and '65 Chevy II. After plugging in a suitable Ford, Pontiac, or Chevy engine, AMT had something for Funny Car fans to build without spending a ton on multiple chassis and suspension tools.

The Twister isn't an exact replica of any particular real-life race car, but with its stubby wheelbase, Hilborn eight-stack injected Rat, front beam axle, and gutted interior, its less-is-more vibe captures the Match Bash aesthetic perfectly. I got my first Twister as a built-up parts car at a model-car swap meet around 1981. But after Model King re-released the once-rare kit around 1999, anybody

with \$30 could build their very own Match Bash Nova with factory fresh plastic.

### **Funny Hugger II Camaro Funny Car by AMT**

With the successful launch of the hastily rendered Twister Nova and others, AMT decided to spend some real money on fresh Funny Car subjects. Among them were the Funny Hugger, a 1967 Camaro flip-top kit released around 1970, and the Funny Hugger II, the 1969 Camaro flip-top featured here, which was released around 1972. I bought my first Funny Hugger II in 1973 at the local drug store and remember being mesmerized by the exciting box art illustrations. Then again, without a single photographic image of the kit hiding inside the box, it took a leap of faith to make the purchase. But me and my model building friends generally knew the AMT brand logo—as well as MPC, Revell, Monogram, IMC, and JoHan—was trustworthy from past experience. Lesser brands—Palmer, Hawk, and Lindberg—had to be approached with caution. Their fanciful box-art illustrations often concealed terrible model kits and sometimes showed components that weren't included in the box. Like virtually all AMT kits (and many from MPC), the Funny Hugger II required paint, but with a twist: While its body shell was rendered in pure white polystyrene and needed coloring, the tube chassis was molded in metallic silver. It was something I'd only seen in AMT's huge fire truck and military model kits of the day. But when the re-release hit the scene around 2005—once again courtesy of Model King—the gray was gone, undoubtedly to simplify manufacturing.

### **1970 Chevy Monte Carlo by AMT**

This was my very first 1:25-scale plastic model kit—ever. The year was 1972, I was eight years old and Mom wasn't convinced I was ready for stinky (and toxic) model cement just yet. AMT's screw-together 1970 Monte Carlo was part of its short-lived Motor City Stocker Series (which also included simplified replicas of five other American cars from the 1970 model year). Priced at \$1.00, the Motor City Stockers combined the external realism and detail of a \$2.25 glue kit with the simplicity of a snap-together dealer promotional toy.

As soon as I pulled its big 1:25-scale body from the box, the pre-assembled 1:64-scale Hot Wheels, Matchbox, and Corgi cars I'd been playing with, collecting, and trading with my friends suddenly seemed so lame. I remember examining the kit's Rally Wheels and marveling at how they looked just like the real ones I saw in traffic every day. The same held for the grille, speedometer, and dual exhaust system.

The only downsides were the sealed hood and engine plug between the front wheels. But they only served to make me even more curious about the world of glue-together model kits where miniature replicas of just about every Chevy ever made seemed to be available at the local hobby shop. It all started with this kit!

### **Honorable Mention: C4 Corvette by MPC**

Despite taking a beating from the video-game arcade boom of the late 1970s, the domestic model-kit industry continued to hobble along into the 1980s. One of the bright spots was MPC, who doubled down with a series of strong model offerings that reflected popular tastes. One of MPC's best kits of the time was the C4 Corvette. Not only was the real-life motoring world excited by America's totally renewed sports car, MPC reignited model builders' curiosity with new levels of detail and accuracy. To help fan the flames,

MPC released a limited run of 1984 Corvette kits molded in metallic gold. They were found in specially marked boxes, while the normal run was molded in black plastic. I remember being amazed by the crisp detailing of the suspension and chassis.

### **Bloopers and Blunders**

**Chevy Chevette by MPC** Since it takes roughly the same amount of money and resources to take a model-car project from idea to reality no matter the make or model—about \$500,000 in modern funds—you'd expect modelmakers to shoot for the stars every time. When MPC released this Chevette kit in 1978, plenty of hobbyists complained that the effort should have been expended on literally any other Chevy product.

Whether this model kit was a knee-jerk hangover from the days when MPC automatically released yearly kits of significant annual models or a brave experiment to put some mpg in MPC, we're sure the project wasn't a grand slam like MPC's 1978 Pontiac Firebird Special Edition or *Dukes of Hazzard* General Lee Charger—both of which broke the million-unit mark. We have to ask, was the Bear Bait graphics and decal theme a shrewdly calculated tie-in to the big rig/CB craze of the mid-1970s or was it a last minute "think of something—*anything*" Hail Mary so the kit wouldn't bomb on its own terms? While the resulting kit is a very decent replica of Chevy's T-car, MPC management took a huge risk green-

lighting such a mundane kit during the rocky road that was the kit industry of the 1970s.

---

## How to strip paint from plastic models

By Jenny Freeland | May 30, 2021  
| Last updated on November 7, 2022

### Using ScaleCoat II Wash Away to create an undecorated caboose

Eric White couldn't find a Northeastern style caboose painted for the Lehigh Valley, but a vendor at a train show had several models in another paint scheme. In less than an hour, Eric had a model that was ready for new paint. Watch this video to see how he stripped the original paint.

Today we're going to look at stripping the paint off of a plastic free car model. I have a Pro 2000 series steel center cupola caboose here. This is painted for South Branch. This is also what's known as a northeastern style caboose.

And I need to get into Cornell Red to make it a proper Lee High Valley caboose. So today I'm going to start with scale coat to paint stripper.

This is generally worked well for me for just about any kind of paint that I've had to strip off of a model, and it's a plastic compatible. It's safe to use on plastic. The other thing we're needed something to pour the paint stripper in. I've got a cheap disposable bread pan here, one that my wife is deemed no longer appropriate for kitchen use, and some old toothbrushes. Again, these are

no longer going into anybody's mouth as you can see.

OK, so I'm going to use the smaller of the two bread pans because the idea is to have just enough stripper to cover your model, but since I've used this one before, I can't tell if it's black paint or a whole.

I'm going to go belt and suspenders here and put it inside the other pan, so if I.

Made a horrible mistake. It won't be as horrible as it could be.

So I need to remove the plastic glazing from the kupla here.

You see, I've got a.

Nice little blue glove on.

'cause you don't want to get this on your fingers if you can help it.

It doesn't sting much.

And you'll notice that this is obviously been used before you can reuse this stuff. So when I'm done.

I'll run through a coffee filter and.

Put it back in the bottle.

So it's got a little bit of a smell to it, but it's not terrible.

Looks like I'm gonna go all in here.

OK.

Let's see, we got here. It's been in the soaking bath for about 10 minutes.

OK, so you can see we've got some bubbling here.

So the first thing we do.

Pick it up.

Grab a toothbrush. Look at that like butter.

Well, not like butter but.

Easier than skinning a chicken.

I assume 'cause I've never actually skinned a chicken.

So what we want to do is get as much of this pain off of here as we can. As you can see, it sort of falls back on.

I'm just going to keep dipping the brush into the.

Stripper Minnesota push it off.

Now it's really sticking there on the corners.

But that's probably not going to matter too much. Obviously this will get a coat of primer.

I'm going to make a few modifications to the model.

Sometimes the stripper will help loosen glue joints too. I don't think that's going to be happening here, but.

I'm not sure if this smokejack is really what I want have to look at my reference photos and see.

OK, so this is basically where I want it to be.

Next thing to do is to go wash all this off just using your typical soapy water stuff so.

What is the water here?

With dishwashing liquid.

There we go.

And we're done.

We've got a little bit of silver here and here.

I can either pick that off with a toothpick or just leave it and it'll be alright.

Maybe you can see the South Branch lettering again. Once I primer this, it'll be gone.

And here's the kupalo.

So in less than an hour we now have a non decorated model.

Wasn't that long and we can use this stuff again? I gotta do.

Pour it back in.

There we go.

And you can see how the filter is catching all our paint chips so.

The bottle would be good to go for another model.

So sometimes you can't find the exact model you want, but with about an hour of your time and a little bit of paint stripper you get closer to the models you want for your layout.

---

## **Built the Kit as a Kid? Check out the Fullsize Red Baron Hot Rod**

[Drew Hardin](#) Writer [Sam Swartz](#) Photographer Jan 11, 2016

If you are of a certain age, this car needs no introduction or explanation. If not, well, it was the Sixties, man. Monogram model designer Tom Daniel was looking for inspiration to follow up his very successful Beer Wagon kit and found it, in all places, in a German World War I helmet. Again, if you were around then, it's not as weird as it sounds. German helmets were adopted as a sign of rebellion by bikers, surfers, and other cultural outlaws. Heck, Ed Roth even sold replicas in

magazine ads alongside his T-shirts. Plus, in the funny pages, you'd find Charles Schultz's Snoopy flying his "Sopwith Camel"—his doghouse—in imaginary dogfights against the Red Baron, adventures that prompted a group called The Royal Guardsmen to release "Snoopy vs. the Red Baron." That single went to number-two on the Billboard Hot 100 chart in late 1966.

Daniel thought the helmet would look cool on top of a T-bucket-type hot rod, and he created what became one of the most popular kits in modeling history. No kid could resist that giant chrome helmet, the machine guns on either side of the cowl, or the powerful inline engine with its trumpet-like zoomies, the same kind of engine as the one that powered the blood-red Fokker triplane flown by the real Red Baron.

Monogram had the kit on display at the 1967 Chicago Toy Fair. Also in Chicago that fall was Bob Larivee Sr., whose Promotions Inc. was one of the premier car show organizations of the era. Larivee happened by the Toy Fair, saw the kit, and immediately buttonholed Monogram management to work out a deal to produce a fullsize version of the Red Baron for his shows. Larivee contacted Chuck Miller to turn the plastic model into a real car. Miller, who ran Styline Customs in Detroit, had been working for Promotions Inc. for a while, repairing show cars that had been damaged in transit from one city to the next. Miller had also just won the Ridler Award for his Fire Truck C-cab hot rod, so the project seemed a good fit.

"Larivee came to my shop with a model of the car, and we started from there," Miller remembers. "We had to get the scale off of that, figure out how big the car had to be."

Miller says the car took about six months to build, from that first meeting with Larivee to the 11th-hour roll-in at the 1969 Autorama. Much of the car had to be built from scratch, since in 1968 there weren't a lot of off-the-shelf components

for building any kind of hot rod, let alone one that's part T-bucket, part triplane.

ADVERTISEMENT - CONTINUE READING BELOW

He handbuilt the frame, following the look of the kit's chassis, and then formed the bucket body out of sheetmetal. Once the body was roughed in he could start on the helmet, since the two had to fit seamlessly together. Miller fashioned a clay model of the helmet—much like car designers model their future products in clay—then made a mold from the clay to create the finished helmet in fiberglass.

The machine guns were scratch-built out of steel and then chromed "to look like the machine guns in the kit," Miller says. The gunsight radiator ornament, the radiator and its large Maltese cross, and the Maltese crosses on the reverse-chrome wheels were all hand fabricated. The suspension and steering are a mix of hot rod parts—a Tri-Five Chevy rearend, Model T rear spring—and hand-fabricated pieces, "because at the time there were no spindles, radius rods, or tie rods in the size we needed to match the kit," he says.

The hardest part, Miller remembers, was the engine. In real life, the WWI-vintage Mercedes aircraft engine Daniel put in his kit would be far too long for a T-bucket-size hot rod. Yet Miller wanted to echo the kit's inline-six powerplant. The solution was to use one of the new Pontiac OHC six-bangers. "That single center valve cover looked aviation-type," he recalls. The only problem? The Pontiac's exhaust exited on the left side of the engine. Daniel's exhaust trumpets were on the right.

ADVERTISEMENT - CONTINUE READING BELOW

"To make the headers go across, under, or around the engine would look stupid," Miller realized at the time. "So we left them on the left side. That's the one big difference between the car and the kit." Exhaust placement wasn't a big deal when the Red Baron debuted in Detroit; folks loved it. When Larivee and Miller brought it to California

and showed Daniel, however, the model maker fumed. "You messed up my car," Miller remembers Daniel saying before stomping off. "Larivee and I just looked at each other and wondered what that was all about," Miller says. "We figured, if he had designed it right in the first place, this wouldn't be a problem." Eventually Daniel cooled off, Miller says, and came to like the 1:1 version of his creation.

The Red Baron was a huge hit, so big, says Miller, that "I probably should have built two, one for West Coast shows and one for the East Coast." Once the Red Baron came off the circuit, Larivee sold it to Jim Brucker for his Movieworld Cars of the Stars museum in Southern California, with the understanding that he'd have first shot to buy it back if Brucker were to ever sell it. Eventually it did wind up back in Larivee's hands.

A few years ago, the Red Baron was sold again, this time to Bill Smith's Speedway Motors Museum of American Speed in Lincoln, Nebraska. You can see it there now, and it will eventually be a part of a larger display of hot rods and customs that the museum will park in a planned expansion of its facility, Larivee said.

ADVERTISEMENT - CONTINUE READING BELOW

Even all these years later, the Red Baron has lost none of its impact. Miller—and Daniel—should be proud. And if you're hankering to build one of your own (again, right?) you'll find 'em on eBay. But they're not cheap.

### **Play the Baron**

Hallmark Guitars' Bob Shade is a longtime car guy who, as a 10-year-old, saw the Red Baron at a car show in Washington, D.C. "From that day forward the Red Baron was seared into my thoughts as the coolest ever." Show car design elements eventually found their way into Shade's custom-made guitars, which then led to an association

with George Barris to build limited-edition instruments inspired by the Kustom King.

Shade also makes one-off guitars that he donates to charity auctions, and it was at one such auction that he crossed paths with Bob Larivee and Chuck Miller. "Chuck and Bob both seemed to really like my custom car guitars too, and they asked when the Red Baron guitar was going to be produced. They said, 'We need a Red Baron guitar!' I was floored. So I got to work on a design and showed up with one of the prototype Red Baron guitars at Cobo Hall in Detroit. Bob invited us to set up at his booth and display the new guitar, and we got a tremendous response. I decided right then to put the Red Baron guitar into limited-edition production."

ADVERTISEMENT - CONTINUE READING BELOW

It took Shade a year to get the guitar from prototype to production ready, hand-building two to get the playability just right. "These are not cool-looking wall hangers," he says. "These are professional guitars that are custom made, and something you can't get anywhere else. Just like a custom car. We make our own custom-wound pickups and die-cast hardware here, so the whole guitar is proprietary to our brand that started in 1965."

Guitar Player magazine gave the Red Baron a rave review, calling it "an entertaining and musical way to slay audiences with its striking looks and killer tones." The guitar's "slim neck is easy to negotiate, the iron-cross body shape actually feels comfy when sitting down and standing, and the master volume is super easy to control with your pinky (especially with its rubber 'tire' knob)." Just 50 Red Baron guitars will be made, each housed in a red leather and velvet case and with a certificate of authenticity signed by Larivee and Shade.

.....

## **Model Mercantile Market**

**"Wanted or For Sale" section...**

**WANTED:** Stock wheel and tire for AMT '64 Chevrolet Covair annual kit or promo.

Contact John Heyer at [oldie383@gmail.com](mailto:oldie383@gmail.com) or his cell phone 631-575-6923.

**WANTED:** Door Panels for Revell/Monogram '66 Chevy El Camino. Can be painted or from gluebomb interior. Contact Will Seagraves @ [Will.Seagraves@minmaxmachine.com](mailto:Will.Seagraves@minmaxmachine.com) or at cell # 631-704-7426

**WANTED:** CAR MODEL Magazine May 1974 issue. Will pay \$20 for it in excellent condition.

**WANTED:** AMT 1969 LINCOLN unbuilt kit. Will buy or have many vintage kits available for trade.

Contact Gary Weickart at 631-581-5834 or [gweickart@aol.com](mailto:gweickart@aol.com).

**WANTED:** Large diameter wheels, tires, and disc brakes from Revell/AMT/Tamiya/Aoshima/ect. kits. 1/24<sup>th</sup> and 1/25<sup>th</sup> scale. ()

**WANTED:** Modular and modern motors like LS1s, HEMIs, DOHC 5.4 Cobra motors, import motors like Toyota 2JZ and Nissan Skyline RB. 1/24<sup>th</sup> and 1/25<sup>th</sup> scale.

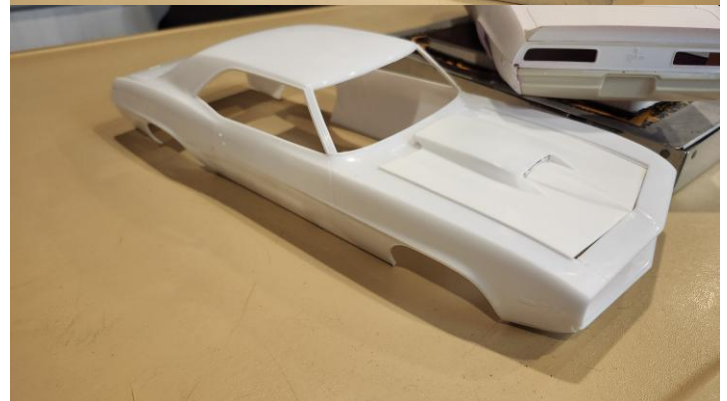
**WANTED:** Vortech style superchargers, blower superchargers from 2007/2010 Shelby GT500 and Revell Ford Mustang Mach III concept car, and turbochargers. 1/24<sup>th</sup> and 1/25<sup>th</sup> scale.

Contact Richard Manri @ 631-589-6876 or his email [picorro93@gmail.com](mailto:picorro93@gmail.com) to

negotiate price or trade for the three above.

.....

## **Scenes from January MTG**











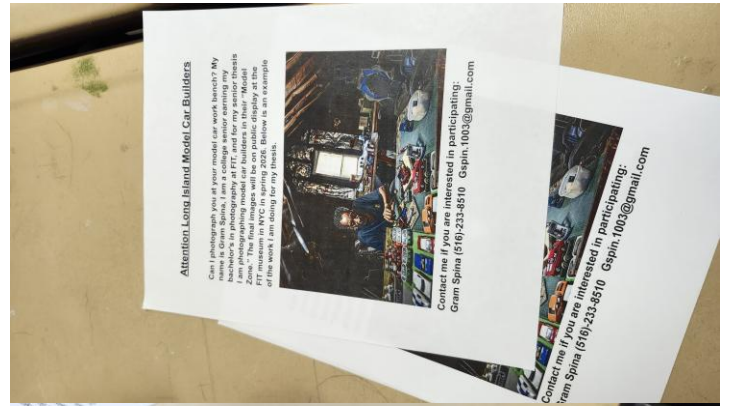














***We'll miss you, fellow friend and member! May the Angles, Falcons, and model cars in heaven be with you!***



**LIARS Annual (2026) INPUT AND PROFILE SHEET:**

Here is your chance to have some input into this club without having everyone know where it came from. If you have a suggestion, an idea, or a problem you would like to discuss please put it in writing on this sheet and it will be discussed at the next meeting. Please

bring your filled out sheet with you, or you can email it to your editors email address on the first page header. ALL subjects and suggestions will be brought up in front of the club.

**YOU DO NOT HAVE TO SIGN THIS SHEET.**

**LIARS Profile:** (name) \_\_\_\_\_ (Can be your LIARS nickname or anonymous panhandle...)

- How long have you been building models? \_\_\_\_\_
- How long have you been a member of LIARS? \_\_\_\_\_
- What do you usually build? \_\_\_\_\_
- Where do you usually build? \_\_\_\_\_
- How many models do you have? \_\_\_\_\_
- Have you ever had any failed builds that were scrapped or recycled for other projects? \_\_\_\_\_
- Have you ever parted out old finished builds and recycled their contents for new projects? \_\_\_\_\_
- How many unbuilt models do you have? \_\_\_\_\_
- What are your favorite 3 models you have built? \_\_\_\_\_
- Have you ever won an award for building a model? \_\_\_\_\_
- What 3 models should win an all time kit of the (last) century award? \_\_\_\_\_
- What 3 models are so horrible that you would buy them just to protect others from having to build them? \_\_\_\_\_
- What was the dumbest, most boneheaded mistake you've made in the past? (Can be model or general related) \_\_\_\_\_
- Was there any kit you regretted ever purchasing? \_\_\_\_\_
- What do you drive now? \_\_\_\_\_
- Are you bitter about anything? \_\_\_\_\_
- Are you saving your pennies for something fun to drive? \_\_\_\_\_
- With an unlimited budget, what 10 full size cars would you have in your garage? \_\_\_\_\_
- What (if any) person (living or dead) in the 1:1 automotive world would you like to meet? \_\_\_\_\_
- Do you go to model car shows? \_\_\_\_\_
- What are your favorite model car shows and why? \_\_\_\_\_
- Do you have kids & if so, do they share your passion? \_\_\_\_\_
- Did you build models with them? \_\_\_\_\_

***LIARS Model Car Challenge, 35<sup>th</sup>  
anniversary, coming November 2026!  
Details and more TBA!***

---