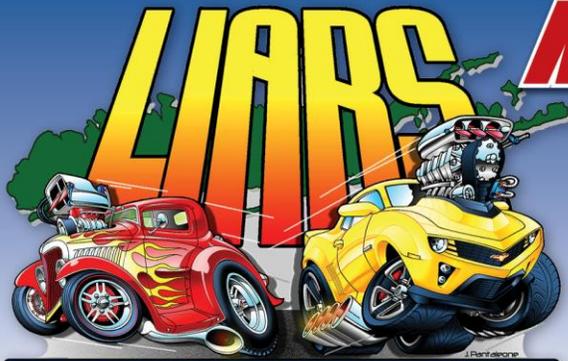


LEND A HAND AND BRING A CAN!



• LONG ISLAND AUTO REPLICAS SOCIETY •

Meeting themes:

"Cars painted Green or with Green features (anyone make a Prius model?) "
 Discuss further planning for our club, shows, addressing "road bumps"..."

Newsletter Stuff:

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

Club Stuff:

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



Scenes from the Feb mtg...

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 33rd 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 <http://www.liarsmodelcarbuilders.com/>

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 Murray/Doc. V, John "The Artist" Pantlione, link955nh, John Kaylor

From our LIARS Unofficial Official

Hello everybody! Looks like the weather is finally starting to change for the better. Work has slowed down and I'm looking forward to getting back into the groove. I had Oral Surgery recently and the side of my face swollen up pretty good. As of this writing, it's starting to feel better. Donna and I attempted to go start a bank account for the club at Chase Bank. We showed up unannounced which did not work well. So we made an appointment that I had to cancel because my face was swollen! So we rescheduled for a day on the week of the meeting. Donna Seagraves and I will be going over additional club financial stuff and such that needs to be done next.

As per the January meeting, dues have increased from \$30 to \$40 and we will

be collecting such from returning members and whatever new ones come in, until April.

Our other agenda is getting a schedule worked out as to what needs to be done and when throughout the year for our show and club needs. Show theme will be discussed and finalized this month, Rich. M has set up a list of 5 main themes and sub-themes each to choose from. Second agenda is to get flyers out by Mid-April for NNL East the latest. As for the club build off, we're still working on conjuring up that and setting up sections at MTGs for how-to clinics, the slammer contest, 1:1 nite in August, and the auction for September. We have a lot to do and would like to get volunteers to help arrange and set up those as well as the 2025 Freeport show Friday night setup and main day judging and assistance.

We have decided on a spreadsheet help raise money for trophy package.

This way, members could put in five dollars a month instead of a whole amount of one shot. This is to make it a little easier on the wallet and avoid the issues we've had prior!

That's it for now, please try to bring a canned good to donate for the center. We've all been guilty for being sporadic about this, but think about those who are much less fortunate than us.

Otherwise, I can't thank everybody enough for their input and all the support! Hope to see you all this Thursday!

***Your unofficial official,
Dominick "McMonte" Gerace,***



Remember those folks who made a difference in your life in 2024 (good or bad) and use the lessons learned to be a better you. Life is made up of people, events and decisions. 2025 is a time to start fresh. So surround yourself with good people, be active, happy and make remainder of 2025 great. Richie.

Some Words from the Editor At Large

Yet again, haven't gotten very much done this month, between starting up the new business name and financial stuff for it, plus constant rainy/snowy weather on prime weekend paint days.

Maybe just maybe April should be better, or I'll once again have so much on my plate it'll crush me and get all the fat outta my body LOL.

I would like to present ideas for our 2025 Freeport MCB show theme and sub-themes. I have selected 11 categories, one of which will likely be the Main theme or the Sub-theme.

Years ending in 5s (1905, 1915, 1935, 1955, 2015, 2025, ect you get the idea)

60th Anniversary of the Chevrolet Caprice

70th Anniversary of the Ford Thunderbird

30th Anniversary of the LIARS Model Car Challenge

70th Anniversary of the Chevy Bel-Air

1985 Chevy Blazer (Revell Stranger Things kit)

Mobious Ford Wrecker

Engine swapped fury

Double Vision/mirrors (two builds of the same car/model kit, one different from the other)

Cars from the 1950s

1925 Ford 100 years' anniversary

Yours truly paid patronage to Gary's shop in Islip on Saturday the 15th. Finally nabbed that AMT 64' T-Bird annual he had, cracked pillar is no big deal as yours truly customizes and easily works around most building

obstacles (unless it's a opening doors Revell Tri-5 Chevy or the AMT Piranhas)...

That is all for now, hope to see you all on Thursday!

From John the Artist

I came across this image of a painting/ model of a fishing boat, (I think). And thought I was unique and worth sharing in the MCB. It might also be a Computer generated image, and in fact not real. I will leave it up to your discretion. I also wanted to ask you if you want me to post the pages from my "Car-Toon" Calendar each month like I do on my FakeBook Page. "Old Rods and Broads", I made a limited number of calendars, and I know people wanted them, but I have not been able to attend the meetings and do not have many left. I have a few I put on the side for people that asked for them but not many more.



MCB March 2024 Dr V Part A

Dr.V's Part A article includes 4 sections
The first deals with 2 tractors that "Dave The Walker weathered/ posted on Spotlight Hobbies message board/ Ferguson from Heller is realistic (at least to Dr.V)

Happy motoring and buildin'

By: [Dave the Walker](#)

Porsche from Revell, a nice kit.



0



Ferguson from Heller, an excellent kit.



The second is **1972 Ford F-350 Tow Truck built by** and posted on FSM <https://forum.finescale.com/u/link955nh>
https://forum.finescale.com/t/1972-ford-f-350-tow-truck/373996?utm_medium=email&utm_source=omeda&utm_campaign=News0_FSM_250312_FSWE00&oly_enc_id=5134G1711301E1Z



This is the new Moebius release. I did it as a 4x2 (using a Ford F-series chassis from another kit), for two reasons: I've never seen a 4x4 tow truck that I can recall, and Ford didn't produce a 4x4 F-350 dually until 1979—so a 1972 4x4 F-350 dually wouldn't have existed in the first place. Oops. I'm not a car guy. I do mostly armor, aircraft, and figures, so I had to call on a different set of skills and overlook a lot. As car kits go, this one isn't bad; I found some of the detail to be soft, but I guess that's common with car kits. I removed the chrome trim from the cab, because work trucks didn't have chrome back then. I also back-dated the kit with a 1967 grill. The grill and mirror brackets are painted white because, again, not much chrome on base-model work trucks.

The kit wheels and tires were replaced with a 3D-printed set from a vendor on eBay. They look SO much better than the kit wheels.

Moebius did a great job with the Holmes 440 wrecker body. I added a couple of minor details to the boom. I just wish Moebius didn't use such HUGE sprue attachments. The color scheme is Tamiya Chrome Yellow and Pure Blue; the wrecker body interior and boom are painted Dull Red (as are the wheels). I used old-school weathering using mostly artist oil colors.

The 1973 Ohio truck plate was an image downloaded from Google, properly sized, and printed on white decal film. The door name and phone number (both fictional) are dry-transfer lettering applied to clear decal film.

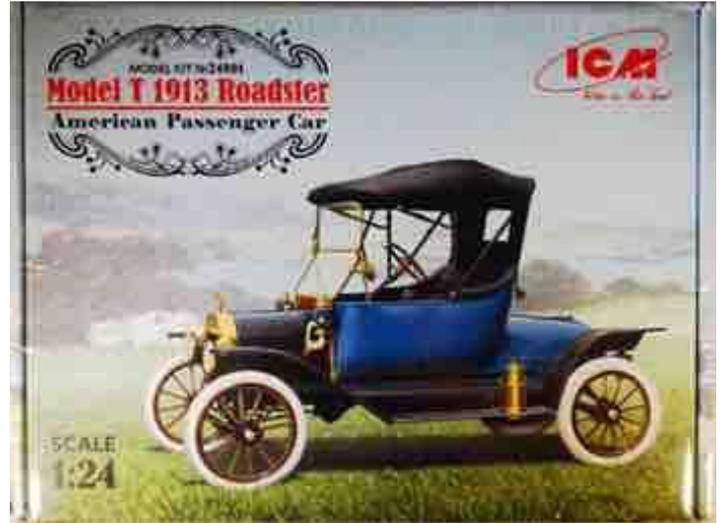
The old "AAA" logo and hood lettering came from a "Service Trucks" decal sheet from Gofer Racing.

And yes, those are cigarettes on the dash. It was 1973, what do you expect?

The third article covers the Model Car 3 11 25 Cedarville Model Car SHOW \

http://www.board2.spotlighthobbies.com/cgi-bin/bbs62x/webbbs_config.pl?md=index;page=1 The 2025 edition of the Cedarville Model Car is in the books and, by all indications, it was a great one. By: Marty Neyrinck Plenty of hot deals to be found in the swap meet and LOTS of cool models on the contest tables. **WARNING** plan on spending at least an hour reviewing 700 pictures that Marty posted!

The fourth article can be accessed @ <https://ipms-seattle.org/reviews/automobiles/2015-JK-ICM-24001/> for an excellent **1913 Ford Model T - Automobile Review along with ICM's kit review – posted by IPMS Seattle OUTYSTANDING!** (*Note it contains numerous photos.*)



Ed Roth's Outlaw: derived from Kustomrama website

From Maywood to the NYC Coliseum – The Outlaw's Journey

Few cars have left a mark on hot rodding quite like Ed "Big Daddy" Roth's 1959, the Outlaw was Roth's first fiberglass show rod, a hand-laid experiment that launched a revolution in hot rod and show car design.

Captured here by Tom Winger in the early 1980s at the NYC Coliseum, the Outlaw's return to its original pearl white

and candy green panel paint job after being restored by Harrah's radical T-bucket spent years on the show circuit, undergoing multiple transformations, including a stint in green metalflake before being sold for just \$50 in 1970!

The Outlaw's chromed-out chassis, Cadillac V8, and wild show rod proportions made it an instant legend.

Its influence extended beyond the show circuit, inspiring model kits, posters, and countless young builders eager to follow in Roth's footsteps.



Few cars have left a mark on hot rodding quite like Ed "Big Daddy" Roth's Outlaw. Originally built in 1959, the Outlaw was Roth's first fiberglass show rod, a hand-laid experiment that launched a revolution in hot rod and show car design.

Captured here by Tom Winger in the early 1980s at the NYC Coliseum, this photo showcases the Outlaw's return to its original pearl white and candy green panel paint job after being restored by Harrah's. But before its restoration, this radical T-bucket spent years on the show circuit, undergoing multiple transformations, including a stint in green metalflake before being sold for just \$50 in 1970! The Outlaw's chromed-out chassis, Cadillac V8, and wild show rod proportions made it an instant legend. Its influence extended beyond the show circuit, inspiring model kits, posters, and to follow in Roth's footsteps.

https://kustomrama.com/wiki/Ed_Roth%27s_Outlaw?utm_source=convertkit&utm_medium=email&utm_campaign=From%20Maywood%20to%20the%20NYC%20Coliseum%20%E2%80%93%20The%20Outlaw%E2%80%99s%20Journey%20-%2008117402

Ed Roth's Outlaw



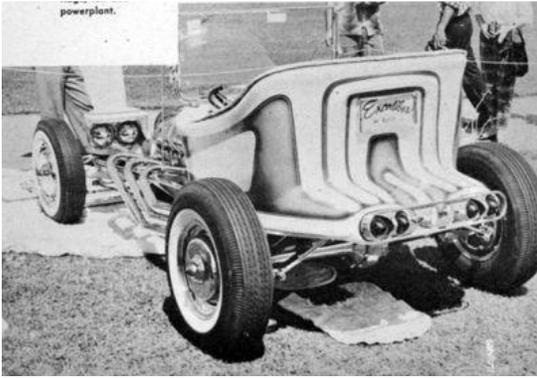
Roth working on the nose-piece for the Outlaw. Photo courtesy of [Hot Rods by Ed "Big Daddy" Roth](#).



A construction photo of the Outlaw with Ed in the driver seat armored with his mother-in-law's family sword.



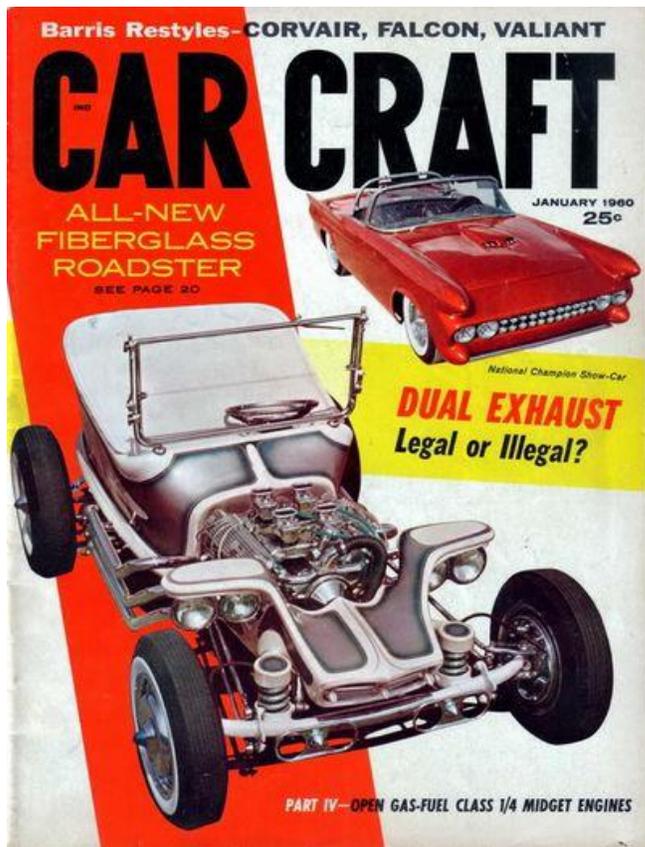
[The Kookie T](#), [The Tweedy Pie](#), and [The Excaliber](#). Three iconic Southern California hot rods photographed at the [Disneyland Car Club Day and Autocade Show](#) September 5th [1959](#). The Excaliber made its debut at the show. The interior was not finished, so the car was not judged. Photo from [The Cliff Riehl Photo Collection](#).



Another photo of the Excaliber from the [Disneyland Car Club Day and Autocade](#). This version featured chromed Mercury wheels on all four corners with bullet caps, wide whites, and a tonneau cover over the missing interior. This photo was published in [Rodding & Re-styling March 1960](#).



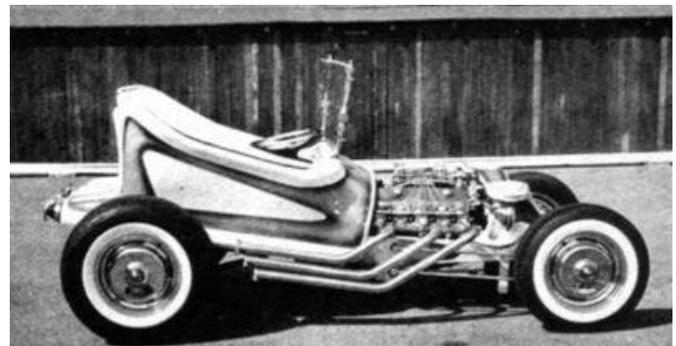
[Car Craft January 1960](#) did also contain a featured story on the Excaliber.

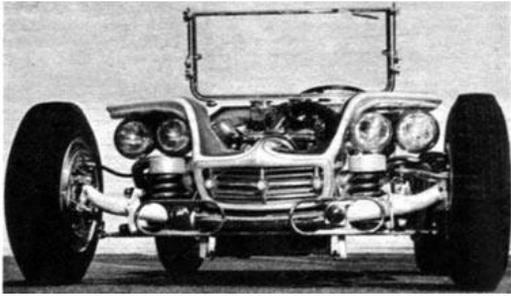


The sensational Excaliber landed the cover of [Car Craft January 1960](#).



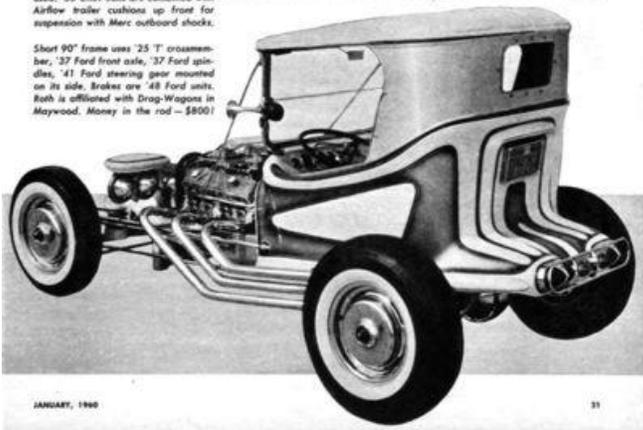
The gullwing top that Roth made for the Outlaw was damaged as it blew off the car while it was being trailed through [Kansas](#).





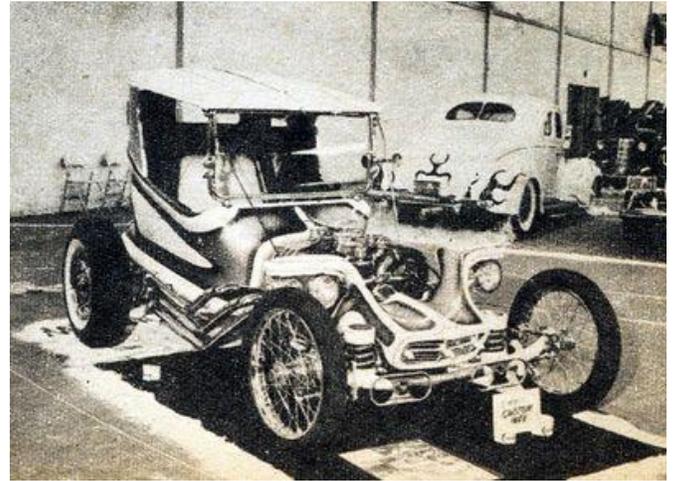
used '58 Chev coils are combined with Airflow trailer cushions up front for suspension with Merc outboard shocks.

Short 90" frame uses '25 'T' crossmember, '37 Ford front axle, '37 Ford spindles, '41 Ford steering gear mounted on its side. Brakes are '48 Ford units. Roth is affiliated with Drag-Wagons in Maywood. Money in the rod - \$800!



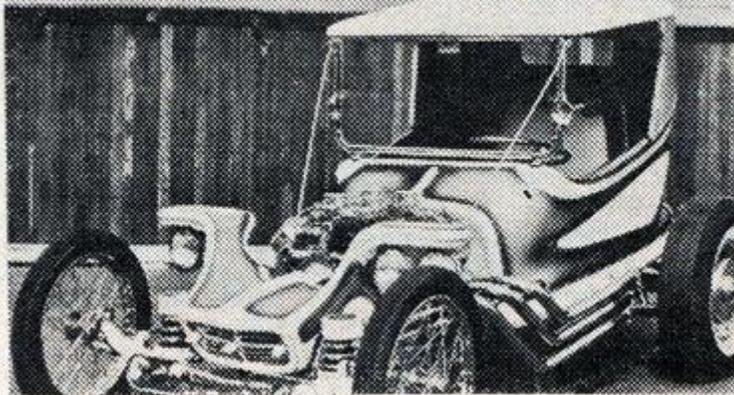
JANUARY, 1960

31



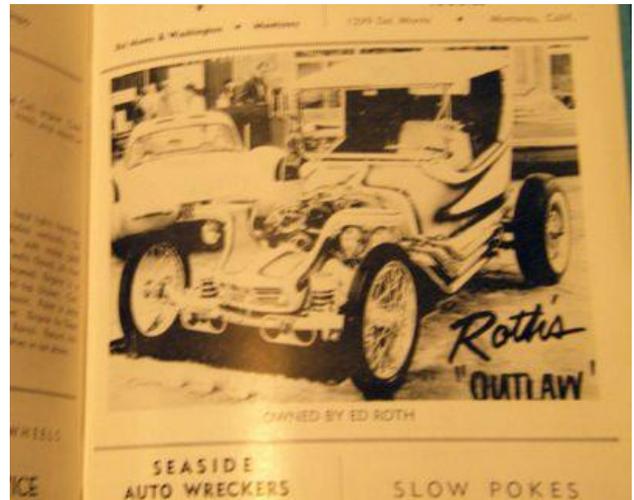
A photo of the Outlaw taken at the [1960 San Mateo Custom, Rod & Sports Car Show](#) in January of 1960. It was entered as a special exhibit, and did not compete for prizes at the show. The photo appeared in [Car Craft July 1960](#). Photo courtesy of [Car Craft Magazine](#).

SELL—The Outlaw, famous fiberglas roadster, C Craft cover car Jan. '60. \$1 for photos and furth



information. Mr. Roth, 4616 Slauson, Maywood Calif.

An ad for the Outlaw that Mr. Roth ran in [Hot Rod Magazine March 1960](#).



A photo of the Outlaw from the souvenir program from the [1960 Kustom Kar Kapades](#) in [Monterey, California](#).

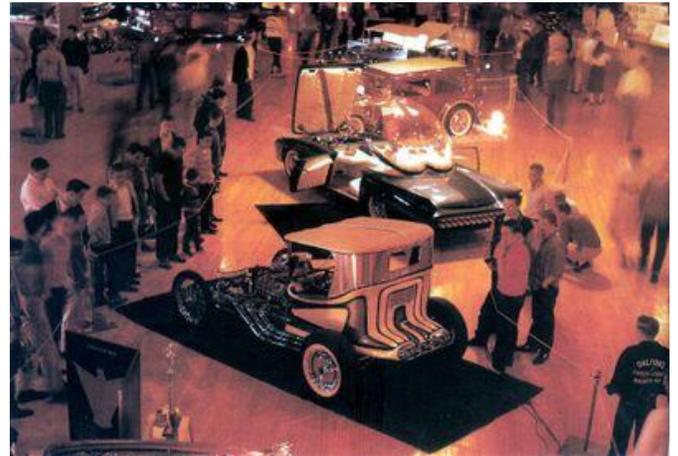


The Outlaw at the [1960 Hollywood Bowl Car Show](#) after Ed had fit the car with spindle mount wire wheels.^[1]

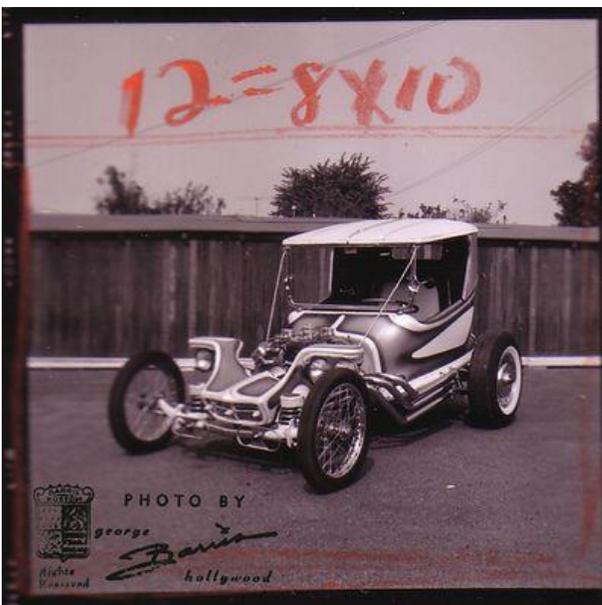
Photo by [George Barris](#), courtesy of [www.barriskustomcity.com](#).



Photo by [George Barris](#), courtesy of [www.barriskustomcity.com](#).



The Outlaw at the [1960 Wichita Auto Capade](#). Photo by [Dave Stuckey](#), provided by Carnut.com^[2]

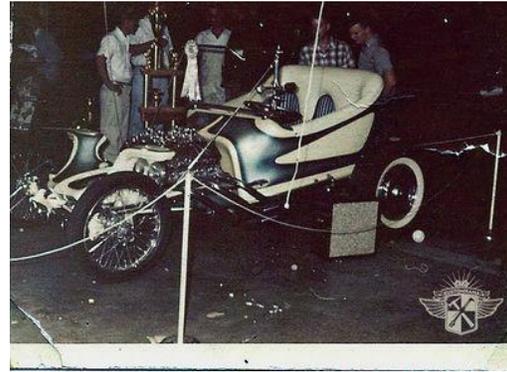




A promo photo of Roth with the [Revell](#) model kit. It was [Henry Blankfort](#) of [Revell Model Company](#) that gave Roth the "Big Daddy" moniker.



"Festligt Fartåk" translates into "Funny Speedchaser." In [1960](#) the Outlaw was featured in the [Swedish](#) magazine [Teknikens Värld Nr 20 1960](#). The story was written by [Bengt Sandkvist](#), who claimed that the Outlaw really showed how much time and money the hot rodders in the US were investing into their cars. Cars that couldn't be used for any practical driving.



The Outlaw at an indoor car show in [Kansas City](#). Photo by [Ernie Kirkland](#).

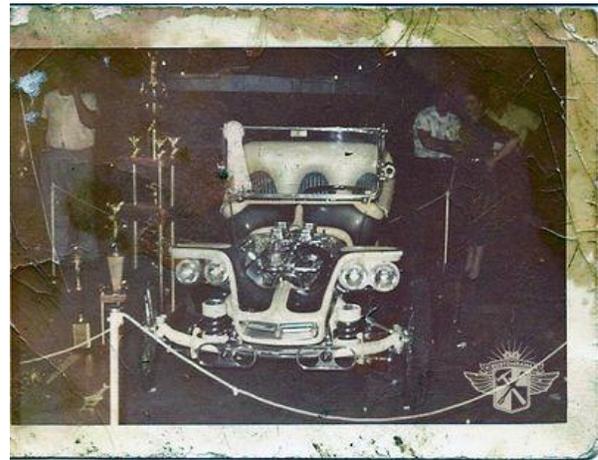


Photo by [Ernie Kirkland](#).



The Outlaw photographed at an indoor car show in [Denver, Colorado](#) in [1965](#). Photo from [The Ronn Ives Photo Collection](#).



After a rough life in show biz, being trailered all over the country, the Outlaw was painted in a green metalflake by [Dirty Doug](#). Photo courtesy of [Frazer Smith](#).



[Neil Sidders' Outlaw](#), of [West Monroe, Louisiana](#) as it looked when it was completed in [1973](#). The car is built around one of the few known Outlaw bodies that [Ed Roth](#) made after building the original Outlaw. Neil's body came from Northern [California](#), and was pretty beaten up after being used on an Altered Class drag car. The Altered was said to have a blown Oldsmobile engine at one time, and the car was called "[The Orange Peeler](#)".



Another Outlaw bodied roadster at the [1973 Street Rod Nationals](#). According to [Neil Sidders](#) the car was from the [Phoenix](#) area. Photo courtesy of [Neil Sidders](#).



In the late [1960s](#) Ed and [Revell](#) had a falling out, supposedly because of Ed's involvement with the [Hell's Angels](#), so the folks at [Revell](#) re-issued the Outlaw as "Canned Heat" in [1973](#) with no mention of [Ed Roth](#). Photo courtesy of [Showrods.com](#).



During a [1979](#) trip to [California](#), [Tom Winger](#) visited [MovieWorld - Cars of the Stars](#) in [Buena](#)

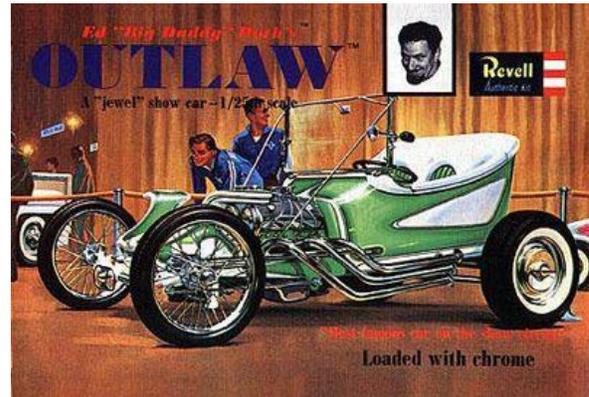
[Park](#), a roadside [museum](#) showcasing vehicles customized by legends like [Ed "Big Daddy" Roth](#) and [Von Dutch](#). This rare glimpse at [The Outlaw](#) captures a piece of [Kustom Kulture](#) history at a time when [Roth's](#) radical creations continued to inspire generations of builders and enthusiasts. Photo from [The Tom Winger Photo Collection](#).



Captured by [Tom Winger](#) in the early [1980s](#) at the [NYC Coliseum](#), this photo showcases [Ed "Big Daddy" Roth's](#) legendary [Outlaw](#) after its restoration by [Harrah's](#). Photo from [The Tom Winger Photo Collection](#).



Another photo of the Outlaw at the [NYC Coliseum](#) in the early [1980s](#). Photo from [The Tom Winger Photo Collection](#).



A [2001](#) re-issue of the Outlaw model kit by [Revell](#).



The original Outlaw mold as it sat in [2002](#) when members of the Roth Estate in conjunction with, [Rat Fink.Org](#) and [Kustom Art Studios](#) started to produce and sell Outlaw T-bucket bodies again. Photo courtesy of [Ratfink.org](#).



[Jimmy C](#) with the master buck he made out of the original mold. Photo courtesy of [Ratfink.org](#).



One of the newly made Outlaw bodies. Photo courtesy of Ratfink.org.



One of the newly made nose-pieces. Photo courtesy of Ratfink.org.

OUTLAW BODIES FOR SALE

*Big Daddy Says
"Hey kids! Tell the truth,
There's less to remember
(and this aint no lie)*



www.ratfink.org/outlawproject
www.ratfink.org/outlaw

800-880-6567
661-944-2299

Rat Fink™ name and device and "Outlaw" © Ed Roth 1964/89

An ad for the newl Outlaw bodies.



[Mark Moriarity](#) was one of the first to receive a newly made Outlaw body. This photo is taken in Mark's garage during the construction. of his clone Photo courtesy of Ratfink.org.



[Fritz Schenk's Outlaw Clone](#) was also built from one of the newly made Outlaw bodies.



The restored version of the original Outlaw at the 2009 [Grand National Roadster Show](#). Photo by [Marc Wöltinger](#)



The Outlaw next to the [Car Craft Dream Rod](#) at the [2009 Detroit Autorama](#). Photo by [Scott Pavey](#).

The Outlaw is a [show rod](#) built, owned and designed by [Maywood Drag-Wagons](#) member [Ed "Big Daddy" Roth](#) of [Maywood, California](#). The Outlaw was [Ed Roth's](#) first experience with fiberglass, and it started out as a monster drawing on the back of a [weirdo sweatshirt](#). Ed first got the idea for a fiberglass car after seeing a photo of [Henry Ford](#) swinging a sledgehammer on the deck lid of a [1941 Ford](#). The Ford featured a [fiberglass](#) deck lid, and according to the photo caption it wouldn't dent. This blew Roth away, and he made a mental note of this new material. Later on he was introduced to the mysterious material at the [Huntington Beach](#) Pier where he saw a surfer with a wooden surfboard. The surfboard was covered with a waterproof [fiberglass](#) covering. After that Ed read about a hot rodder named [W. R. Shadoff](#) in [Life Magazine](#). Shadoff had built a [Bonneville streamliner](#) called the [Shadoff Special](#) out of fiberglass. The year was [1957](#), Ed was intrigued, and within days he was busy experimenting with [fiberglass](#) on his own in his new shop at [4616 Slauson Avenue](#) in [Maywood](#).^[3]

The build was based on a basic [1929 Ford](#) Model A frame fit with a [1925 Ford](#) Model T crossmember. A [1950 Cadillac](#) engine that [Ed](#) found on a junkyard was installed between the framersails. Ed had trouble finding anyone that could help him build a fiberglass body for his creation. He tried to make a body out of wood like they had done with the [Shadoff Special](#), but it was too complicated, so Ed went to the local lumber yard and bought some casting plaster. The casting plaster was cheap and better than wood. Making the buck was no problem for Ed using the plaster. The buck was covered with the messy, goofy stuff known as [fiberglass](#). According to the book [Hot Rods by Ed "Big Daddy" Roth](#), a pair of pants lasted about a day when Ed was working with fiberglass. His shoes lasted about four days before he had to throw a coat of black paint on them. As no one knew the material at the time, Ed couldn't ask anyone for advice during the build, and he had to learn by trying. Things were done over and over again until he finally got it right. When the glass cured he knocked the plaster out from the backside, and that became the female mold for the Outlaw.^[4] The Outlaw is the only car for which Ed made a four-piece female mold that was held together with tool box latches.^[5] Ed wanted to build and sell bodies to customers. In the book [Hot Rods by Ed "Big Daddy" Roth](#), Ed claimed that he only made two bodies. The first body was sold to some unsuspecting dudes down the street, while the other one was used on the Outlaw. He only made one grille shell though. In the [1958 Fawcett How-To-Book # 427](#), Ed advertised the Outlaw body for sale at \$229. It came with a firewall and instrument panel, primed for finish-painting. It came without the nose-piece, so that was up to the builder to create. Floorboards were not included as well. it is believed that Ed made less than ten bodies using the molds.^[6] [Ed Fuller](#), who worked for Roth at the time, once estimated that they made 12 to 15 Outlaw bodies in total.^[5] The Outlaw mold sat on top of the [Roth Studios](#) for many years. At some point Roth moved, and he asked [Jim "Jake" Jacobs](#) if he wanted the mold as he was going to throw it out. After several years Jake ended up giving it to [Robert Williams](#).^[7] When the book [Hot Rods by Ed "Big Daddy" Roth](#) was published, the original female mold was still owned by [Robert Williams](#), who also worked for Roth back in the days.^[6]

As Ed had few tools when he built the Outlaw, he wired all the stuff he wanted welded together with bailing wire

before he trailered the car down the street to [Clarence Bell](#) at the local trailer shop. Clarence welded the stuff together before Ed brought it back to the shop for final preparation work. Ed filed all the weld marks down by hand before the whole chassis was sent to the [Chrome Nickel Plating](#) in [South Gate](#) for chrome plating. The rear axle, drive shaft, and a [1939 Ford](#) transmission were chromed as well. As the chrome budget went out of proportions during the build, Ed had to sell the [Little Jewel](#) to pay for the chrome on the Outlaw. [Fritz Voigt](#), a local mechanic and sidekick of [Mickey Thompson](#) helped Ed with the build. Fritz rebuilt the Cadillac engine and fit it with four [Stromberg 97s](#) mounted on a [Cragar](#) manifold. The engine was also dressed up with [Cal Custom](#) finned valve covers, a chromed oil pan and a set of lengthy, sweeping zoomie headers. A front axle and spindles from a [1937 Ford](#) V8 60 was installed up front along with a couple of front spring cups that housed cut down [1958 Chevrolet](#) coil springs. The coils were combined with Airflow trailer cushions and Merc outboard shocks. The rest of the running gear, except for the [Model A](#) rear cross spring, came from a [1948 Ford](#). A [1941 Ford](#) steering gear was mounted on the driver side. Front height was kept stock, while the rear was raised. The windshield frame came from a [1922 Dodge](#). Blue tinted safety glass was installed in the old Dodge frame. Taillights from a [1958 Chevrolet](#) Bel-Air was fit with [1956 Chevrolet](#) lenses before Ed installed them on the body. Quad headlights from a [1959 Rambler](#) was installed up front. The headlights were mounted under the fenders in a special ring. The grille was made from a portion of a [1959 Chevrolet](#) grille, and a stock DKW radiator was installed to cool down the enormous Cadillac engine. [Nerf bars](#) were designed and installed for protection.^[8] [Larry Watson](#) of [Watson's House of Style](#) painted the car for Ed. The body was painted pearl white with fogged candy-green panels.^[6]

Inside, Ed installed a [1958 Chevrolet](#) Impala steering wheel and seven [Stewart-Warner](#) gauges. The Outlaw, originally named the Excaliber, made its debut at the [Disneyland Car Club Day and Autocade](#) Show September 5th [1959](#). The name Excaliber came from a sword Ed used as a gear shifter in the car. The sword was a Revolutionary War sword that came from his mother-in-law's family. As no one could pronounce the name for the car, he changed it to the Outlaw later on in [1960](#). At the Disneyland show the

Excaliber was not judged because the interior was not finished. This version featured chromed Mercury wheels on all four corners, bullet caps, wide whites, and a tonneau cover over the missing interior. The Outlaw was originally fit with a gullwing top made of [Naugahyde](#) and aluminum over a wooden frame. [Canning Hardware](#) provided the aluminum for the gullwing top. Later on in the [1960s](#), while trailering the car through [Kansas](#), the top blew off. Ed never cared to turn around and look for the top as he knew it would have been destroyed anyway. The sensational Outlaw landed the cover of [Car Craft January 1960](#), still featuring a tonneau cover over the interior and Mercury steel wheels on all four corners. Sometime after the Disneyland show [Eddie Martinez](#) upholstered the car in Naugahyde tuck-n-roll. The interior Martinez made was designed by Roth.^[6] By July [1960](#) Roth was selling 8x10 glossies of the Outlaw in [Car Craft Magazine](#). By then the front wheels had been replaced by spindle mounted wire wheels.^[1] With the build completed, Ed took trophy after trophy with the car. He even claimed that it became unfair for him to compete with the car, so after he got aced out at the [1960 Oakland Roadster Show](#) for using the new nylon lock nuts and not having cotter keys in the ball joints he quit competing with the car. He figured that his stuff was so wacky that he couldn't be judged anyway, so he traded for a T-shirt booth or went for appearance money instead.^[6]

During the build, Ed had bought a [1940 Chevrolet](#) that he could use to trailer the Outlaw around. Ed bought the car from [Dick Cook](#). Dick had installed an Oldsmobile [Tri-power](#) in the car, and according to Ed it was the perfect tow car. The trailer was a "keep it simple" model built by [Ron Aguirre's](#) dad, [Louie Aguirre](#). It had two tires, one axle and it was an open air model. The Chevy was later replaced by a series of Cadillac hearses that Ed could also sleep in while he was on the road.^[6]

March 4-6, [1960](#), the Outlaw was shown at the [Kustom Kar Kapades](#) in [Monterey, California](#).^[9]

One day [Revell Model Company](#) called Ed and asked if they could make and sell a model kit of the Outlaw. Ed was thrilled and agreed on the offer. When [Revell](#) started making the model kit [Henry Blankfort](#) called Ed into his office and told him that his name needed a boost boost for the kits. Ed agreed and told Henry that he had always been

called "Big Ed" at [Bell High](#). [Revell](#) suggested that he should go with the "Dutch" movement and call himself something like "Spider" or "Roach". That didn't appeal to Ed. At about the same time there was a hippy movement in [Los Angeles](#) where guys let their beards grow and recite poetry at these coffee houses. The head stud muffins for these places were dubbed "Big Daddy". Henry decided to replace "Big Ed" with "Big Daddy". Ed figured that since he had 5 kids at home and since he was big, the name fit good. He agreed on the name, and both parts were happy. The kit was designed by [Jim Keeler](#), who did the design work on several other [Roth](#) model kits later on.^[6]

In [1961 Bob Larivee, Sr.](#) made a deal with Ed to bring the Outlaw back to a bunch of shows. While he was on that circuit Bob made a deal with Ed to sell him the car. He told him that at the end of his tour that year he would like to buy the Outlaw. Ed agreed, and Bob paid him \$3,250 for the Outlaw. Ed saw the deal as an opportunity to fund another build. He had already started on his next car the [Beatnik Bandit](#) by then. When the [Beatnik Bandit](#) was finished he already wanted to build the [Mysterion](#), so he ended up selling the [Beatnik Bandit](#) as well to Bob. Both cars were big hits, and Bob toured Ed's cars for a while. Bob was really excited about the twin-engined [Mysterion](#), so after a lot of soul searching he decided to trade the Outlaw and the [Beatnik Bandit](#) back to Ed for the [Mysterion](#). Bob was happy with the deal at the time, but admitted later that the deal was probably the worst deal he ever made.^[6]

After a rough life in show biz, being trailered all over the country, the Outlaw was painted in a green metalflake by [Dirty Doug](#). In [1970](#) Ed sold the Outlaw to [Jim Brucker](#) for \$50. Jim was a collector, and Ed figures that if he got it he would make sure it got into the right places. Ed was right, and the Outlaw was refurbished to it's original condition by [Harrah's](#).^[6]

[Revell](#) held the copyrights for the Outlaw model, while ed had the copyrights to the Roth name. He had also established proprietary rights on Outlaw. In the late [1960s](#) Ed and [Revell](#) had a falling out, supposedly because of Ed's involvement with the [Hell's Angels](#),^[10] so the folks at [Revell](#) re-issued the Outlaw as "Canned Heat" in [1973](#) with no mention of [Ed Roth](#).^[11]

A Second Generation of Outlaw's

In [2002 Robert](#) and [Suzanne Williams](#), who owned the original mold for the Outlaw, offered the members of the [Roth Estate](#) in conjunction with, Rat Fink.Org and [Kustom Art Studios](#) to use Ed's original mold for a series of newly produced bodies that were going to be made, with proceeds from the sale going to the [Roth Estate](#). As they didn't want to stress out the original mold, [Jimmy C](#) repaired the original mold, popped out a male buck from that before he pulled a female mold for the production. The cost of a body was \$3,700.00, while the nose piece was sold for \$1,260.00. All components were numbered and delivered with a certificate of authenticity. One of the first second generation body kits were sold to [Mark Morarity](#) who cloned the Outlaw. Another Outlaw clone was built by [Fritz Schenck](#).^[12]

Other Outlaw Bodied Cars

[Neil Sidders' Outlaw](#)

Clones

[Mark Moriarity's Outlaw Clone](#)

[Fritz Schenck's Outlaw Clone](#)

Magazine Features

[Car Craft January 1960](#)

[Rodding & Re-styling March 1960](#)

[Car Craft July 1960](#)

[Custom Cars July 1960](#)

[Teknikens Värld Nr 20 1960](#)

[Car Speed and Style July 1961](#)

[Rodding and Restyling November 1961](#)

[Custom Rodder February 1962](#)

[Hot Rod DeLuxe 2](#)

18 Phenomenal Custom Cars Designed by Ed 'Big Daddy' Roth



Story Cars

Apr 22, 2024

Updated: Jun 27, 2024



Ed "Big Daddy" Roth (March 4, 1932 – April 4, 2001) was a trailblazer in the world of custom car design and a key figure in Southern California's Kustom Kulture movement. Born in Beverly Hills, California, Roth developed a passion for automobiles from a young age. His journey into the automotive world began when he acquired his first car, a 1933 Ford coupe, at the age of 14. This early interest in cars led him to study engineering and later serve in the United States Air Force.

Roth's career as an artist, cartoonist, and illustrator paved the way for his iconic status in the hot rod and custom car scene of the late 1950s and 1960s. He gained widespread recognition for his grotesque caricatures, notably the Rat Fink character, which became synonymous with the rebellious spirit of the era.

Ed Roth's Custom Cars

1. Little Jewel (1958)



Ed Roth's "Little Jewel," crafted in 1958, marked his debut in custom car design. This vehicle, built on the frame of a 1930 Model A Tudor, featured an engine from an Oldsmobile. While its components may seem straightforward, the "Little Jewel" served as a foundational piece in Roth's journey into the world of custom automobiles, showcasing his early experimentation with engine modifications and customization techniques. Despite its humble beginnings, this inaugural creation held significant importance in Roth's career trajectory, laying the groundwork for his subsequent groundbreaking designs and solidifying his reputation as a trailblazer in the Southern California custom car scene.

2. Outlaw (1959)



Ed Roth's "Outlaw," born in 1959, was a fiberglass hot rod that gained prominence in the custom car scene.

This vehicle was featured in prominent car magazines of the time, cementing Roth's reputation as an innovative force in automotive design. With its fiberglass body and distinctive styling, the "Outlaw" captured the attention of enthusiasts and further established Roth's influence in the custom car community. Though specific details about the "Outlaw" may be limited, its presence in publications of the era underscores its significance as a pioneering creation in Roth's portfolio.



3. Beatnik Bandit (1961)



Ed Roth's "Beatnik Bandit," unveiled in 1961, is one of his most iconic creations. This futuristic hot rod featured a radical design with a clear bubble canopy and an exposed chromed engine, captivating car enthusiasts worldwide. The innovative styling of the "Beatnik Bandit" reflected Roth's flair for pushing the boundaries of automotive design, earning it a place as a symbol of the 1960s custom car culture. With its unique aesthetic and attention-grabbing features, such as the bubble canopy, the "Beatnik Bandit" remains a timeless classic in the world of custom cars, showcasing Roth's visionary creativity and enduring influence on automotive design.

4. Mysterion (1963)

In 1963, Ed Roth introduced the "Mysterion," a show-stopping custom car that pushed the limits of automotive design. This extraordinary vehicle boasted twin Ford engines and striking dual-cockpit styling, showcasing Roth's penchant for dramatic and innovative creations. The "Mysterion" was more than just a car; it was a work of art, featuring extravagant detailing and a bold aesthetic that captivated audiences wherever it went. Despite its brief existence, the "Mysterion" left a lasting impression on the custom car scene, solidifying Roth's reputation as a visionary and establishing the vehicle as an iconic symbol of 1960s automotive culture.

5. Surfite (1964)



In 1964, Ed Roth introduced the "Surfite," a unique creation that embodied the laid-back spirit of California's surf culture. Built on an Austin Mini Cooper chassis, the "Surfite" featured a custom surfboard carrier body, making it the perfect vehicle for cruising to the beach in style. This distinctive car made a brief but memorable appearance in the film "Beach Blanket Bingo," showcasing Roth's influence on popular culture. With its surf-themed design and playful aesthetic, the "Surfite" captured the imagination of beachgoers and car enthusiasts alike,

earning its place as an iconic symbol of the 1960s Southern California lifestyle.

6. Tweedy Pie (1964)



In 1964, Ed Roth unveiled "Tweedy Pie," a modified 1920 Ford T-bucket that became an instant classic in the custom car scene. Originally constructed by Bob Johnston, Roth put his personal touch on the vehicle, incorporating a '57 Corvette engine and distinctive chrome detailing. "Tweedy Pie" was widened and channeled over Deuce rails, giving it a sleek and aggressive stance. With its eye-catching design and powerful performance, "Tweedy Pie" quickly gained popularity and solidified Roth's reputation as a master of custom car craftsmanship. Today, "Tweedy Pie" remains a celebrated piece of automotive history, revered for its timeless style and enduring influence on car enthusiasts around the world.

7. Orbitron (1964)



In 1964, Ed Roth introduced the "Orbitron," a groundbreaking custom car that captivated audiences with its futuristic design. Featuring a dilapidated yet distinctive appearance, the "Orbitron" showcased Roth's unique vision and influence on automotive design. Thought to be lost for decades, the "Orbitron" was rediscovered in Mexico in 2008, sparking renewed interest in Roth's work. Despite its unconventional aesthetic, the "Orbitron" remains a testament to Roth's boundary-pushing creativity and his ability to defy traditional automotive norms. Today, the "Orbitron" stands as a symbol of Roth's innovative spirit and his enduring impact on the custom car scene.

8. Road Agent (1965)



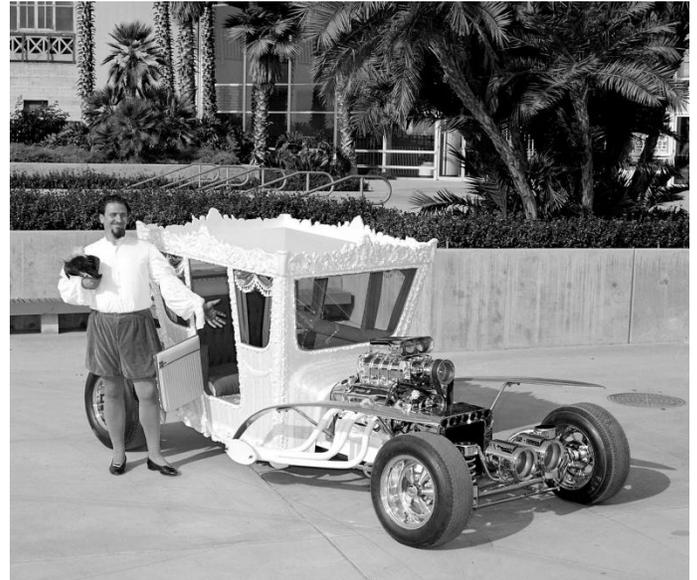
In 1965, Ed Roth introduced the "Road Agent," a rear-engine show car that exemplified his forward-thinking approach to custom car design. Featuring a Corvair powertrain and chrome-moly tubing frame, the "Road Agent" was a striking example of Roth's innovative craftsmanship. Its sleek and aerodynamic body showcased Roth's attention to detail, while its powerful performance capabilities solidified its reputation as a standout in the custom car world. Gracing the cover of Rod & Custom magazine, the "Road Agent" further cemented Roth's place as a leading innovator in automotive design. Today, the "Road Agent" serves as a timeless reminder of Roth's enduring legacy and his contributions to the evolution of custom car culture.

9. Rotar (1965)



In 1965, Ed Roth unveiled "Rotar," also known as the "Roth Air Car," a groundbreaking custom vehicle that showcased his boundary-pushing creativity. Powered by two Bell Auto Parts 650cc Triumph twins, "Rotar" was designed to propel itself on both land and water, pushing the limits of conventional automotive design. Its unconventional and innovative approach reflected Roth's penchant for pushing the boundaries of what was possible in the custom car world. With its unique propulsion system and distinctive design, "Rotar" captured the imagination of car enthusiasts and solidified Roth's reputation as a visionary in the industry. Today, "Rotar" remains an iconic piece of automotive history, revered for its ingenuity and lasting impact on custom car culture.

10. Druid Princess (1966)



In 1966, Ed Roth unveiled the "Druid Princess," a standout creation that epitomized his imaginative approach to custom car design. Featuring intricate deco pieces and Watson's special veiling paint technique, the "Druid Princess" was a masterpiece of craftsmanship and creativity. Powered by a Dodge engine and boasting a unique coffin-mounted gas tank, it garnered attention for its striking appearance and attention to detail. The "Druid Princess" showcased Roth's ability to blend artistry with automotive engineering, pushing the boundaries of what was possible in custom car design. With its one-of-a-kind features and captivating design, the "Druid Princess" left an indelible mark on the custom car landscape, solidifying Roth's legacy as a pioneer in the industry.

11. Mail Box (1967)



In 1967, Ed Roth introduced "Mail Box," a distinctive trike that showcased his penchant for unique and

functional designs. Originally conceived by Jim "Jake" Jacobs, "Mail Box" was powered by a Crosley four-cylinder engine and featured a striking body design completed by Roth. With its unconventional layout and eye-catching aesthetics, "Mail Box" stood out as a testament to Roth's creativity and innovation in the custom car scene. The trike's sleek and streamlined bodywork, coupled with Roth's signature touches, made it a standout among custom car enthusiasts. "Mail Box" represented Roth's ability to transform ordinary vehicles into extraordinary works of art, leaving a lasting impression on the automotive world.



12. Mega Cycle (1967)



In 1967, Ed Roth unveiled the "Mega Cycle," a striking motorcycle creation that captured the essence of his innovative approach to custom vehicle design. Powered by a Buick V6 engine and designed to carry Roth's Harley XLCH, the "Mega Cycle" was a bold and unconventional addition to Roth's portfolio. Named by Robert Williams, the motorcycle's design reflected Roth's ongoing exploration of custom vehicle concepts and his willingness to push the boundaries of traditional motorcycle design. With its innovative features and attention-grabbing aesthetics, the "Mega Cycle" demonstrated Roth's ability to blend artistic vision with mechanical ingenuity, solidifying his reputation as a trailblazer in the custom car and motorcycle scene.

13. American Beetle (1968)

In 1968, Ed Roth introduced the "American Beetle," a pioneering VW-powered trike that combined a 36-horsepower engine with a Honda front fork. This unique creation showcased Roth's attention to detail and inventive modifications, setting it apart in the custom car landscape. The "American Beetle" represented Roth's ability to reimagine conventional vehicles and transform them into innovative works of art. With its distinctive design and powerful performance, the trike captured the imagination of custom car enthusiasts and cemented Roth's status as a visionary in the automotive world.

14. Great Speckled Bird (1976)



In 1976, Ed Roth unveiled the "Great Speckled Bird," a custom vehicle featuring a VW Type 4 engine and automatic transmission. This creation showcased Roth's practical approach to custom vehicle design, with features inspired by desert travel, such as a water

tank and windshield wiper. The "Great Speckled Bird" stood out for its unique combination of functionality and style, reflecting Roth's adventurous spirit and innovative mindset. With its desert-inspired features and distinctive design, the vehicle captured the imagination of custom car enthusiasts and added another chapter to Roth's legacy as a pioneering figure in automotive design.

15. Secret Weapon (1976)



In 1976, Ed Roth introduced the "Secret Weapon," a custom vehicle designed as a unique take on a military Jeep. Featuring a laydown driving position for improved safety, the "Secret Weapon" showcased Roth's playful yet functional design elements. This unconventional creation highlighted Roth's ability to blend creativity with practicality, resulting in a vehicle that was both innovative and visually striking. With its distinctive design and attention to detail, the "Secret Weapon" captured the imagination of custom car enthusiasts and solidified Roth's reputation as a visionary in the automotive world.

16. Rubber Ducky (1995)



In 1995, Ed Roth unveiled the "Rubber Ducky," a departure from his usual VW-powered trikes. This custom vehicle featured a 600cc Honda engine and a Kevlar body construction, showcasing Roth's innovative approach to design and engineering. One of the most notable features of the "Rubber Ducky" was its entire body serving as a massive 26-gallon gas tank, demonstrating Roth's ingenuity in blending form and function. With its unconventional design and attention-grabbing features, the "Rubber Ducky" represented Roth's continued exploration of new ideas and technologies in the world of custom vehicles.

17. Beatnik Bandit II (1995)



In 1995, Ed Roth introduced the "Beatnik Bandit II," a revival of his iconic design from 1961. This updated version retained the distinctive bubble canopy, open wheels, and chromed engine of the original, paying homage to Roth's enduring influence on custom car culture. With its retro-futuristic styling and innovative features, the "Beatnik Bandit II" captured the essence of Roth's visionary creativity and continued to captivate automotive enthusiasts with its timeless appeal. This modern interpretation of a classic design

served as a testament to Roth's lasting legacy in the world of custom car design and solidified his status as an icon in automotive history.

culture. Roth's contributions continue to resonate, ensuring his place as a pioneer and icon in the history of custom car design.

18. Stealth (2000)



In 2000, Ed Roth unveiled his final custom car creation, the "Stealth," which featured a compact body inspired by military stealth technology. Powered by a fuel-efficient Geo Metro engine, the "Stealth" showcased Roth's enduring passion for innovation in automotive design. This futuristic vehicle represented Roth's forward-thinking approach and his willingness to push the boundaries of conventional car design. Despite being his last project, the "Stealth" left a lasting impression, highlighting Roth's commitment to creativity and his lasting impact on the automotive world.

Ed Roth's Legacy

Ed "Big Daddy" Roth's legacy extends beyond his innovative custom cars. His irreverent creativity and influence on Kustom Kulture continue to inspire generations of artists and automotive enthusiasts. Roth's iconic Rat Fink character and groundbreaking custom car designs have left an indelible mark on popular culture, reflecting the spirit of rebellion and individualism that defined the 1960s and beyond.

Despite his passing in 2001, Ed Roth's impact on the automotive world remains palpable. His visionary approach to custom car design and relentless pursuit of innovation serve as a testament to the enduring power of creativity and imagination in shaping automotive

Model Mercantile Market

"Wanted or For Sale" section...

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.

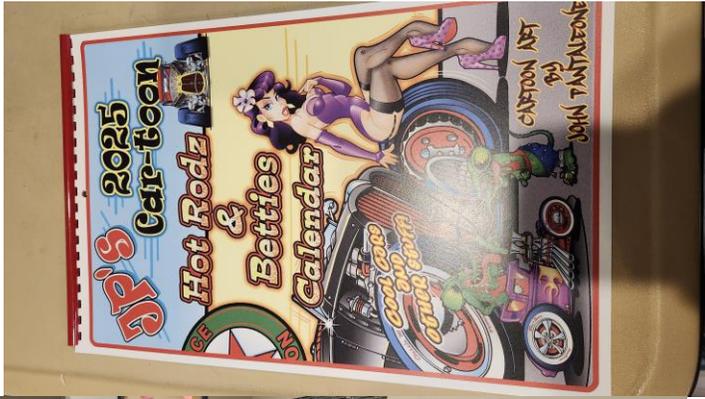
WANTED: Large diameter wheels, tires, and disc brakes from Revell/AMT/Tamiya/Aoshima/ect. kits. 1/24th and 1/25th scale. ()

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.

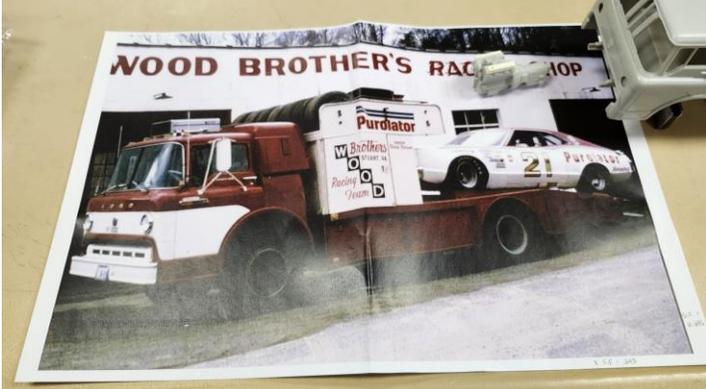
WANTED: Vortech style superchargers, blower superchargers from 2007/2010 Shelby GT500 and Revell Ford Mustang Mach III concept car, and turbochargers. 1/24th and 1/25th scale.

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

Febuary 2025 Meeting pictures





















On the other hand:

Happy Saint Patrick's Day



***And Spring is
heerrrrreeee***

***Hope to see you all
at the mtg!***

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 Annual (2025) INPUT AND PROFILE 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?** _____
-