

LEND A HAND AND BRING A CAN!



• LONG ISLAND AUTO REPLICA SOCIETY •

Meeting themes:

"Mopars 1968-70"

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

MCB Issue 423

NEXT MEETING: THURSDAY April @7:00 PM!

Photos from March MTG and Freeport IMPS Show







102 AIRCRAFT
Single & Multi Engine Jet
1/72 & smaller



Model Entry Form
PLEASE PRINT CLEARLY

Exhibit # & Letter (in 7025-A) Category # (in 403)

Subject Title: Sea Hawk Scale: 1/72

Manufacturer: Finlay Boss

Limit construction details: Photographed

Exhibit #8 on interior and exterior. Had to reposition the wing tanks inward and cut in the main panel based on photos and plans, as they had the tanks right on the wing hinge line.

Touching the models is a TORTUROUS OFFENCE!

Photo credit: 125488790

101 AIRCRAFT
Single & Multi Engine Prop
1/72 & smaller



Model Entry Form
PLEASE PRINT CLEARLY

Exhibit # & Letter (in 7025-A) Category # (in 403)

Subject Title: Cougar D. 212 Scale: 1/72

Manufacturer: Revell

Limit construction details: Photographed

Primer white with black undercoats

DISPLAY

Model Entry Form
PLEASE PRINT CLEARLY

Exhibit # & Letter (in 7025-A) Category # (in 403)

Subject Title: Cougar D. 212 Scale: 1/72

Manufacturer: Hobbyco

The LONG ISLAND AUTO REPLICAS 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, AK Interactive, Chris Martin (for The Sprue), Brad Hansen

From our LIARS Unofficial Official

So last month we brought in our green builds to celebrate St. Patrick's Day. One of the cars I selected to bring in was my 1969 Baldwin Motion Camaro.

Last time I brought it to a club meeting, it went home minus one side view mirror. As I was packing it into a box for the March meeting, I thought to myself, wouldn't it be nice if the mirror magically appeared again. Went through the meeting center looking for it and no luck of the Irish.

None of the members came up and said "hey I found a mirror that matches that green after one of the meetings" I got home and started

unpacking all the cars I brought, when I heard something rattling in my GTX's interior... I shook out the infiltrator from the interior and low and behold, there was the mirror!

The luck of the Irish was on my side after all! I don't know how it got in there, I don't remember bringing both cars to the same meeting previously.

Now onto club things. I've purchased a bunch of Monte Carlo kits for the club build off. I will start handing them out to people who signed up. The Monte Carlo build off has a November deadline to bring finished build to the 2026 show and set on the club display table. I paid for these myself, and will have the club reimburse me only for

the ones that I hand out to members. The rest will go in my stash!

I've also started work on my Mike Brennan Anglia tribute build. It's definitely a cute little car, but a very tough fiddly kit to build! Gonna make a great gasser! The Anglia tribute build **WILL NOT** have kits supplied by leadership due to being OOP and currently unavailable at retailers. For those who do choose to participate, members will have to obtain or pull one out from their collection. The build deadline for those participating in this build off is the December 2026 Christmas Party MTG.

A couple of weeks ago I went to the Replicon 33 show, I saw a bunch of friends that I haven't seen in a while! It was a great show! I took a lot of pictures and did a lot of shopping. It was a great time!

As of the night of the meeting, the NNL East will be a week and a half away!

For members or those vending at NNL, if you have paper flyers for our 2026 show, have them out or hand 'em out to whoever!

If you would like to carpool with anybody, ask around, you may find someone looking for some company on the ride!

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.

That's it for now! Thank you again to everybody! My schedule has been hectic, I could not have done this without you all! See you there!

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

Welp, I managed to get a few builds done since not having anything ready for March MTG. In-between stuff going on, I got two sport trucks dun while having 100s of started and stalled projects in the pipeline LOL!

Went to Replicon 33 show back in March. It was a great show! I took a lot of pictures and did a lot of shopping. It was a great time! Overheard some people stating attendance and entries were lower than prior year, so it's not just us

feeling the decline! All likely has to do with growing costs, lack of interest/fresh blood, and the majority of today's youth all over iPhones/Androids and bizarre TicTok stunts.

So NNL East is coming up after MTG. Will likely have some fresh builds for the table and probably carpool with some of the guys like last few years. It's easy to have both legs and wallet drained from walking and spending at that show. Glad to see we have our show distribution stuff ready this time, a sign of things improving!

This months theme is Mopars 1968-70, tons of kits of those years many of us and our grandpas have built, so bring 'em on down!

If anyone else has something to contribute or whatever, please do and send it over before to the second Saturday of the month!

All I got for this month! See you all Thursday!

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Bugatti Veyron 16.4 Wooden Display Model



This model of a Bugatti Veyron 16.4 is said to have been created by Olivier De Schrijver and features a sculpted body and interior constructed from wood. The build rolls on a pair of steel axles, and further highlights include simulated intake snorkels, opening doors, a grille, a detailed interior, and an acrylic windshield. This rolling model is now offered by the seller on behalf of the owner at no reserve in Pompano Beach, Florida.



Development of the Veyron began after the 1998 acquisition of the Bugatti brand by Volkswagen, which subsequently introduced a series of W-engined, all-wheel-drive concept cars. The final concept was presented in 2000, carrying the Veyron moniker in honor of race car driver and engineer Pierre Veyron, who piloted a Bugatti Type 57C to victory at the 1939 24 Hours of Le Mans. Assembly of the Veyron began in Molsheim in September 2005 after the model set a production-car record with a top speed of 253 mph during testing.



This scale model features doors that pivot on concealed hinges and exterior styling simulating a "horseshoe" grille, side covers, and rear intake snorkels, along with an acrylic windshield.



Tread patterns have been carved into the wooden tires.



The left-hand-drive interior features two bucket seats with carved pass-throughs, a center console, a shifter, and patterned door panels.



The wooden three-spoke steering wheel sits ahead of a wooden dashboard mimicking the layout of a Veyron.



The underside is flat with an upturned rear diffuser area and conceals the two steel axles. The model measures approximately 48.5" long, 24" wide, and 13" tall.

Written By Chris Martin

In the late 1950's and into the early 1960's, Monogram established itself as a maker of plastic automotive model kits that tapped into the growing hot rod and customization culture. As a measure to tap into this market and keep up with current trends, they brought on award-winning customizer Darryl Starbird to design components and encourage the implementation of added pieces to new tooled kits. One of these custom darlings was the popular 1940 Ford pickup.

An ambitious project for the tooling technology of the time, the initial kit launched in 1964 was the **1940 Ford Pick-Up** with the stock number PC91-198 (a suggested retail price of \$1.98) included all of the components to build a factory stock 1940 Ford with opening hood, doors, windows, and tailgate. One small cheat to maximize the custom variations was the interior, which featured diamond-tufted upholstery and door panels.

colours as well as chrome plating. The instruction sheet included photographs of the model as it is being built along with text directions along with a handy exploded diagram of the entire kit contents.

Molded in black we have: the chassis (which included molded-in exhaust, fuel tank, and bumper brackets front and rear), interior kick panels, seat base, axles, stock running boards (with blind holes for custom exhaust), radiator, cab floor pan, battery, air cleaner, stock steering wheel, stock intake manifold, stock belt/pulleys, smooth bed cover, quilted bed cover, and front radius rod.

Molded in turquoise for stock components: the lower body assembly (front fenders, rocker panels, and bed floor), hood hinge, door hinges, roll pan, bed sides, bed

Continuing the ambitious theme of this tooling project, the initial release included 159 parts, of which 61 were customizing components alone, molded in three

header panel, tailgate, firewall, doors, hood, rear fenders (passenger fender notched for spare wheel), cab, inner dash, dash, shocks, steel wheels, spare wheel cover, engine/transmission halves (with molded in exhaust manifolds), road flares.

Molded in turquoise for custom components: running boards, grille base, '57-'59 GM rear fenders, '40 Ford Deluxe dash, and smooth tailgate.

On the chrome trees: stock and custom head light bezels, knock-offs, custom grille inserts, stock hub caps, stock grille, tools, license plate holders, radiator tank halves, custom bedside exhaust, '61 Impala steering wheel, stock bumpers, '37 DeSoto bumpers, spot lights, Kelsey Hayes wire wheels, wheel backs, door handles, door mirrors, stock and custom tail lights, custom steering column, radiator hoses, custom heads, custom intake manifold, and oil filter housing.

The clear tree contains the windshield, rear window, door windows, and head light lenses.

The tires are Firestone Deluxes molded in black vinyl with one side having provisions for whitewall inserts molded on a small white tree.

Also in 1964 Monogram used the major components of the customizing kit to release the **Racing '40 Ford Pickup**, a slot car kit using their Tiger X-100 and X-200 motor and slot car chassis with the stock number SR-2405. Entirely molded in white with the clear tree, carryover components include: lower body assembly, cab, seat base, custom running boards, hood, stock rear fenders, bed sides, bed header panel, stock tailgate,

doors, stock dash, and custom spare wheel cover. New for the slot car are: interior filler panel with driver figure, steering wheel, and the driver's head. The clear tree carries over, and the stock grille and headlight bezels are included from the chrome tree but are bagged rather than including the entire tree.

For 1966, new box art was designed for the full detail kit. The **1940 Ford Pickup Customizing Kit** retained the same stock number but brought an increase in the MSRP to \$2.00 (PC91-200). Various runs of this tooling were made as the kit remained in the catalogue continuously and the coloured trees have been noted as being variously turquoise, royal blue, and red.

As part of the Early Iron Series, in 1973 the customizing kit was modified and de-contented as the **'40 Ford Pick-Up**. This new iteration could only be built as a custom pickup. Molded in orange, black,

chrome, clear, and black vinyl raised letter staggered Goodyear Rally GT tires and carrying the stock number 8282.

On the black trees we have: chassis (without bumper brackets), battery, axles, radiator, interior kick panels, door panels, cab floor pan, seat, seat base, smooth bed cover, and stock steering wheel. New for this issue are stock running boards with exhaust boots, finned brake drum wheel backs, and custom dual exhaust stacks.

On the orange trees are: lower body assembly, hood, cab, rear fenders, doors, bed panels, inner dash, stock dash, hood hinge, firewall, engine/transmission halves, door hinges, and steering column.

New for this issue is a brand new lone chrome tree that contains: sway bar, door mirror, tail lights, three Stromberg 97s, grille, tools, license plate holder, fan, pulleys/belt, hood scoop, radiator tank halves, door handles, four bumperettes, headlight bezels, heads, generator, rear view mirror, shifter, wiper, fuel cap, five-hole slotted mag wheels, radiator hoses, and oil filter housing.

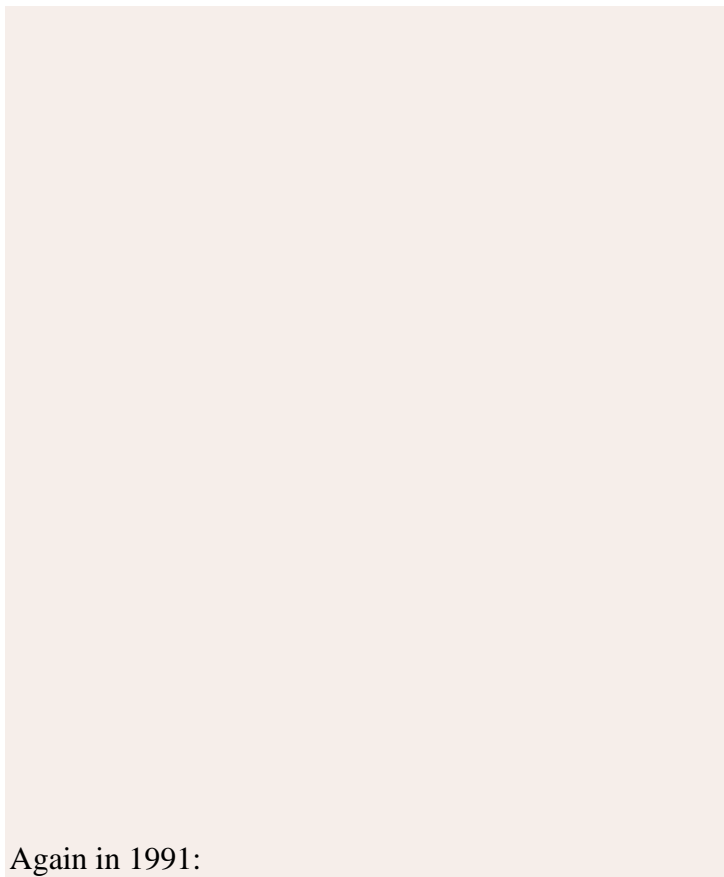
The next modified reissue came to the scene in 1980 as the **Lemon Crate**, with the stock number 2265 and molded in yellow and beige.

The black trees from previous issues are molded in beige and are mostly carried over from the Early Iron edition except for: the chassis (with bumper mounts only at the front), dual exhaust deleted, rear radius rods added, stock running boards with no blind holes or boots, and a dropped front axle.

The yellow trees are also carried over from the Early Iron except for newly tooled wood bed rails and re-tooled louvered hood and tailgate.

The chrome tree is the same as that from Early Iron with the bumperettes swapped for a stock front bumper with overrider bar and spoked wheels to fit the staggered raised letter Goodyear Rally GT tires.

In what would turn out to be the last revision to this tooling to date, the spoked wheels were replaced with new 12-hole aluminium wheels, knock-offs, and wheel backs; the tires were also replaced with black vinyl raised letter Goodyear Radial GTs in the rear and Michelin TRXs for the front. As the **'40 Ford Pickup Street Rod**, this was issued under the stock number 2720 with three different box art treatments, starting in 1985:



Again in 1991:



And finally in 1995:

The remaining box contents of these three issues are the same as the Lemon Crate, however the trees have now gone to a single colour (red) along with the chrome and clear.

As part of the Monogram Classics line in 2000, the 1966 issue box art was replicated and modified to reflect the current incarnation of the tooling for the **1940 Ford Custom Pickup** as stock number 85-2337. White is the new red, along with the standard chrome, clear, and black vinyl tires.

The most recent (as of this writing) issue of this kit is the Trucks series **'40 Ford Custom Pickup Truck** from 2011, this time branded Revell and carrying the stock number 85-4928. This is a straight carryover of the previous issue, with the exception of the blanked tire sidewalls.

Research for this article includes information gleaned from Scalemates, eBay listings, Worthpoint, The Box Art Den, and other online sources including, but not limited to, public Fotki albums and message board posts. If referencing this article, please remember to include appropriate credit and a link back to this page.

Preview: AK Interactive's M1008 1984 Chevrolet CUCV in 35th scale

AK Interactive has expanded the niche of commercial and utilitarian vehicles in military service with these two new-tooled kits of the

M1008 CUCV in 35th scale. We have CADs, decals, & original trucks from the two boxings in our preview...

Preview: AK Interactive's M1008 1984 Chevrolet CUCV in 35th scale

The Subject: M1008 1984 Chevrolet CUCV (Commercial Utility Cargo Vehicle)

The Chevrolet Commercial Utility Cargo Vehicle series replaced the Dodge M880 series from 1984. Like the M880, the trucks began with off-the-shelf civilian four-wheel-drive vehicles, which then had some military components added. The militarization of the Chevrolets was fortunately a little more extensive than it had been with the M880 series.

The photos of the M1008s in this article are selected from images used in the marking choices in these two boxings...

The M1008 was the base vehicle of the CUCV series. It was essentially a diesel-powered version of Chevrolet's civilian truck line utilising the frame and suspension of the Chevrolet K3500. At the rear of the truck was a standard step bumper with a pintle hook mounted in the centre.

The cargo bed differed little from the civilian model. The military model did come with a lightweight folding cargo cover and removable troop seats, and several variations of tarps and hard boxes were used to cart freight or covered cargo and troops.

These vehicles could easily be lifted and air cargo transported, making them a ubiquitous sight anywhere the US military was in the world.

Modifications included the addition of a brush guard and towing shackles on the front bumper and a dual 12- and 28-volt 100-amp charging system. Maintenance was easy for these vehicles, and parts were easy to source.

The powerplant was GM's 6.2-litre diesel coupled to a Turbo-Hydramatic transmission. Most models used the New Process NP208 two-speed, chain-driven transfer case. All models have non-slip Detroit 4.56 rear differentials. The front axle had lockout hubs.

M1008 Troop Carrier
From AK Interactive
1/35th Scale
Sku: AK35033

Over 150 plastic parts
Masks for transparencies included
Printed, card MRE boxes included
Decals for five painting/marketing options printed by Cartograf.

Posable doors, cabin & interior included
Photo-etch parts included

Product Link on the AK Interactive Website (not on the website yet)

The Kit:

A new-tooled kit from AK Interactive. This utility vehicle is the troop-carrying version, with an open rear cargo bed. The option for seating and high sides is offered in this kit. Masks for transparencies are included, as well as printed card MRE boxes and decals for five painting/marketing options printed by Cartograf, with posable doors and cabin & interior included, with thinner photo-etch parts included for scale correctness.

Those of you familiar with the kit will recognise some of the Chevy's features straight away.

The rear troop-carrying seats and side rails can be included or left off in this kit. The tailgate can be posed open or closed also.

The front wheels can be posed turned or straight ahead, depending on your needs.

The sprue layout shows us a few things about the kit pretty quickly. The simple construction, full suspension and passenger cabin is fully featured. It looks like there is a full suspension, but no engine is included in the kit.

Some cardboard/paper MRE boxes in 1/35th scale are included in this kit for ready-made cargo options.

A decal sheet for the five marking choices, printed by Cartograf is included.

The five colour schemes from the kit are taken directly from the instructions.

M1008 Troop Carrier

From AK Interactive

1/35th Scale

Sku: AK35033

Over 130 plastic parts

Masks for transparencies included

Printed, card MRE boxes included

Decals for five painting/marketing options printed by Cartograf.

Posable doors, cab & interior included

Front wheels are posable also

Photo-etch parts included

**Product Link on the AK Interactive Website
(not on the website yet)**

The Kit:

Smartly, we look to be getting more than one type of the M1008 utility, and this one from AK Interactive is a simple adjustment. The main change to this kit is the addition of a tarpaulin cover for the cargo bed at the rear.

The kit has over 130 plastic parts and includes masks for transparencies, the cargo of printed card MRE boxes, and markings including decals for five painting/marketing options printed by Cartograf. The doors, front wheels and rear tray is posable, and photo-etch parts are included for the thinner parts of the truck.

All of the doors, the boot, and the engine hatch can be posed open or closed.

The 6 colour schemes, along with stencil data and internal dash control markings are depicted on this sheet of decals printed by Cartograf.

The sprue map is very much the same as the sister kit without the cargo canopy. Blue parts hint at more releases in this family. I think it's a certainty!

The six (6!) colour schemes for this variant are pretty diverse in colours and theatres of operations.

These kits will be available soon from the AK Interactive website.

You can see more about these products on the links supplied and more of them **on the AK Interactive Website**

The Rise of Plastics (Early 20th Century)

The real breakthrough for plastic models came with the invention of synthetic plastics in the early 1900s. In particular, Bakelite, the first true synthetic plastic, invented by Leo Baekeland in 1907, was one of the first plastics used for model kits, but its applications were limited to more utilitarian items like radios and telephone housings.

The 1930s: First Plastic Models

The modern era of plastic model kits began in the 1930s. The first commercial plastic model kits, which would be assembled by hobbyists, appeared during this time. These early kits were typically made from a material known as celluloid or early forms of polystyrene. The first major plastic model kit manufacturer was Revell, founded in 1956, though the roots of plastic model kits began earlier with companies like IMC (Ideal Model Craft) and Hasegawa (founded in 1948 in Japan) and Frog! If you watch the movie the Kings Speech his kids are building these very kits!

The 1940s: WWII and Model Popularity

World War II had a significant impact on the growth of plastic models. During the war, the demand for model aircraft, ships, and military vehicles soared. However, plastic model kits were still considered somewhat of a niche hobby. The war also brought about improvements in plastics technology, such as the development of styrene plastic—the same material that would become synonymous with model kits in the coming decades.

The 1950s and 1960s: The Golden Age of Model Kits

The 1950s and 1960s saw a massive boom in the plastic model industry. Companies like Monogram, Revell, Airfix, AMT and Aurora became household names among hobbyists. Models of military aircraft, ships, tanks, cars, and even dinosaurs gained widespread popularity. The development of new plastic molding techniques allowed for increased detail and complexity in models, and kits began to include additional parts like decals and painting guides.

The 1970s and 1980s: Diversification and Quality

The 1970s and 1980s saw the model industry diversify beyond traditional military themes. New genres like science fiction, fantasy, and vehicles from pop culture (e.g., Star Wars, Star Trek) began to emerge. Companies like Tamiya (Japan) and Revell Monogram continued to innovate and refine their products, adding new techniques such as photo-etched parts and better decals, and improving overall molding and quality control.

The 1990s and Beyond: The Digital Age and Continuing Popularity

By the 1990s and into the 2000s, digital technology played a larger role in model design. 3D CAD software enabled more precise and detailed designs, and manufacturers began to experiment with even more complex parts and materials, including resin and photo-etched metals for added realism. Despite the rise of digital entertainment, such as video games, model-building remained a beloved hobby for many, particularly in niche communities.

The History of Plastic Models

The history of plastic models is fascinating and reflects both advancements in materials science and the growing popularity of hobbies like model-building, particularly throughout the 20th century. Here's a brief overview:

Early Beginnings (Pre-20th Century)

Before the invention of plastic, model-building was typically done using materials like wood, metal, and clay. These models were often highly detailed but were also expensive and time-consuming to produce.

The Modern Era

Today, plastic model kits are produced for all sorts of themes—military, vehicles, ships, aircraft, trains, and even architectural models. The hobby still has a dedicated following, and there is a vibrant global community of model builders who continue to push the boundaries of detail and realism. Manufacturers have also embraced new technologies like 3D printing and digital decals, making the hobby more accessible to beginners while offering greater possibilities for advanced modelers.

Key Manufacturers

- Revell (USA/Germany) – One of the oldest and most iconic plastic model companies, offering a wide range of kits from cars to aircraft.
- Tamiya (Japan) – Known for high-quality kits, especially military and automotive models, with a reputation for precision and detail.
- Airfix (UK) – Famous for its plastic aircraft, military, and historical models.
- Hasegawa(Japan) – Known for aircraft and military models with high levels of detail.
- Atlantis (USA) specializing in vintage tooling!

Conclusion

The history of plastic model kits is a story of innovation, from the early days of celluloid to the sophisticated models of today. These kits have inspired creativity, technical skill, and a deep appreciation for history, aviation, engineering, and pop culture. The hobby continues to thrive, adapting to new technologies while maintaining a deep connection to its roots.

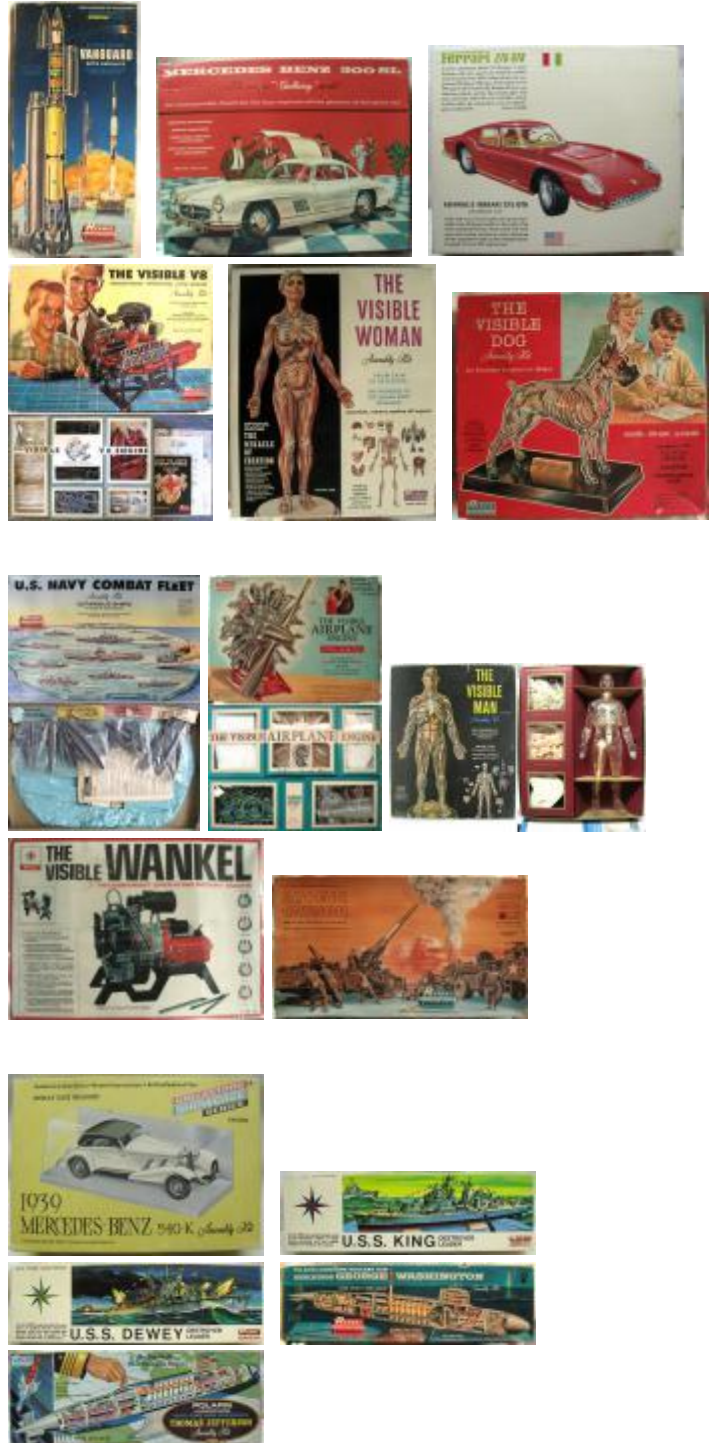
A History Of Renwal Aeroskin Kits

By Brad Hansen

PART 1: Pre-War 2-in-1 Sets

Renwal had established an extensive line of kits by 1966. They had come out with a unique line of modern armor and military equipment, visible anatomical models, visible V-8s and chassis, nuclear submarines with detailed (if a bit fanciful) interiors and an older line of naval warships. They had introduced a large line of “Collectors Showcase” 1/48th scale cars, started a series of seven modern iterations of classic car designs (Renwal Revivals) plus a super-detailed 1/12 scale Mercedes Benz Gullwing and Ferrari.

Selected Renwal Kits (click any to enlarge)



Notable by their absence up to then were kits of aircraft. This changed in January of 1966 when Renwal issued their first series of model planes kits.



Renwal Pre-War Box Covers

Renwal may have used the Brifaut kits as inspirations for their own.



Brifaut & Renwal Bleriot and Antoinette Trees (click to enlarge)



Pre-War Box Ends

I've never been able to figure out the large gap in the kit numbers, but, boy, these kits definitely retailed for \$1.00—unless you could grab one for 73¢!

I have to admit a personal fondness for the packaging of this series. I really like the look of the boxes with the dramatic sky colors and the fine paintings of the planes. A model box needn't always have explosions to be appealing. I have not been able to determine who the artist was.

Proudly announced via large two-page ads in model magazines, Renwal called the series “Renwal’s Fabulous Flying Machine Assembly Kits,” a verbose title reminiscent of the previous year’s major motion picture: “Those Magnificent Men in Their Flying Machines.” Impact of England was the model company associated with the film, but Renwal appeared to be catching a ride on a wave of interest in pre-World War One machinery.

Possibly inspired by the French Brifaut models, the Renwal kits each provided open frameworks of two pioneer aircraft molded in black, to be covered with “silk-span” tissue exactly like that found in flying model kits.

Here are a couple of comparisons between the earlier Brifaut Bleriot and Antoinette kits. The Brifaut is in dark brown to the left, Renwal in black to the right. You’ll note the parts are decidedly similar, but not the same- the Brifaut Antoinette is noticeably larger than the Renwal version, and the parts are arranged on the trees differently. It does look like

The choice of craft was interesting, too, like the Voisin Farman and the tri-planiest triplane ever issued. These 2-in-1 boxes, being printed wraps (or ‘slicks’) over cardboard, have stood up well over the years, far better than the WWI Aero-Skin kits that followed. They’re still fairly common in the collecting world. Boxes were sealed in cellophane from the factory.

Within a year of their release, Renwal made a change to the information on the box top, highlighting the Aero-Skin process which they had gone to the trouble of trademarking. Both packaging variations can be seen in the first picture. The Aero-Skin name change probably coincided with the release of the WWI planes later in the year. The non-Aero-Skin packages appear to be a little rarer.

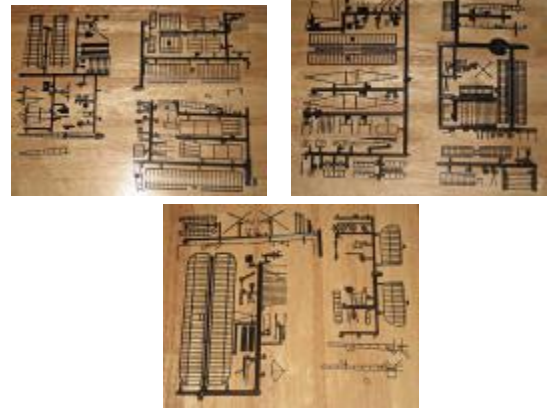


Change in Pre-War Box Design

translucent look of the real planes, but “the overly thick structures necessary in 1/72 scale, coupled with the poor choice of plastic color, made the finished models look like they were constructed out of two-by-fours dipped in creosote”. Somewhat harsh, but I think accurate. Perhaps if Renwal had just chosen a pale tan for the plastic color and supplied pale colored tissue for the covering the results would have been far more appealing. That being said, I really enjoyed building these kits when I was a kid and I don’t think it’s the liquid cement fumes talking! It was a novel experience, and glue-soaked fingers left no marring on the finished model. Here are shots of the parts for all six kits. The parts themselves are crisply molded, and have very little flash. I only wish they had made the trailing edges thinner.



Renwal Curtiss & Avro Contents



Antoinette & Voisin Farman, Curtiss & Avro Triplane and Wright & Blerioit Parts

Above are the contents of the Curtiss Pusher and Avro Triplane box. Note the liquid cement included with every kit (now frequently missing); I will say that every intact bottle I’ve seen still has cement in it, unlike the corked bottles of cement often found in foreign-made kits of the same vintage. The tissue for covering the models is visible under the parts in the bottom of the box. This particular kit has two inspection slips, but only one bag for the Avro Triplane. The two inspection slips may not be an error; I’ve come across the same situation in other Renwal kits. Using a single bag to separate the parts of the two kits also appears to have been standard procedure. Renwal’s instructions are detailed but easy to follow.

(click any to enlarge)

One other thing. In 1979 I received a letter from fellow kit collector Bill Slayton who sent the following list and numbers of what he described as individually packaged pre-war Aero-Skin kits:

- 201 Antoinette
- 202 Voisin Farman
- 203 Bleriot
- 204 Kitty Hawk
- 205 Avro Triplane

Now for the fly in the ointment. If I may quote my book “WWI in Plastic,” they do not have the fragile

206 Curtiss Golden Flyer

Now, in all the years since, this is the only reference I have ever come across to there being any packaging for these kits other than the 2-in-1 sets above. The numbering doesn't conflict with any Renwal kits I know of, but I've never seen any other list like it. I don't recall if Bill said he had some, or if he was looking at some printed catalog or price sheet. Anyway, it's been over 30 years. I'm going to say this is probably a mistake, but will happily change my mind if something official ever turns up.



WWI Aero-Skin Box Ends

PART 2: 1/72 WWI Aces

PACKAGING

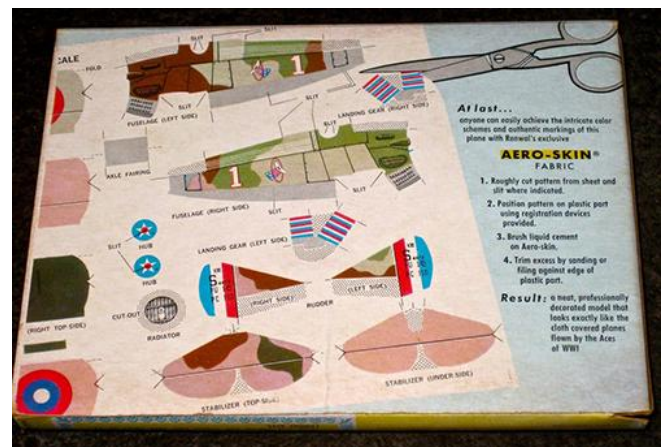
Renwal was very enthusiastic about the possibilities of their "Aero-Skin" process. Less than a year after releasing the Pre-War kits, they came out with a full 12 kits of WWI aircraft, designed specifically to take advantage of the Aero-Skin process. What set these apart from the previous series was the full color printing on the enclosed tissue.

On a personal note, the father of my best friend at the time had the whole set stored like this in a closet in his son's room; I think it was the first time I'd ever seen a complete set of kits outside of a hobby shop, and it made a profound impression on me.

The packaging of these kits is remarkable. Since they were so different, Renwal felt it necessary to clearly explain what Aero-Skin was, and why you might want to try it. Each box is kind of like a bullet-point presentation explaining and visually illustrating the whole concept. Seen here, Rickenbacker's Spad XIII.



Renwal WWI Aero-Skin Box Covers

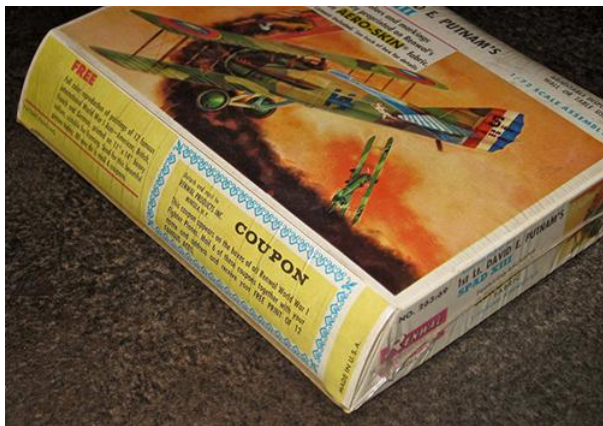


Spad Box Bottom

Each box showed what the included Aero-Skin looked like, along with a short description of how you used it. The cover art included a painting of the plane in question, as well as a portrait of the pilot who flew it. Renwal was never afraid of being educational. Seen below, David Putnam's Spad XIII.

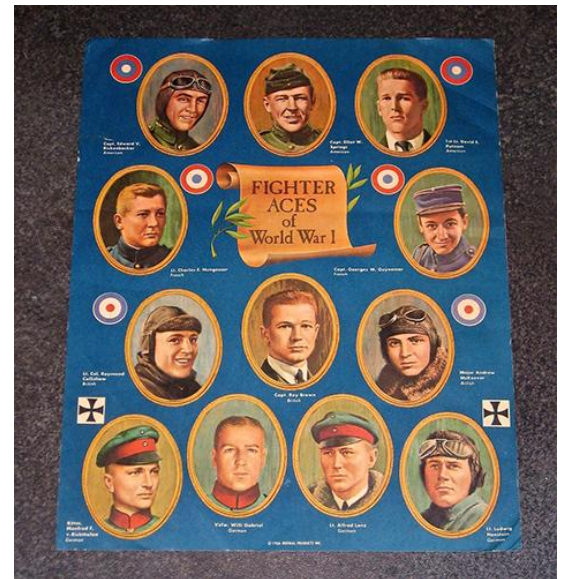


The one-piece boxes with opening long side panels, made of thin printed cardboard, were unusual in that they had one side panel at a 45 degree angle.



WWI Coupon

This side panel displayed a coupon to be saved; if six were sent in, you got this 14 x 11 poster of the portraits of the Aces, printed on "heavy vellum." This example is the only one I've ever come across.



Renwal WWI Poster

The aircraft art was done by two illustrators. The following boxes were done by Gene Thomas, an artist who also did book covers: both Nieuports, Putnam's Spad, Collishaw's Sopwith Triplane, Gabriel's Fokker DVII, and Lenz's Pfalz DIII. Mort Künstler, now a very successful and well-known artist who specializes in painstakingly accurate paintings and portraits of American Civil War subjects, did Rickenbacker's Spad, Spring's SE5, McKeever's Bristol F2b, Richthofen's Fokker DrI, Roy Brown's Camel and Hanstein's Albatros DVa.

I don't know which artist did the coupon portraits, or whether it was a third artist.

The kits first came out in late 1966, the same year as the film "The Blue Max". I personally remember this because we went to see the movie, and when I got home I dove in and built Willy Gabriel's Fokker DVII which I had received in a school Christmas gift exchange.

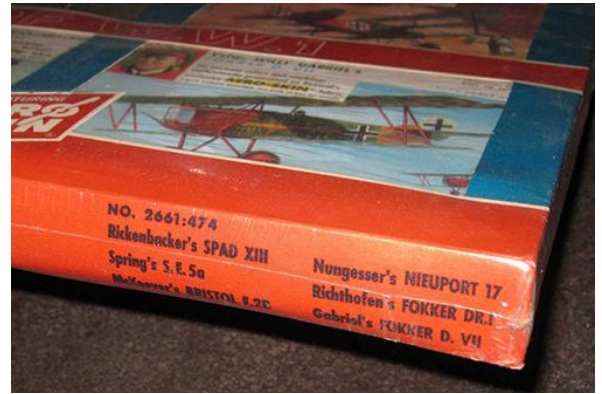
The kits initially sold for 69¢, going up a year later to 79¢ as shown by these taped on stickers. Probably in 1968 or 69 they had that price printed on properly. They were available from 1966 through 1969.



WWI Aero-Skin Price Variations

Aero-Skin Gift Sets

In 1969, Renwal broke the set of 12 into 2 sets of 6 and sold them as “Six Famous Fighter Planes of W.W.1.” The assortment of planes was not random; it was printed on the cardboard frame that enclosed and displayed the kits.



WWI Gift Set Kit Number

This is set 2661:474, a set I’ve seen three times. The second set, 2663:474, is one I’ve never seen, so I’m not certain if the cardboard sleeve is the same, or if it might even have a different name. The somewhat odd price number of “474” is derived by multiplying 79¢ x 6; usually when a company sells a set, they knock the effective individual price down; I would have thought a price of \$4.00 would have been a better choice. Maybe that’s why these 6-in-1s are so rare.

THE KITS THEMSELVES

Though there were 12 kits in this WWI series, there were only 10 molds: The Spad XIII and Nieuport 17 both had two versions. Now, releasing 10 new kits all at once is a fairly impressive feat, and I think Renwal was able to accomplish this due to the unusual nature of the Aero-Skin kits.

Unlike the first Pre-War series, these WWI kits had solid wings and fuselages, but had deep recessed panels between the ribs, so that the paper fabric would “sag.”

Details like wing radiators, engine louvers and other tiny surface detail was not molded on; it was printed onto the fabric, along with an artistic representation of “shine.” This probably made it much easier to mold fuselages and such since they were mostly just smooth polished surfaces.

Secondly, and perhaps more importantly, it appears that Renwal decided to use existing kits as “three dimensional drawings” to save them the bother of fully

developing original molds. And since these kits had to have the deep depressions between the ribs, no one could accuse them of simply copying other tooling. When one examines what was available at the time, it seems pretty clear that Renwal based the plastic parts on kits from other companies.

I wanted to do a part-for-part analyses of each of the kits. Frankly, I've only just started. Some of my Renwal kits are sealed and so I'm reluctant to open them, but here is one example.



Renwal Spad Contents

Here's Rickenbacker's Spad. Like all of the Aero-Skin WWI kits, it is molded in a hard white plastic, snugly framed. A jar of Testors Liquid Cement, frequently missing, is taped to one of the box flaps. The nicely printed sheet of fabric displays the markings, as well as the missing detail (see the circular radiator on the fabric?) A clear plastic stand is provided with a pylon, scored to allow you to snap it at your chosen altitude to create a multi-level in-flight display.

If you compare the olive drab Revell Spad parts with the white Renwal parts, you can see the unmistakable similarities.



Renwal vs. Revell Spad (click to enlarge)

Note the fuselage panel with the guns molded on, a kind of unusual feature of the Revell Spad, and copied by Renwal.

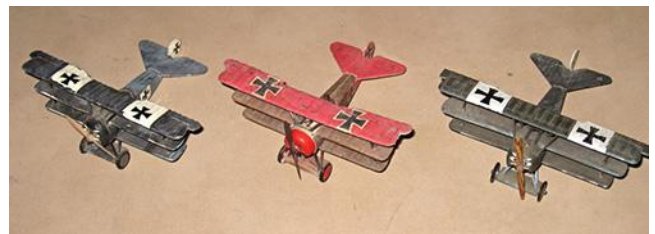
Also, the Revell Spad had the less common early rounded wingtips which Renwal also mimicked; had Renwal created their own mold from drawings, they may have opted for the more typical squarish wingtips.

Also you can clearly see the unnatural look of the uncovered wings with their deep panels.



Renwal and Revell Spad Wings

The Renwal Fokker DrI was based on the Airfix Fokker DrI.



Here we see the author's 1967 vintage built-up Aero-Skin Fokker Triplane flanked on the left by his Airfix Triplane, and Revell Triplane on the right. It's easy to see that the Renwal and Airfix Tripes are almost the same size, and sit very similarly. Also, the Revell kit had only just come out yet when Renwal issued theirs.



PART 3: 1/48 SCALE

In late 1967 Renwal issued their final Aero-Skin kits. Using the same techniques as the 1/72 kits, these were molded in 1/48 scale, and probably were the kits most likely to produce successful results.

Even without doing a part-for-part comparison, I think we can safely assume that Renwal based their kits on the following other companies' kits:

Spad XIII, SE5a, Nieuport 17, Sopwith Camel and Fokker DVII: Revell

Bristol F2b, Fokker DrI and Albatros DV: Airfix

Sopwith Triplane: Possibly Aurora, probably not Revell (theirs came out in late 1966 at about the same time as the Aero-Skin kits).

Pfalz DIII: Aurora

The surprising Pfalz DIII has always been the most desirable of all of the Renwal kits. It was the only injection molded 1/72 scale kit of this important plane until VeeDay made their limited production version in late 1980. A mainstream Pfalz DIII in this scale didn't appear until Roden's 2002 release!

Unfortunately, for all of their cleverness and great packaging, the resulting models just didn't look as good as standard painted models. The printed details and painted "shine" on the aluminum-doped planes looked artificial. The wings were way over scale thickness. Also, one was limited to the markings they provided. And one was denied the pleasure of putting on decals.

But if part of the joy of a model is the sheer pleasure of assembling them, I will always say that the Renwal kits were a success; I remember having a lot of fun just putting them together. I may have to try again one of these days and see whether "grown-up" skill would make a noticeable difference. I know of at least one modeler who used the skin of a Renwal kit on a corresponding Revell kit with pretty nice results.



Renwal 1-48 Aero-Skin Boxes

The packaging is noticeably different. These one-piece end-opening boxes have a window showing the actual Aero-Skin included in the kit.



1-48 Aero-Skin Box Bottom

So, rather than have an illustration of the enclosed fabric as in the previous 1/72 scale series, the bottoms of these boxes all used the same generic illustration, showing, oddly enough, a 1/72 Spad being assembled. That suggests that the packaging was being developed before the kits were ready, which is not unusual by any means. For example, when Aurora did their 700 series photo boxes, the

models they photographed were of their previous 100 Series incarnations.

Now, having a big hole in a box made of thin cardboard is a bit of a problem. Opened examples of these kits are almost always a little mangled and frequently missing bits and pieces, especially since the parts were not inside a bag. (If you have one of these, I'd highly recommend sealing everything in a zip-loc bag.) And if the kits are still wrapped in their original cellophane, they can slowly squish over time; it's not called "shrink wrap" for nothing.



1-48 Box Ends

Renwal went a little beyond WWI by including a Curtiss F11c Goshawk; also the Curtiss Jenny sports a post-WWI advertising paint scheme. The Jenny's box is 13.75 inches long; the other boxes measure 12.5 x 6.5 x 1.5 inches.



Long Box Sides with History

Once again, Renwal didn't shy away from being educational and included fairly detailed and intriguing histories of the kit subject.



Renwal 1-48 Fokker EIII Contents

Inside the boxes, the jar of liquid cement was stuffed inside a roll of cardboard padded with tissue; the Aero-Skin was wrapped around this piece of cardboard. The sprues are not as tidy as in the previous series, and parts are often knocked loose. Many a tail has gone sliding out into oblivion through a gap in the box flap.



1-48 Fokker EIII Wing Ribs

As you can see, the printing extends beyond the pieces to allow for the edges to wrap around. Also, I suspect this jar of cement was used; it looks tainted, almost like gold paint!

Again, it appears Renwal used other companies' kits as ready-researched examples to simplify creation of their own kits. Interestingly, Renwal did not use the 1/48 Merit DH2 as a "model" for their own 1/48 DH2, as illustrated by the distinctly different shape of the fuselage, wings and other bits and pieces. Perhaps they didn't have access to the Merit kit; it's probably just as well, since it is not terribly accurate.



Renwal vs. Merit 1/48 DH2

Instead, it looks like they were more inspired by the parts design of the recently issued Revell 1/72 DH2; note the lower fuselage extending from the leading edge of the lower wing on both kits.



Renwal vs. Revell DH2 (click to enlarge)

Also, note in particular Renwal's spot-on re-creation and enlargement of Revell's pilot figure.

Again, I'm not suggesting that all that Renwal did was to copy other kits without including their own refinements. They were smart enough to not use the Aurora Eindecker, (the K&B reissue appears below) which was noticeably over-sized at 1/40th scale, nor did they slavishly copy Revell's Eindecker with its unusual 3-sided fuselage. They were certainly capable of creating their own tooling from scratch. I think they just took advantage of what was available from other

companies to speed up the process of kit creation. By the way, this is a good shot of what a covered Aero-Skin wing looks like.

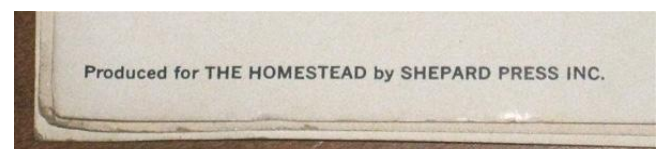


Renwal vs. Aurora EIII

Some time after the release of these kits, prints of these 3 of the original 5 box art covers were available from an outfit called Shepard Press. They are printed on heavy stock, much like the Renwal Fighter Aces of World War One print, but I don't know if it's "vellum." The prints measure 14.5 x 11 inches.



Renwal Aero-Skin Paintings



I don't know the artists of the 1/48th artwork, but it would be a fair guess that it was Mort Künstler and Gene Thomas again. I haven't been able to come up with a link between The Homestead, Shepard Press and Renwal. Perhaps these three prints are from artwork retained by one of the artists who released them on his own? This is pure speculation on my part.

Renwal finally ceased production of all Aero-Skin kits after 1969. They had certainly given it a good shot, but the non-reappearance of this process, at least from them, seems to indicate that it was basically a novelty to the modeling public. Or maybe they just felt it was time to move on to something different. I don't have dates or anything official, but it appears Renwal changed hands about this time, and their future kit production and packaging suggests a re-direction of the company.

Chein was an old American toy company that had started way back in 1903, and specialized in tin toys. They bought the Learning Aids Group who owned Renwal, and apparently by 1974 put their name in the foreground. In 1975 they announced the forthcoming re-appearance of 6 of the Aero-Skin kits, only this time without Aero-Skin. At the time, the hope among modelers was that the kits were going to be re-done as more standard style kits and that among the unspecified 6 kits would be the sought-after Pfalz D-III.



Reissue Box Ends

PART 4: Naked!

The somewhat lurid title of this installment belies the sad ultimate fate of the Renwal Aero-Skin series.

According to my few Renwal catalogs, what had for decades been Renwal Products Inc. of Mineola, New York by at least 1972 had become Renwal Products Company, A Division of The Learning Aids Group, Inc, PO Box 428, Burlington New Jersey. Kits of this era are in white photo boxes, and the logo was a red, white and black boxy 8-pointed cross.

Upon release of the kits in late 1975, it became obvious that Renwal was not the company it had once been. The kits were unchanged except for the tan colored plastic. No Aero-Skin was included or even mentioned. Anyone attempting to build a model without tissue to cover the wings would have ended up with a peculiar looking plane, indeed. The trees were packed in a paper sleeve; decals, not terribly good ones, were included.

By 1974, the company name had become Renwal Products Co. Inc., A Chein Industries Company (see top box).



Renwal non-Aero-Skin Paper Envelope



Renwal Reissue and Original Nieuport 17

I've never been able to figure out if the company was cynical and figured no-one would notice the utter unsuitability of the parts, or if they were just ignorant. The fact that their own company name is

misspelled as “Renwall” on the reverse of the decal sheet might be a clue.



Non-Aero-Skin Brisfit Contents

Below is a comparison of the original boxes with their 1975 replacements.



Renwal Reissues vs Original Aero-Skins

The original box art was retained, albeit modified; sometimes even reversed.



Reversed Box Art on the Fokker DVII

The choice of six kits, incidentally, matched those in the 6-in-1 set 2661. That meant the Pfalz did not reappear. John Tarvin of Airframe Vacforms had announced the forthcoming release of smooth wings for the hoped-for Pfalz—needless to say, he cancelled his plans when it did not appear. With the exception of the Bristol F2b which was not available from Airfix in the US at the time, every Renwal subject was matched by a superior Revell or Eldon product.

Roundly (and justifiably) panned in the model press, these may have been a final nail in the Renwal coffin. The company expired in 1976. Renwal's tooling went to Revell, who thankfully seem to have retained most of Renwal's best work, like their visible kits, missiles, the nuclear subs and most if not all of Renwal's military kits. I'd be amazed if the Aero-Skin tooling survives.

In summation, Renwal was a niche company that created some pretty unique lines of kits outside the norm produced by the larger manufacturers. Many of their have survived and actually stood up quite well. The Aero-Skins may not be remembered by modern modelers as anything more than a failed experiment, especially if your only criterion is the overall accuracy of the kit. But I will restate that for myself, the joy of building was as much a part of the equation as the finished product.

Finally, just for fun, a purely speculative picture of the other 6-in-1 set, 2663, albeit in the 2661 sleeve—like I said, the real one may look entirely different—this is only a fantasy.



Renwal 6-in-1 Fantasy Depiction of the Second Gift Set

Brad Hansen has been a model builder since the age of 5 when he built a Bachmann Robin kit while sailing with his family on board a transport ship from California to Hawaii in 1960.

One of 6 children of a U.S. Navy Carrier pilot, Brad grew up in an environment of models and airplanes. After years of building kits of almost every subject, he got hooked on W.W.I planes, building dozens of them in varied schemes, mostly in 1/72 scale.

When the availability of such kits seemed to dry up around 1970, Brad started collecting kits “for later.” In 1975 he stumbled on John Burns’ Kit Collector’s Clearinghouse, and decided to try to obtain one example of every W.W.I model kit ever produced. With the aid and encouragement of other enthusiasts, Brad self-published “W.W.I in Plastic: A Model Enthusiast’s Guide” in 1979. It was the first fully illustrated kit history, and the first to attempt to list the dates of production of kits. About 1250 copies were sold over the years, along with Updates published until 1983. Since then, Brad has continued collecting kits, and hopes to one day write a new version of “W.W.I in Plastic”. Rumors of his death are greatly exaggerated.

History of the Hawk “Weird-Ohs” Plastic Model Kits

[Return to kits for sale](#)

By Bill Campbell -Edited by Alan Bussie [Google+](#) profile

When he provided me the information for his biography and Hawk Model Company, Bill was kind enough to write a history of the phenomenal Weird-Ohs model kits that he developed. – AB

After reviewing some of the dangling questions voiced on the internet by people wanting to close

the circle of the Weird-Ohs, I decided to write this article. I will do my best to finally resolve the Who, What and Why questions that you have articulated on your electronic cyber queries.



“Daddy”, one of the original Weird-Oh figures (Hawk Reissue)

The Weird-Ohs were produced from 1963 forward by the Hawk Model Company in Chicago, IL. Hawk is perhaps the oldest model company in the USA, dating back to 1928. My relationship with Hawk was a close one, as I was usually busy producing box artwork for them. For more information on how I met up with Hawk, please read the biography located on this website. Now I’ll head into what you really wanted to know – about the Weird-Ohs.

How did they come about?

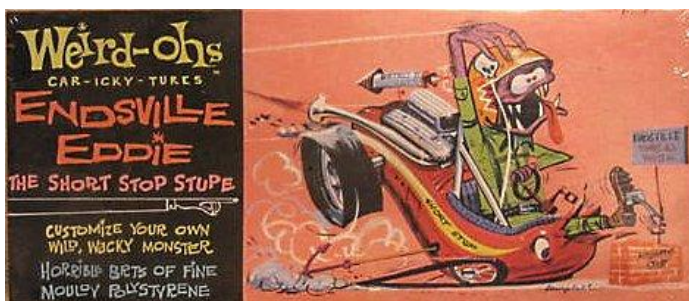
In about 1962 I was sure that most model builders were growing weary of just another car or plane kit. So one day, I put on the thinking cap and tried to come up with something that was way out. I made five hand-made prototype models of some of my funkiest thoughts. If memory serves me correctly, they were Digger, Davey, Daddy (in his own personal movable coffin), and also Col Frtizgrubber flying his Eindecker shoulder-wing aircraft and dropping bombs by hand. There was also a submarine – German of course, with captain Dukvasser and his Underbotten, complete with torpedoes coming out the forward tubes.

I took my models along in one of my frequent trips to Hawk. Dick and Phil Mates, the owner and founders, said “They are interesting. We’ll see what the folks think.” This was in the days before

focus groups, so I left them at Hawk. I did not dwell on their acceptance too much, for at the same time Desoto Chemical Coatings was considering me for the position of Corporate Creative Director. This was an exciting job and it encompassed all five divisions – Paint, Detergents, Lighting, Furniture and Aerospace coatings. The final division included airplane paints and ablative finishes for space re-entry vehicles.

I didn't find out till much later that Dick and Phil were not overly thrilled with my offerings. John Andrews, the marketing director, took a look and said that Hawk probably should not deviate from the traditional path of "...producing mechanical wonders in miniature." The models were left on the conference table to await their fate.

Later in that same week, Hawk was hosting a group of their distributors in Chicago. After the obligatory tour of the plant they ended up in the conference room. The distributors caught sight of the crazy, funky little models, and they went for the idea behind them. Dick and Phil, hearing a vote of confidence from those who sell the items they produce, reconsidered their initial judgment. At any rate, I got a call from John Andrews to come in to talk about the possibility of production. Hawk wanted to take a chance and offer the kits at the next hobby show at the Sherman Hotel in Chicago. The hobby show was always a great way to gauge reaction to new products. But for now, the initial concern was "What do we call them?" It was my off-hand remark that must have hit home, for I said "Oh they are just a bunch of Weird-Ohs." So they all agreed that would be their name.



Hawk reissue of the "Endsville Eddie" Weird-Oh

Development

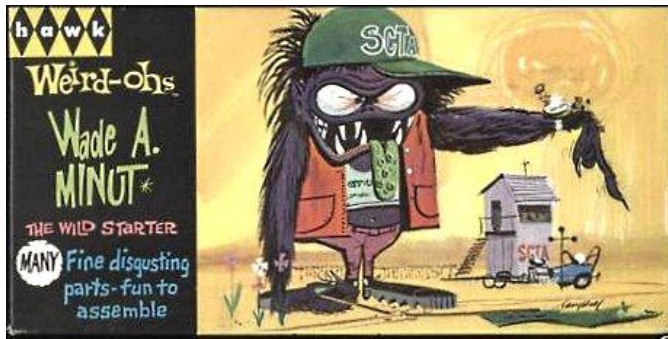
To produce the Weird-Ohs in time for the next show appeared to be an almost impossible task – and it would have been if they were produced traditionally. Time was running short, so John and I developed a plan of action. Since most of my models and conceptual drawings started on the premise that 'wheels' were the primary element, the first model would be "Digger", then "Daddy" then "Davey". It was decided that I would start on the finish art for the box top while John would start on creating the dies. This is why there is a great disconnect between the box art and the model. Rather than develop the figure through my art, John went directly into cutting the dies. In other words, the dies were not cut by looking at the box art, and the box art was not painted by looking at a completed model or even engineering drawings of the dies. There was only one prototype model of "Digger" and to my knowledge there was no pantographing of this model. John literally interpreted my first rough model directly into steel.

The tremendous pressure to make the show was primarily responsible for the arrangement, but John may have seen this as an opportunity to put his imprint on it. All through history, when two creative minds are placed in charge of a project, both will vie for recognition in the final result. After I completed the finish art, I saw the drawings of the die blocks that were already being cut. I realized that we had finish box art that did not faithfully represent the figure that the modeler would assemble. However, The Mates brothers were the ones gambling the money. I was not. All I was betting was a conviction, so I simply backed off.

The 1963 Chicago Hobby Convention

The box art and the actual models of maybe six of the Weird-Ohs were ready for the Chicago Hobby Convention. I am sure that at least Digger, Daddy and Davey were present, along with the usual aircraft, cars and boats in the big Hawk display booth. At first people didn't know how to take them – then they became the talk of the convention. The Hawk salespeople started writing up orders- thousands of them! The show and the introduction of the funny characters was a roaring success. Orders soon topped hundreds of

thousands. The factory had to go into overtime. The popularity was such that even as the mold machines banged around the clock, the shelves ran dry of Weird-Oh kits.



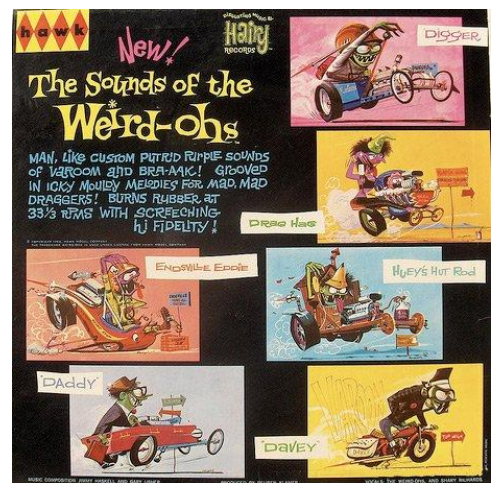
“Wade A. Minut” from the second set of Hawk Weird-Ohs

Expansion

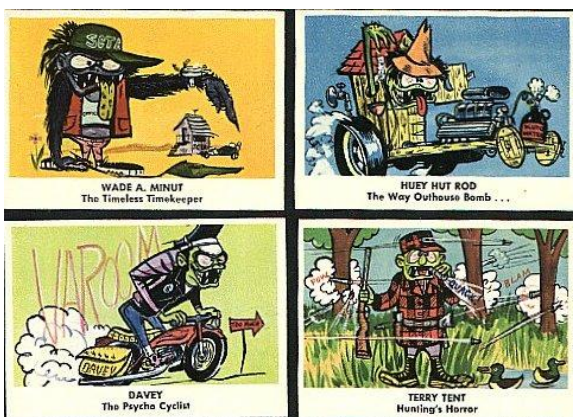
So John and I set down the long road of developing more Weird-Ohs together. After we exhausted the ‘wheel’ models, we decided that sports figures would be a plausible direction. On came ‘Francis’, “Killer McBash” and “Wade A Minut”. John suggested that the Weird-Ohs craze could be expanded to other aspects of the hobby industry. Soon they were on trading cards, Fleers gum, Milton Bradley games, decals, records, helmets and puzzles. You name it- they were capitalizing on the Weird-Ohs name.



Weird-Ohs Puzzle by Fairchild showing four of the original characters



Sounds of the Weird-Ohs” Record

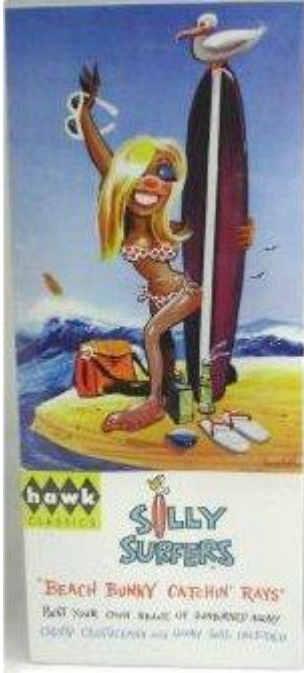


Fleer Trading Cards

The Surfers

Of course this was all happening at the same time as the Munsters and Addams Family, so those factors helped spark interest in the whole weird idea. The interest in unusual models had an effect on a California man by the name of Rueben Klammer, who is the inventor of the ‘Game of Life’ by Milton Bradley. Upon seeing the phenomenon, he got together a wonderful artist (whose name I don’t know) and the sculptor Bob Allen. They came up with the name ‘Silly Surfers’ and produced a whole series. ‘Hot Dogger Hanging Ten’ and “Beach Bunny Catching Rays” were just a few. I had never seen a more beautiful presentation than these prototypes. Every one was a wonderful diorama. Hawk, piggy-backing on the Weird-Ohs, grabbed the opportunity and bought the complete collection. The only thing they did not have was box art. I produced art for

the entire collection- the 'Surfers' as well as the later 'Frantics.'



Silly Surfers "Beach Bunny Catchin' Rays"

Have you ever tried to assemble any of the Surfers? Because of the haste to get them to market, even more short cuts had to be taken. Rather than enlarging the models and removing any imperfections, they decided to pantograph directly from Rueben's display dioramas. The result was a far from easy model to assemble- I know because I put them together for a friend. Getting the parts to align without pins was quite a task. But one thing you can say is that the box art is accurate to the models.

Hawk received a good return on their investment in these off-beat adventures. After the craze had run its course, they returned to the old tried and true aircraft. It served Hawk well until they sold off to Testors in Rockford, Ill.

Testors

I don't think that Testors really knew what to do with the Weird-Ohs. Initially they renamed them "Groovies". Testors reissued them, and the box art was photographs of the built up models. All that did was accentuate how static and strange the whole concept was. They eventually went back to using computer-manipulated art from the old boxes. At one point they asked me to do finish

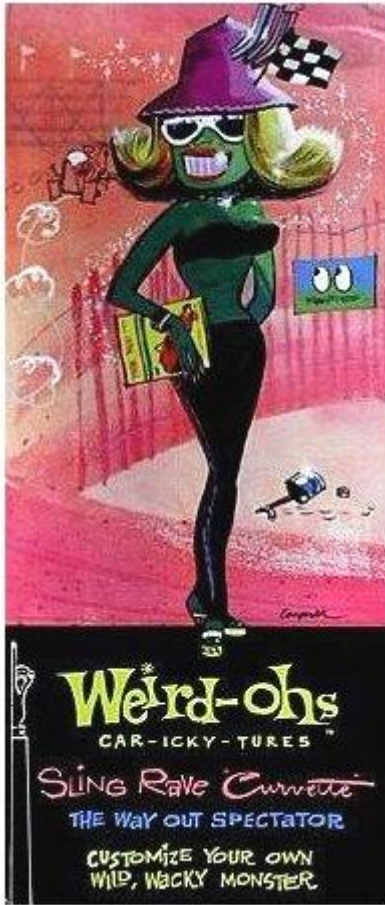
art for the ones they could not find. I didn't get the job, so my price must have scared them off.

Weird-Ohs and Television

One day Phil Mate drove me out to the Milwaukee airport. When we arrived, I thought he wanted me to do the art on an unusual airplane. We walked over to a hanger, and he lifted the door. Inside was a beautiful Cessna Skylane. He rolled the aircraft out to the ramp and said "Bill, get in. You don't have to worry, I have my Commercial License." So he flew me to Rockford and back. I knew Phil was a certified aviation nut, so I said "Phil, this is the Penultimate culmination of all your dreams, isn't it?" He smiled and said "I could not be as happy as I am today." Then he dropped the bomb and announced – "Testors sorted into TV with the Weird-Ohs!" I was completely surprised.

Since it is easier to be a historian rather than a prophet, I can only say that the TV program missed its mark. I'm sure the objective was to create a new market of young Weird-Ohs customers. I could see the rationale for re-working the figures, like the eyelids and less threatening mouth elements. But on the screen, the entire concept took on a different look and feel. But the on-screen presentation of hordes of them was akin to watching a Chinese fire drill. I don't blame the producers of the film, for they had the objective laid down by Testors – "We want to sell Weirdo-Ohs – all 20 of them."

The debut of their longevity was terminal to say the least. But they do get an "E" for effort in trying to redesign the Weird-Ohs to the new action-oriented crowd. I really like what the "fix-er-upper" did with Davey. The face has the potential of more mobility. The Gals he made more cutsie to appeal to the young girls, where as Slingrave was just sexy. But another reason for the failure of the re-introduction was that to children of a new age, static figures were just not as cool. It was all summed up at one of the plastic model shows. A distributor overheard two teenage boys were looking at an array of aircraft carriers, figures, etc. One turned to the other and said, "But what do they DO?" They were obviously the first Game Boy aficionados.



"Sling Ray Corvette"

Aftermath

After the Weird-Ohs ran their course, I left to take the Creative Director position at Desoto. The departure from Hawk was a friendly one. Five years later, I ran into John Andrews at a graphics convention. As we greeted each other, he asked me what I was doing. I told him of my position with Desoto, and he retorted, "You probably went with them because you couldn't come up with an encore." John didn't know that I had done the 'Despicables', another collection they never saw "for the parade had passed us by." Thomas Wolfe said "You can never go back." But that does not stop people from trying to relive just a touch of those golden halcyon days of their young care-free lives by buying the reissues of the classic plastic Weird-Ohs kit by the new Hawk Company.

Conclusion

So in a nutshell, to use the music vernacular- Weird-Ohs – *A composition by W. Campbell, creator and artist with variations by John Andrews, designer of the dies and superb merchandiser*

To the men at Hawk – Dick Sr. and Phil Mates, Dick Mates Jr., John Andrews, Bob Chalander (likely misspelled) and Phil Thompson – the most brilliant men that I have had the honor of working with.

.....

Round 2 tour of Lionel Headquarters (ironic as they just bought them out!)

<https://www.youtube.com/watch?v=TIqdk165XgQ>

.....

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 or his cell phone 631-575-6923.

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.

WANTED: Price lists for X-EL repro promo cars. Need lists from 1977-79, 1982, 1983, 1985-87, and 1990-1992.

Contact Gary Weickart at 631-581-5834 or gweickart@aol.com.

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

WANTED: Modular and modern motors like LS1s, HEMIs, DOHC 5.4 Cobra motors, import motors like Toyota 2JZ

and Nissan Skyline RB. 1/24th and 1/25th scale.

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

WANTED: MPC/AMT Dodge Charger/Daytona parts, parts kits, started/gluebombs, whatever you don't need I'll trade or pay reasonable price!

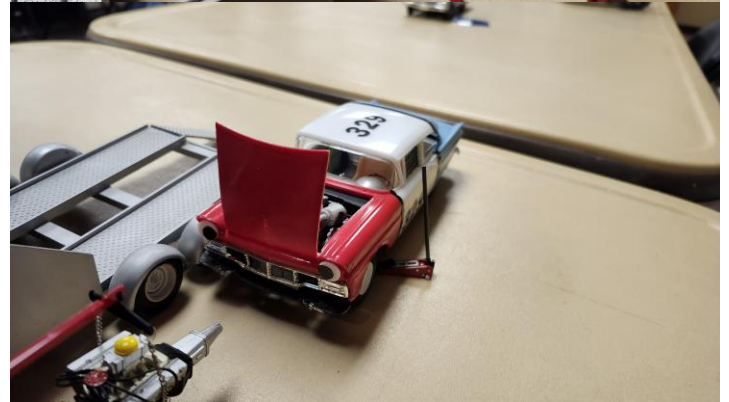
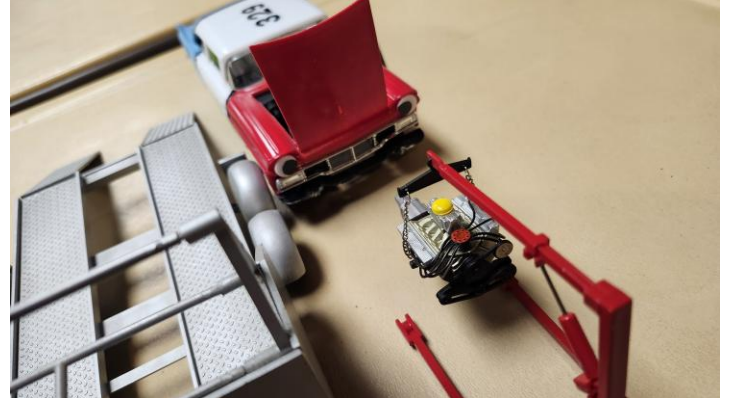
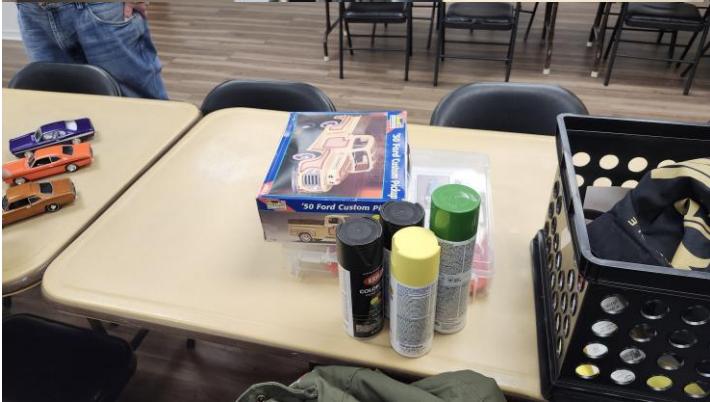
Contact Richard Manri @ 631-589-6876 or his email picorro93@gmail.com to negotiate price or trade for the three above.

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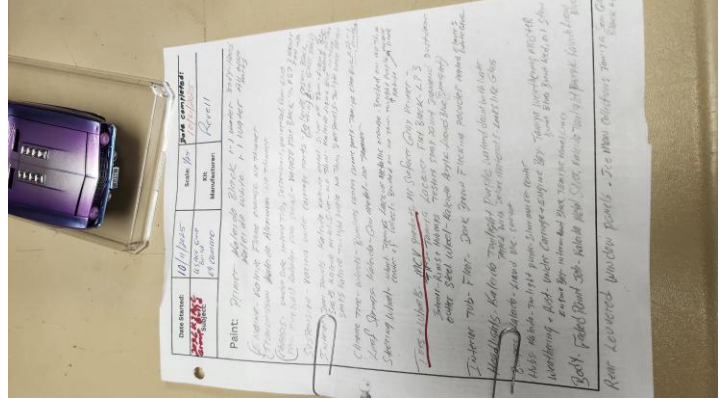
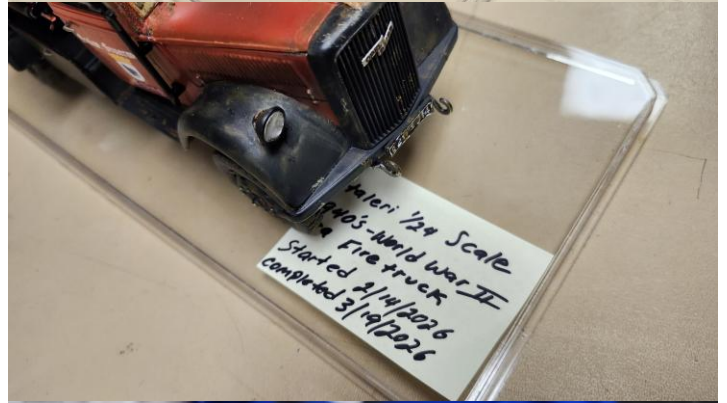
Scenes from March MTG and Replicon 33











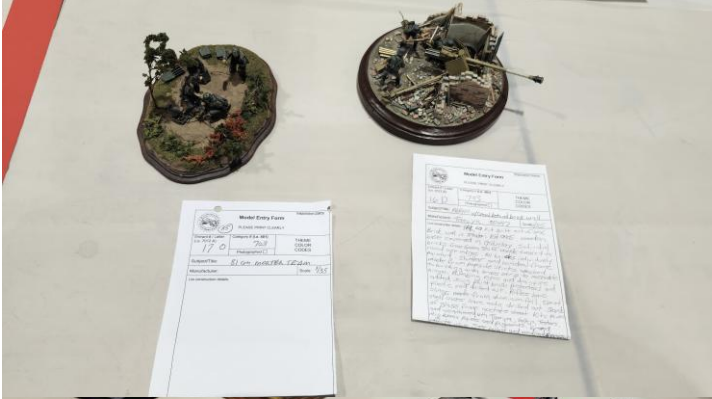
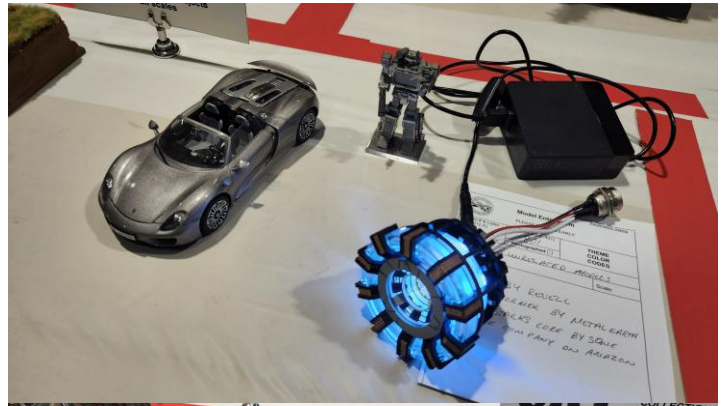


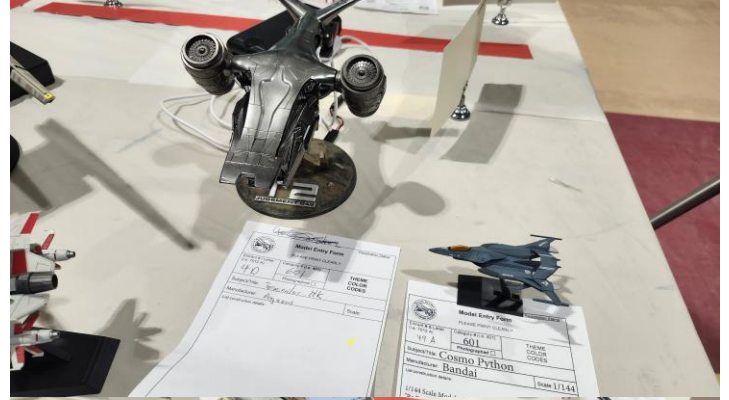
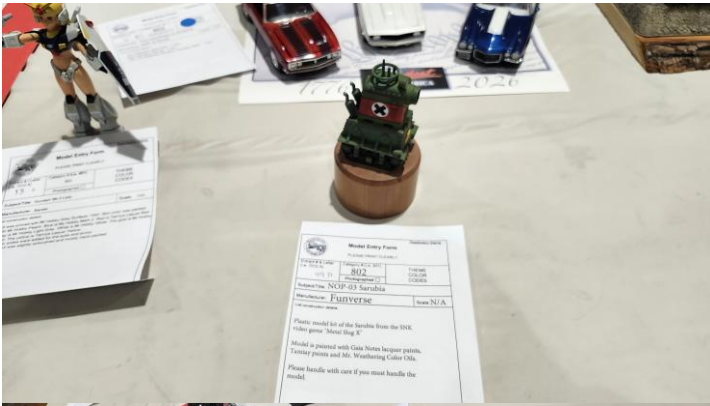


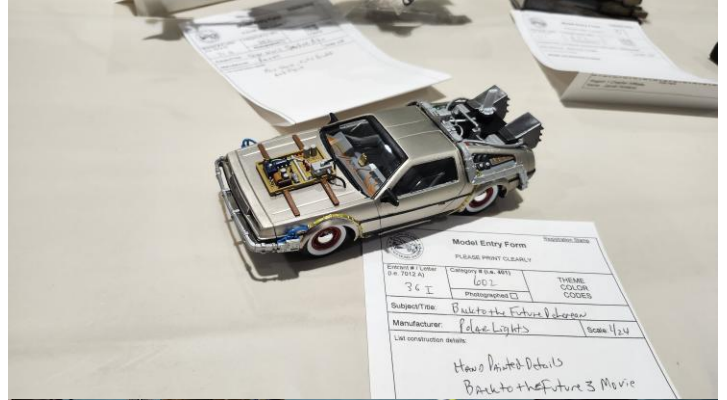
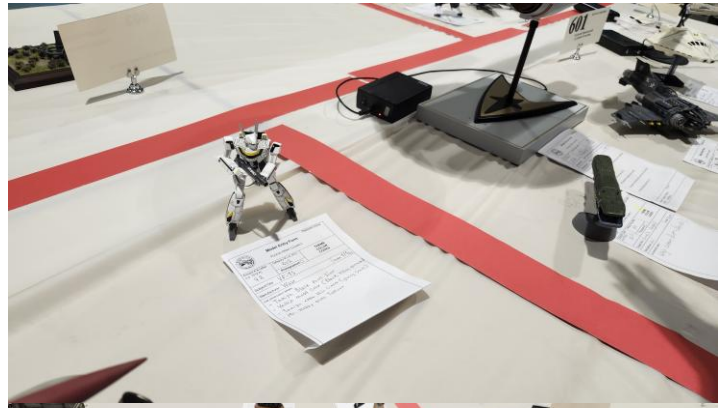








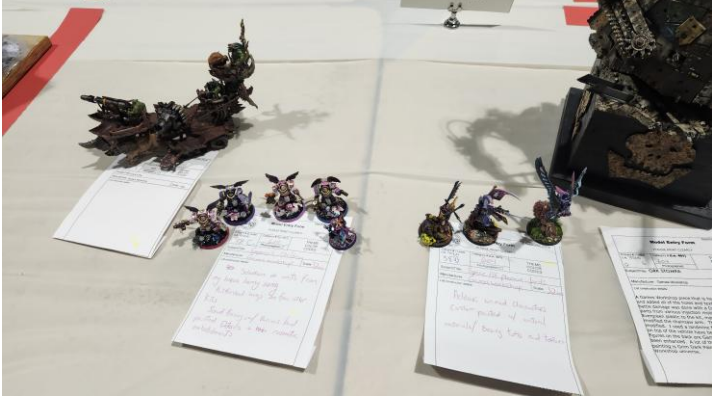
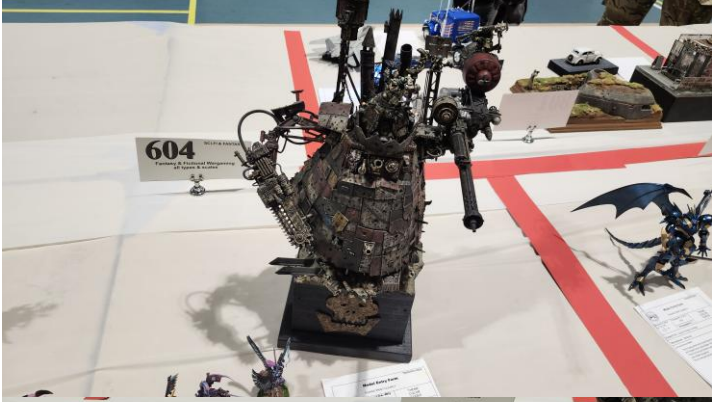




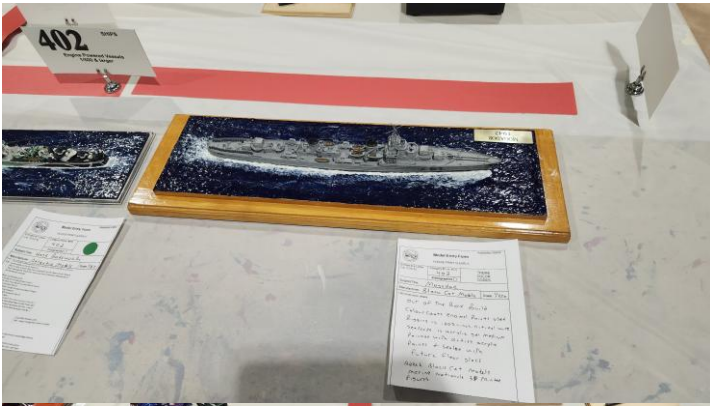
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 Scale: 1/48
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 Category: [Category]
 Photographed: [Yes/No]

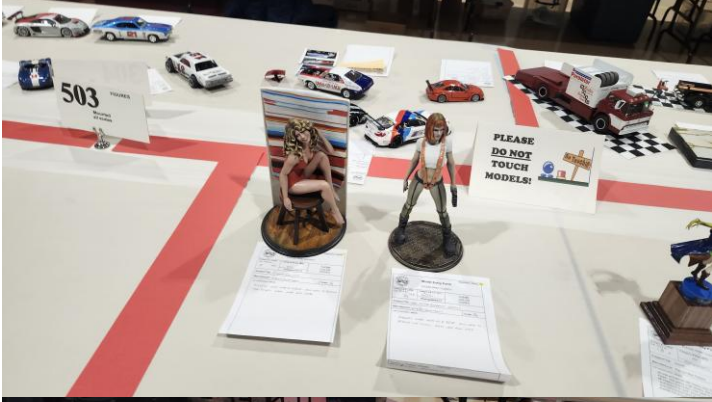
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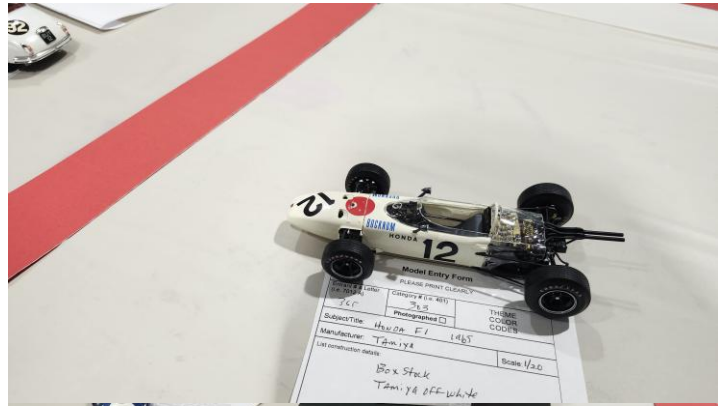
If you touch, you will
 be ESCORTED OUT!























HAPPY SPRING AND HAPPY BUILDING!



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

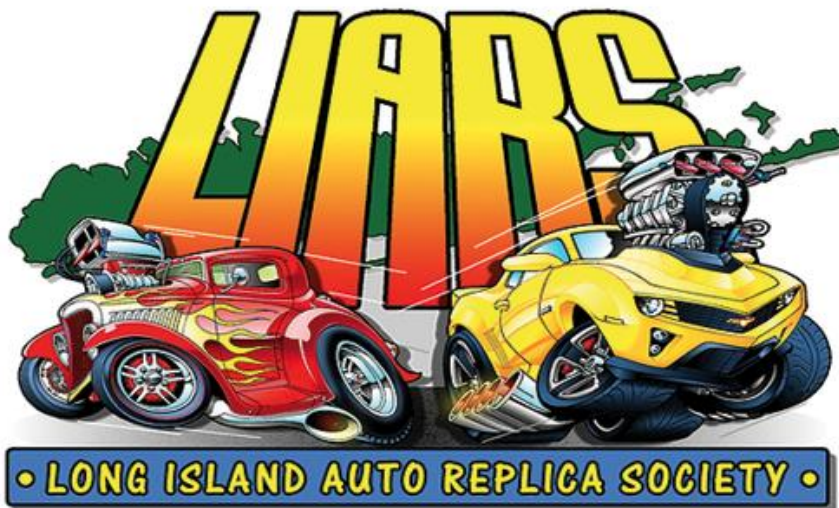
bring your filled out sheet with you, or you can email it to your editors email address on the first page header. ALL subjects and suggestions will be brought up in front of the club.

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? _____

Don't Forget...
Save the Date!



2026

MODEL CAR CHALLENGE

NOVEMBER 14, 2026

Freeport Rec. Center
130 Merrick RD., Freeport NY 11520

9am to 4pm (Award Ceremony 3pm)
24 Categories, 9 Master Awards
Special theme to be announced.

Scan the QR Code to the LIARS'
website for more information!



www.LongIslandAutoReplicaSociety.com