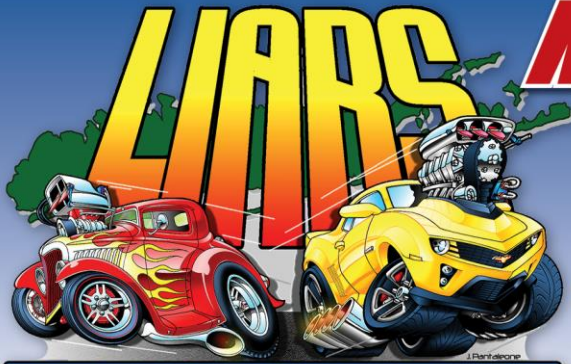


LEND A HAND AND BRING A CAN!



• LONG ISLAND AUTO REPLICAS SOCIETY •

MODEL CAR BRIEFS

Meeting themes:

"Run what you've brung to the Model Car Challenge, first or last! "

Discuss further planning for our club, next years' show, addressing "road bumps"..."

Newsletter Stuff:

Richard Manri
(631)-589-6876
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Club Stuff:

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



Scenes from the October mtg...

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, John "The Artist" Pantaleone, Bill Murray/Doc. V, Ernie Finamore, John Heyer, Aaron Robinson (for Hagerty), Jim Koscs (for Hagerty)

From our LIARS Unofficial Official

Well, another LIARS Challenge is in the books! I'd like to thank everyone that helped make it a great success. We had visitors far and wide show up and great quality models on the tables!

There are some things I'd like to do differently so next year's show prep goes a little smoother. As I understand, we made some profit thanks to vendor tables and trophy packages sold, not to mention those who entered as many models as possible and payed to get in.

However, it was noted that spectators and entries were still a bit lower than average. Overall all I think it was a success all things considered.

At this month's meeting, we should be discussing future plans for our club as well as next year's show. It was mentioned we may have to find a new hosting venue for future shows, this we should go over and finalize before the flyers and such go out next summer.

I'd also like to address a few internal issues a couple members have brought to my attention. This is all about building/collecting/yapping about model cars and having fun, and I'd like to keep it that way so everyone enjoys and shares the hobby together.

Also, 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! See you all this Thursday! Thank you again everybody!

Your unofficial official,

Dominick "McMonte" Gerace,



Remember those folks who made a difference in your life in 2023 (good or bad) and use the lessons learned to be a better you. Life is made up of people, events and decisions. 2024 is a time to start fresh. So surround yourself with good people, be active, happy and make remainder of 2024 great. Richie.

Some Words from the Editor At Large

Echoing what Superbird Dominick, John The Artist, and Bill/Doc V have said, we made a profit but entries and spectators were still down a bit. John the Artist mentioned we need to consider downsizing to another venue

because let's face it, the hobby and unfortunately those that have participate in it, has been on a steady decline.

The older hobbyist are moving on to a better place and there is little to no interest in the younger generation. Most likely due to other interests like TikRot (pun, get it!) that supply them with instant gratification, and the increased cost of buying a model and the supplies to build it. Compared to last year, there was only one kid at the make and take, and no one at the coloring table, yet the books disappeared. It's possible people were taking them to give to their grand kids, or to doodle crazy stuff in 'em themselves.

I myself entered 16 builds and paid for the admission to support our club (while I have it). Out of those 16, the Pearl Yellow '56 Chevy Del-Ray won 3rd in the Tri-5 sub-theme! The first time your author has one in over 13 years, considering he continuously cleaned the juniors category's before turning 18 in 2011. Meanwhile, only one entry in the Juniors class when it was varying between 4-8 yearly and nothing for Misc...

Like last years show and NNL East, I grabbed several bags of deals, the Trainville table having tons of OOP kits at original retail pricings! Hard to say no to 12-14\$ new kits when everything is approaching \$40+ nowadays!

Overall, I had a blast at the show despite seeing lower nums and hearing squabbles about stuff that happened. Only other bittersweet thing is this may be the last show at Freeport if leadership decides to change the venue to a smaller or different one. I

remember hearing about the show at Freeport back in 2008, and I was floored and bought so much stuff not to mention seeing all the cool wild builds at the table for 14 year old me. Through that first show I became a Liars member the following May of 2009.

I heard we used to have our MCC show back in the day at a Radisson hotel venue out in Vets Highway, before moving to a poorly lit catering hall out in Levittown. There's lots of other venues on Vets highway if nothing else in Nassau works out, maybe explore those again?

Also, as mentioned last month I have pre-chosen a theme for November, that being "Run what you've brung to the Model Car Challenge, first or last!". I'm sure most will be fine with this pre-set theme, but if any of you have a better suggestion for future monthly themes, please do speak up.

Also, I've had some fellows supply me with content for the MCBs, thank you Ernie, Doc. V, and John Heyer! We need the rest of our guys to supply something to your editor! It's our club!

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

Dr V's column

Let me start with saying thank you to the LIARS that were proactive during the November 8th set up &/or the 2024 LIARS Model Car Challenge show on Nov 9th!

The following comments reflect one current LIARS MEMBER assessment!

I (as Dr.V) am concerned with former LIARS members leaving the club, due to perhaps problems with a LIARS Board member! ...**THAT THE CLUB DID NOT ADDRESS!** Shame on us!

I am really frustrated with requesting LIARS status and receiving "it's being addressed (which turned out to be...) &/or no response over the last few months!

On the Nov 8th setup, I witnessed our current President leaving the venue to purchase table coverings! Thank you Superbird!

I believe members have the right to request the LIARS board to be proactive to address members requests!

If this club is to continue to exist, The "collective we" need to contribute!

PLEASE REMEMBER THIS IS YOUR CLUB!!!

LIARS 2024 Model Car Challenge Assessment...

Notwithstanding info regarding show assignments, I believe we pulled off a miracle....club made \$ due to Ernie

selling 42 tables! Some members purchased Trophy packages! Club made profit due to Donna Seagraves/Lenny Cromwell handling register/pay here! Yet attendance and entries were down like last year... Yet our LIARS show for the 1st time is not listed in **NEWSDAYS** weekend events!

I, as head judge appreciate the support provided by those that volunteered to be judges and did so... (As for the rest of you LIARS...fill in the blanks)

I appreciate the members that volunteered to clean up the show area, Vs. Simply removing your unsold items...enough to said..., etc.

On the other hand, here are the Nov 2024 MCB Show results!

2024 LIARS Model Car Challenge

Only 17 out of 25 classes had sponsors (thus LIARS absorbed related expenses for the others).

There were approximately 241 model entries along with previous winners re-displayed to allow this year's visitors to enjoy!

In addition, LIARS also displayed members non-entered models on 3 other tables.

**This is in addition to BEST Categories:
Engine: Lewis Gonzalez: 2023 Enzo Ferrari**

Interior: Lewis Hicks: 1971 Mustang (Mike Brennan sponsor)
Finish: Lewis Hicks: 1960 Impala
Detail: Chris Coller: 2023 Asphalt Modified (Greg Lissandrello sponsor)
 Most Humorous, Best Merc & LIARS Memorial Award (should have been ordered nor awarded THIS YEAR!)
PEOPLES CHOICE: Rickey Wallace: Blue Bus (LIARS sponsor)
JUDGES BEST IN SHOW: Lewis Gonzalez: 2002 Enzo Ferrari (Repeat winner...Oh well)

Class Winners

Class 1: Junior to Age 17 – Number of Entries: 1

3rd & 2nd place: N/A

1st place: Kenneth Murch – Dodge Dart

Sponsored by: LIARS

Note: due to lack of advertising, local communities did not participate in either this class nor partake in “Make & Take” &/or Coloring book” activities. Need to do better next year!

Class 2: Factory Stock – Number of Entries: 17

3rd place: Robert Cucchiaro – Fleet side Pickup

2nd place: David Goldman – 31 Cadillac

1st place: Chris Coller: Barracuda

Sponsored by: Lenny Cromwell

Class 3: Documented Replica – Number of Entries: 3

3rd place: Dave Vehrs – 1967 Camero

2nd place: Joe Iannarelli – Baldwin Motion Cobra

1st place: Paul Drago – Phony Pony Mustang

Sponsored by: Dominick Gerace

Class 4: Street Rods – Number of Entries: 16

3rd place: Lewis Hicks – 30 Ford Model A

2nd place: Charlie Contreras – 48 Willys

1st place: Greg Hunt – 1937 Chevy Conv

Sponsored by: Greg Lissandrello

Class 5: Street Machine – Number of Entries: 29

3rd place: Charlie Contreras – 288 Ferrari GT

2nd place: David Goldman – 70 ½ Camero

1st place: Lewis Gonzalez – Enzo Ferrari

Sponsored by: Tom Lafferty

Class 6: Light Commercial – Number of Entries: 8

3rd place: Dan Horvath -Erie Lackawanna High Rail Truck

2nd place: Ricky Wallace – Tool Truck

1st place: Will Seagraves – 72 Ford F150

Sponsored by: LIARS

Class 7: Heavy Commercial – Number of Entries: 9

3rd place: Mario Pagano – Autocar Dump kit

2nd place: Mark Stewart – Kenworth Aerodyne

1st place: Dan Horvath – Greyhound Custom Hauler

Sponsored by: LIARS

Class 8: Municipal– Number of Entries: 7

3rd place: Richard Hipperling – 39 Ford Staff Car

2nd place: Koustantin Lukyanou – GAZ-66 truck

1st place: Richard Hipperling – 36 Mercedes Staff Car

Sponsored by: LIARS

Class 9: Custom – Number of Entries: 24

3rd place: Dan Horvath – Custom Semi Lowrider

2nd place: Greg Hunt – 57 Cadillac

1st place: Ryon Kext – 55 Chrysler

Sponsored by: John Pantaleone

Class 10: Euro/Tuner/Lowrider– Number of Entries: 14

3rd place: Chris Coller – Alpha Model McLaren

2nd place: Ralph Sanchez – 54 Chevy

1st place: Lewis Hicks – 60 Impala

Sponsored by: Richard Manri

Class 11: Straight Line Competition– Number of Entries: 21

3rd place: Dave Wood – 33 Willys

2nd place: Lewis Hicks – MPC Grumpy Vega

1st place: Tom Robilotta – Resin 61 Falcon

Sponsored by: Ernie Finamore

Class 12: Open Wheel Competition – Number of Entries: 9

3rd place: Tom Ferrera – Timmy Solomito #66

2nd place: Chris Coller – WES Asphalt Modified kit

1st place: Lewis Gonzalez – FW 14B Renault

Sponsored by: Ernie Finamore

Class 13: Closed Wheel Competition – Number of Entries: 12

3rd place: Bob Seagraves – 1964 Resin Falcon

2nd place: Lewis Gonzelez – 83 Rothmans Porsche 956

1st place: Lewis Gonzelez – 86 Cannon Porsche 956

Sponsored by: Men At Arms

Class 14: Curbside – Number of Entries: **6**

3rd place: Sergey Naboka – Citroen

2nd place: Chris Coller – 3D printed Challenger

1st place: Ferrari 365GT

Sponsored by: Joe Salierno

Class 15: Shelf Model Street – Number of Entries: **5**

3rd place: Greg Hunt – 35 Auburn

2nd place: Steve Adler – 58 Corvette

1st place: Tom Geiger – 60 Plymouth extended Wagon

Sponsored by: Dominick Gerace

Class 16: Shelf Model Competition – Number of Entries: **4**

3rd place: NA

2nd place: Bob Seagraves – 65 Chevy II Race

1st place: Mickey Hayes – Gene Snow Funny car

Sponsored by: LIARS

Class 17: Box Stock – Number of Entries: **10**

3rd place: Greg Hunt – 1968 Mustang

2nd place: Paul Pigtrowski – Mercedes 300S

1st place: Charlie Contreras – 62 Ferrari 330 LMTRI

Sponsored by: Dominick Gerace

Class 18: Cars & Trucks 1/20 Scale & Larger– Number of Entries: **4**

3rd place: NA

2nd place: Joe Murch – Cybertruck

1st place: Matt Kozerski – 1934 RR Pantheon

Sponsored by: LIARS

Class 19: Cars & Trucks 1/32 Scale & Smaller– Number of Entries: **6**

3rd place: John Kniotek – 1925 Ford Roadster

2nd place: Sergey Naboka – Mercedes Benz CLK 1/32

1st place: David Goldman - Mercedes 300SL

Sponsored by: LIARS

Class 20: Motorcycles – Number of Entries: **2 (both from same builder)**

3rd & 2nd place: NA

1st place: David Wood – Honda Trak 70

Sponsored by: LIARS

Class 21: Diorama – Number of Entries: **4**

3rd place: Joe Murch – Tailgating at Mat Life

2nd place: John Wolkiawicz – Westhampton Raceway miniature

1st place: Dan Horvath – Porsche Tractor

Sponsored by: LIARS

Class 22a: Theme Class (Mustang) – Number of Entries: **11**

3rd place: Charlie Contreras – 70 Mustang

2nd place: Ryan Kayse – 69 Boss Mustang

1st place: Lewis Hicks – 71 Mustang

Sponsored by: Pat Vecchio

Class 22b: Theme Class (55 – 57 Chevy) – Number of Entries: **7**

3rd place: Richard Manri – 56 Chevy

2nd place: Dave Wood – 57 Chevy

1st place: Dave Vehrs – 55 Chevy

Sponsored by: Pat Vecchio &/or LIARS

Class 23: Miscellaneous– Number of Entries: **3**

Show only no awards

Class 24: Slammer – Number of Entries: **2**

2nd place: Mike Quinn – 77 Chevy Van

1st place: Steve Johnson – 86 Toyota Hilux Mini Truck

Sponsored by: Greg Lissandrello

In memory of Rich Argus

February 1, 1946 - June 28, 2023



LIARS had one of his daughters attend to sell some of his collection! Wow!

Dave Vehrs Facebook site includes 2024 LIARS show pictures:

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

Show lessons learned, recommendations, LIARS show models etc. to be discussed along with the LIARS ISSUE #400! At the next mtg 11/21/24! Dr.V

Special thanks to Joe Salierno for storing show goodies throughout the year! (as well has helping in model entry process).

Hopefully attendees passed their return home Model Kit Detector...



Please continue to enjoy our shared hobby!

Dr.V

What's in An (Odd) Name

By John Heyer

When I started my resin business, I used my initials JRH and named the company "JR Hobby". I thought I was clever, but a few years later when I realized that I wasn't making that much money doing the resin parts and kits, I sold on the

installment plan, ala the business to some guys that I met at toy shows in Allentown, Pennsylvania. While discussing the business I asked them: "so you've come up with a really clever name for the business like "Resin Replicas Unlimited" etc. etc?"

They said no, we have the name we're going to call it "F&F". WTF?!!! What complete screwy nonsense! It should have been a better name! Yet at the same time, Don Holt house started cranking up his resin business too and he named it "ModelHaus". Now everybody knows that name and remembers it.

Nobody remembered my JRH name, or F&F, or All American models and a bunch of other ones. Now who's the smart one? Well, Don Holthaus! Model**HAUS** using part of Don's last name and also "Haus" is German for "House".

Now who would be the best to change to my name to something decent? That would be Ralph Lauren! At least he wouldn't name it after some crazy obscenities!

Thanks for reading!

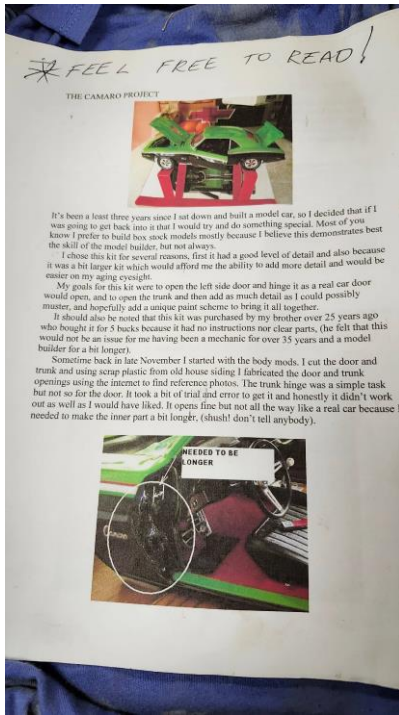
Until next time,

John Heyer...





From John The Artist



Most of us have thrown together a plastic model or two, maybe even stuck with it long enough to take some pride in achieving a respectable competence in the modelling arts. But don't go on Instagram unless you are prepared to enter the kingdom of the fanatics and see just how far above and beyond some people can take an otherwise casual hobby.



.....

There's Model Making and Then There's Farmer Marco

[Aaron Robinson](#)

In fact, it was the arrival of Instagram that launched the career of professional model maker Marco Laviola, a 43-year-old wheat farmer from southern Italy by day, obsessive model maker in the off hours. His posts about his hand-made creations resulted in a side

business producing meticulously detailed models for people willing to spend thousands on a bespoke commission. I follow Laviola on the Grams (his handle is @marlinlav), awed by the degree of perfection he achieves with his large, scratch-built models with their opening hoods and doors and meticulous detailing.



To put Laviola's skills in perspective, you have to consider the scale he's working in. Most common off-the-shelf car kits are in 1/20th or 1/24th scale, resulting in models that are about eight to ten inches long (I myself build exclusively in 1/43 scale, which produces a model car about four inches long, because I'm crazy). In the smaller scales, mistakes are easier to hide, as you need a magnifying glass to see them. Laviola, on the other hand, builds giant models in scales closer to 1/6th to 1/8th, which means they are several feet long. Any imperfections in the fit and finish will scream from across a room, so it's a scale for diehards only.



And one look at Laviola's Instagram account, which chronicles the build of everything from vintage Ferraris to modern F1 cars to boats to the Saturn V rocket (with a mix of music playing in the background including 1940s and '50s American jazz standards), proves he's come a long way since the Legos he used to play with as a kid growing up in the farm fields of Puglia.



"I have been building models since I was little," Laviola told me in an email. "I started with wooden clothespins mixed with fantasy, and then moved on to Legos with which I played whole days and nights. I gradually moved on to plywood and fretwork, alternating it with kits to assemble for my small age." His first big scratch-built model was of a U.S. aircraft carrier, constructed from wood and found objects. He was 11. Then, his father, a sculptor, introduced him to a whole new world of molded resins and

other materials, which years later drew him to 3-D printing once machines were available at affordable prices.



He started posting on Instagram in 2018 and quickly drew a following, including showbiz celebs and F1 drivers wanting to commission a model from him. Nowadays he almost never builds a model for himself, he says, instead devoting all his time in his *bucò*, or “hole,” as he calls his workshop, working on commissions, some of which take as long as six months and cost around \$15,000, depending on the level of detail.



The commissioned-model industry is small and ranges from people who will assemble an off-the-shelf kit for you for a couple hundred bucks to backyard artisans who take a year or more to construct exact nut-and-bolt metal replicas that cost as much as a new Porsche. A few companies, such as Amalgam Collection, have made a go selling large high-end models at volume (granted, a tiny volume) that cost upwards of \$20,000. And there are some companies that simply take plastic kits from well-known model brands such as Tamiya, clone all the parts with 3-D printing, then assemble and sell them as their own finished models for \$300 to \$500.



As a one-man maker of individual commissions, Laviola falls somewhere toward the high end of that spectrum. Partly for fun, partly for marketing, he produces his own elaborate videos and sets them to music that he believes compliments the subject being modelled. He recently did a series of videos on an exhaustive reproduction of the James Bond Aston Martin DB5 complete with machine guns, hidden phone, and ejector seat, setting the vids to music from recent Bond films.



The modelling process starts with computer design and layout of the model and the fabricating of the 3-D pieces. Sealed models take much less time to design and build, while those with opening hoods and doors are far more complex. In some cases, Laviola will use found objects or fabricate bits from sheet brass, steel wire, aluminum tubing, and other common hardware-store materials. Everything is assembled in advance to check for fit, then disassembled for painting. His favorite part is building the engines. “I literally go crazy building engines, I waste a lot of time modelling them and detailing them to the maximum,” he said.



His favorite build so far was a model of the original 1989 Batmobile for a customer who owns a drivable replica. And he collaborated with famed Ferrari engineer Nicola Materazzi on a model of the F40, of which Materazzi was chief engineer. After Materazzi, who died in 2022, signed the model, Laviola decided he couldn't part with it, so he mounted it above his workshop “as if the engineer keeps me company,” and built another for the customer.



Laviola has three collaborators, all women. One of them, Arianna Crippa, is a pinstriper and “airbrush virtuoso” who mainly restores vintage motorcycles when not finishing and painting Laviola’s miniature bodywork panels. Another, Ester Favilla, takes studio photos of the models, and a third, Mari Antonietta, uses custom-cut foam and sponges to solve the tricky dilemma of packing the delicate constructions for shipping to customers worldwide.

As for the farming, which is of durum wheat that is particularly desirable for pasta-making, Laviola admits it sometimes intrudes on his modelling. “As we all know, nature has its own precise rhythms and doesn’t wait,” he said, “so the cultivation must be followed with attention and dedication, but it’s a job that also has a lot of downtime.”



CANTED QUAD HEADLIGHTS



In the late 1950s, a new trend started taking the custom car world by storm—Canted Quad Headlights. While they became synonymous with the futuristic look of custom cars, their roots trace back to European sports cars. The first recorded use of dual headlights was on the Alfa Romeo 6C 2500 SS in the early 1950s, designed by the renowned Pininfarina.

George Barris, one of the most influential customizers in California, saw the potential for this innovation and began experimenting with quad headlights in the mid-1950s. His shop, Barris Kustoms, was one of the first to install canted quad headlights on custom cars, including the famous Srabian brothers' Ford F-100 truck.

As the trend grew, customizers like Gene Winfield and Joe Bailon took it to new heights. Winfield's work on the Jade Idol became iconic, incorporating canted quads in ways never seen before. In 1959, Custom Cars Magazine declared that the quad headlight style was here to stay—and they were right. Throughout the 1960s, this design continued to evolve, influencing not only American builds but also customs as far away as Sweden and Norway.

Even though the canted quad craze faded in the 1960s, its legacy endures today in custom car shows worldwide. The story of canted quad headlights is more than just a design choice—it's a lasting symbol of the creative spirit that defines custom car culture

The History of Canted Quad Customs

Photos taken after the tragic fire at [Barris Kustoms](#) in December of [1957](#) reveal an emerging late [1950s](#) custom trend: Canted Quad Headlights. At least two cars in the shop had received this hot modification when the building went up in flames. Where did this trend start? Was [George Barris](#) the inventor? Or was he an early adaptor, leading the way for heaps of customizers to come?

European Sports Cars and Coachbuilt Customs

Since the dawn of the automobile, the desire for individuality has been a motivation for customizing cars. It began with rich and famous people commissioning coachbuilders to create unique one-off designs. Back then, "Custom Jobs" were used to describe cars built from the ground up, while a "Restyled Job" defined a stock auto that somehow had been altered from the original design. [George Barris](#) started his career watching [Northern California](#) customizer [Harry Westergard](#) restyle cars in the late [1930s](#). With [Westergard](#) as his mentor, young George set out to restyle his first car in [1941](#). Like most other men in the trade, [European sports cars](#) and [coachbuilt customs](#) served as inspiration for [Barris](#) and [Westergard](#) in the [1940s](#). In [1951](#), after moving to [Southern California](#) and successfully establishing his own custom body shop, George decided to go to [Europe](#) to study automotive styling. Visiting [Italy](#), [Germany](#), and [France](#), his primary purpose was to observe current styling trends and see what some [European coachbuilders](#) were up to.

The First Dual Headlights

[Italy](#), especially [Turin](#), seems to be a central place when it comes to the birth of the [dual headlight](#). A couple of years before [George Barris](#) arrived in [Europe](#), a wealthy client in [Sicily](#) commissioned [Italian](#) car design firm and coachbuilder [Pininfarina](#) to design a one-off [sports car](#). Known as the [Alfa Romeo 6C 2500 SS](#), the elegant coupe is believed to be the first automobile that adopted [dual headlights](#). Inspiration for the build is said to have come from an [Alfa Romeo](#) cabriolet that [Pininfarina](#) had developed for [Prince Aly Kahn](#), the husband of [Hollywood](#) actress [Rita Hayworth](#).

Ghia + Chrysler Corporation Experiments with Dual Headlights

[Ghia](#) is another well-known [Turin](#)-based car design firm and coachbuilder that started experimenting with [dual headlight](#) designs in the early [1950s](#). After teaming up with [Chrysler Corporation](#), the [Ghia](#)-styled [Dodge Firearrow I concept car](#) debuted at the 35th [Turin Auto Show](#) in April of [1953](#). Featuring a pontoon fender-style body, the [Firearrow I](#) was a low-slung roadster with dual headlights that were mounted underneath a massive bumper - A bumper that wrapped around the entire body of the car. Unlike anything else in the US at the time, [Bob D'Olivo](#) of [Motor Trend magazine](#) bowed it as "*the most successful meeting of [European](#) and [US](#) designs.*" The sporty roadster was introduced to the American public at Chrysler's [New York](#) showroom later that year, and an estimated 38,000 people came to check it out. The response was enormous, and in January of [1954](#), [Chrysler](#) president [L.L. Colbert](#) announced in [Motor Trend](#) that the Firearrow could now be purchased on special order. That never happened, but many of the design elements from the [Firearrow I](#), including the pontoon fenders and the [dual headlights](#), found their way onto at least two other [Ghia](#) designs in [1953](#) and [1954](#); The [Alfa Romeo 1900C Sprint Supergioiello](#) and the [1953 Cadillac Series 62 Coupe](#). The Supergioiello made it into production, and 19 cars are known to have been built. Only two Cadillacs are known to have left the [Ghia](#) body shop. One of them supposedly ended up with [Hollywood](#) actress [Rita Hayworth](#).

Bertone and the Storm Z-250 Predicts a Dual Headlight Future

[Bertone](#) was another [Italian](#) coachbuilder that experimented with [dual headlights](#) in the early [1950s](#), and in [1951](#) they exhibited the [dual headlighted Lancia Aurelia B52 Coupé](#) at

the [Turin Auto Show](#). Three years later, in April of [1954](#), they returned with the [Storm Z-250](#). A US [concept car](#) that took home the first prize award for style and design at the show that year. The [Storm Z-250](#) was built by [Sports Car Development Corp.](#), a company founded by [Fred M. Zeder Jr.](#) and [Gene Casaroll](#). Fred was the son of well-known [Chrysler](#) profile [Frederick M. Zeder](#), and the car incorporated as many [Chrysler](#) components as possible, including a huge [Dodge Hemi](#) engine. While [Dodge](#) had predicted a future where [dual headlights](#) were placed side by side, the [Storm Z-250](#) introduced [dual headlights](#) that were stacked on top of each other. [Chrysler](#) designer [Hank Kean](#) initially designed the Storm, and a complete chassis was shipped to [Italy](#), where [Bertone](#) fabricated the body.

Ford and GM Follows up with Dual Headlighted Concept Cars

The [Storm Z-250](#) never made it into production. Still, [quad headlights](#) had come to stay, and in [1954](#) [General Motors](#) debuted two [Cadillac](#) concept cars that incorporated [dual headlights](#) at their spectacular [GM Motorama](#). [Ford Motor Company](#) followed with two vehicles in [1955](#); The futuristic [Ford Mystere](#), which featured [dual headlights](#) placed side by side, and the [Lincoln Indianapolis](#), which featured [dual headlights](#) stacked on top of each other.

Barris Kustoms Experiments with Dual Headlights on the West Coast

In [California](#), [George Barris](#) realized that four headlight beams were considered futuristic, so sometime before March of [1956](#), he installed [quad headlights](#) on [Martin and Morris Srabian's](#) [1954 Ford F-100](#) truck. Seven years behind [Pininfarina](#), he still beat [Detroit](#) production cars by almost a year, and [Barris Kustoms](#) is known as the first shop to install [dual headlights](#) on

a custom. Known as the "[Wild Kat](#)," the Srabian Ford was, unfortunately, one of the lost cars in the [Barris](#) fire.

Frank Maratta Experiments with Dual Headlights on the East Coast

[Frank Maratta](#) was another early customizer experimenting with [dual headlight conversions](#). Based on the [East Coast](#) of the US, Frank debuted a customized [1953 Buick](#) Skylark with dual headlights at the [1956 Hartford Autorama](#). The show took place in February of [1956](#), and Frank's buddy [John Bozio](#) believes he completed the build late in [1955](#). A close race between the [West Coast](#) and the [East Coast](#), and if Frank actually beat George to the finish line, we might have to rewrite the history books.

Dual Headlights to the People

[Dual headlights](#) were not legal in all states in the US in [1956](#). In states where it was legal, cars with [quad headlights](#) began selling late in [1956](#), as the [1957](#) models were released on the market. Offered as optional installations, [Chryslers](#), [DeSotos](#), [Mercurys](#), [Imperials](#), and [Cadillacs](#) could all be bought with [quad headlights](#) placed side-by-side. [Nash](#) went with dual headlights that were stacked on top of each other, while [Lincoln](#) decided to go with two large-diameter headlights above two smaller road lights for their [1957](#) models.

The First Canted Quad Headlights

By [1958](#), through the [American Manufacturers Association's](#) efforts and the general acceptance of the [quad headlight design](#), all states approved [dual headlights](#) as legal equipment for automobiles. It became one of the hottest custom trends of [1958](#), and if you look through [Trend Book's Custom Cars 1958 Annual](#), you will see lots of cars that have been modified

to accept [quad headlights](#). The problem with these conversions was often the width of the fender. To fit a pair of horizontally positioned headlights, you needed a 14-inch width. Vertical installations were a solution for narrow fenders, as long as the headlight was 26 to 27 inches above the ground, as the law required that in most states. In [1958 Lincoln](#) introduced a solution to this problem: canted quad headlights! Or did they really? While canted quad headlights became one of the most striking features of the new [1958 Lincoln](#), they were old news in [Italy](#). In [1952](#), [Fiat](#) introduced its legendary 8V coupe at the [Geneva Salon](#). Designed by [Luigi Rapi](#), [Fiat](#) supposedly produced 34 cars between [1953](#) and [1954](#), and the [1954](#) model featured canted quad headlights.

Quad Light Styling: One of the Hottest Custom Trends of 1958

Back in the US, [Custom Cars Magazine](#) stated in their [September of 1958 issue](#) that "*There's only one styling for headlights these days and that's of the quad light variety.*" The magazine boldly claimed that "*It's predicted that if your custom doesn't now possess these dual lamps - it shortly will.*" They were right, and it didn't take a long time before quad headlights became a tool many used to upgrade their car's appearance. If you didn't have the skills of [George Barris](#) or [Frank Maratta](#) or the money it took to hire them to do the job, you could order a bolt-on kit from one of the many accessory manufacturers wanting to earn a buck from the emerging trend.

Gene Winfield was an Early Adaptor of Canted Quads

Canted quad headlights became a short-lived fad in [Detroit](#), but customizers worldwide loved it and adapted the design for more than a decade. "*The quad light is here and nothing short of a styling revolution can remove it from the design picture,*" [Gene Winfield](#) told [Car Craft Magazine](#) when they asked him about his custom forecasts for [1959](#). Gene

explained that the slanted style of lights was more popular because they worked best on older cars; "*We'll be using some '58 and some '59 components. The year of the light doesn't matter much; in many cases they are interchangeable. There are some new styling for sure. For example the '59 version of Lincoln's quads is better than its '58 style and the '59 Chevy version is superior to its '58 styling. But we will use any year and any make. It will depend upon what we plan to do and the way in which they will work into our design.*" Winfield was an early adaptor of canted quads, a master of the trade, and one of his first canted quad jobs can be seen on the cover of the [September 1958](#) issue of [Custom Cars magazine](#). The car is a [1950 Ford](#) that he restyled for [LeRoy Goulart](#). Goulart's shoebox Ford was a groundbreaking custom, and [Custom Cars](#) described it as "*One of the most unique adaptations we have encountered is this canted headlight/grille combination for a '50 Ford.*" Winfield had reworked the entire front end of the car to accept slanted [1957 Imperial](#) headlights that were installed inside a well-thought-out grille cavity. A sinister look. The car was shown at the [National Roadster Show](#) in February of [1958](#), and according to [Custom Cars June 1958](#), "*spectators found LeRoy Goulart's latest treatment of quad headlight styling a treat in original custom work.*" The year of the light didn't matter much for Winfield, and one of his next canted quad builds featured headlight rings made from [1959 Chrysler](#) Crown Imperial hubcaps parts. The famous [Jade Idol](#) became [Gene Winfield's](#) claim to fame. It took more than a pair of canted quads to help him gain national recognition as a custom car builder, but the headlights play a major role in the car's overall design. Gene installed handmade front fenders that he had rolled in aluminum and dressed up with split level quads on [the Jade Idol](#). He had once again raised the bar, and noted author [John DeWitt](#) has later described [the Jade Idol](#) as "*the apotheosis of an American production car envisioned as pure form.*" Created during a period of unrestrained expression, DeWitt claims that [the Jade Idol](#) is defined as much by what Winfield doesn't do as what he does. On the other end of the scale, you will find Northern California customizer [Joe Bailon](#). DeWitt draws parallels

between Bailon's builds with the surrealistic mannequins of [Salvador Dali](#).

Joe Bailon and Quad Lights in Every Possible Position

[Car Craft Magazine](#) also asked [Bailon](#) about his custom forecasts for [1959](#). "Chevy is the reason there will be more interest in quad lights this year," he told them. "You'll see customizers devising thousands of ways to use them. Lights will be in every possible position. Lights will be lowered, probably as much as vehicle codes will allow - say 26 to 23 inches above the ground. The Chevy lights will provide the most popular mounting for customs and you will see the use of more chrome around them. On many versions we'll build chromed grilles around them." Best known for his [Candy Apple](#) paint jobs, [Bailon](#) began customizing cars in the late [1930s](#). After taking home the National award at the [National Roadster Show](#) in [1952](#) and [1953](#), he was quickly established as one of the country's top-ranked customizers. Bailon's radical builds started popping up in magazines on both coasts, and one of the wildest builds to ever emerge from his shop, "[The Golden Corona](#)," landed the cover of [Custom Cars February 1959](#). The "[Golden Corona](#)" was a [1956 Chevrolet](#) convertible that [Bailon](#) restyled for [Joe Boliba](#). Featuring [1958 Imperial](#) headlights mounted in a canted position, the car was one of three canted quad customs that were shown at the [National Roadster Show](#) in [1958](#). A photo of the car appeared in the [June 1958](#) issue of [Custom Cars](#), where the author noted that "*innovation was keynote of this year's new crop of custom cars.*"

George Barris Predicts More Extreme Quad Lights for 1959

The third canted quad custom from the [1958 National Roadster Show](#) in [Oakland](#) is the [Barris Kustoms](#) built [Ala Kart](#). Part custom, part hot rod, [the Ala Kart](#) was one of the few cars that

survived when fourteen cars were lost in the tragic [Barris](#) fire on December 4, [1957](#). Luckily for owner [Richard Peters](#), the car was parked in a separate room, and it was spared from the fire. [The Ala Kart](#) made its debut at the [National Roadster Show](#) two months later, where it won the prestigious [America's Most Beautiful Roadster](#) award. [George Barris](#) predicted that '59 would be the year of the "Integrated Custom," the year when the car will create one impression front to rear; "*Quad lights will be more extreme this year,*" George told the [Car Craft](#) reporter. "*They will be larger. Spread farther apart and wider. You will see them scooped and worked into the fenders better. For the first time in history the shape of the bulb has become an important part of the headlight design. For example, I've been trying to find someone who will make square bulbs for me. I've got a hundred uses for them.*" George predicted that everything would conform in [1959](#); "*There will be more interest in lights, bumpers and grille combinations as part of this search for conformity.*"

The One That Got Away

What about [Bobby "Chimbo" Yamazaki](#)'s ill-fated [1954 Mercury](#)? Bobby's Mercury was one of the many customs that burned down in [the Barris fire](#). Photos taken after the fire shows the remains of the innovative custom with its canted quad headlights. The Merc was actually in the shop being upholstered by [Roy Gilbert](#). The front end had been restyled before that by [Jay Johnston](#) at [Jay's Custom Shop](#), and it might have been done before [Ford Motor Company](#) introduced their brand new [1958 Lincoln](#) to the public. Chimbo was supposed to pick the car up the next day. That never happened.

Canted Quad Headlights Become Mainstream

By [1959](#), canted quad customs started popping up all over the US. It was still not a common modification, but more and more canted quad customs were put on tour and started receiving

magazine ink. In [Detroit, the Alexander Brothers](#) built a unique grille for [Clarence Catallo's 1932 Ford](#) that featured canted [1959 Chevrolet](#) headlights. [Bill Hines](#) was another [Detroit](#) customizer that experimented with canted quad headlights in the late [1950s](#), and Bill's nephew, [Teddy Zgrzemski](#), became a victim for one of Hines's wild ideas as he cut up and rearranged the whole front end on his [1954 Ford](#) using welding rods and tubing. [Darryl Starbird](#), [Ray Fahrner](#), [Bill Cushenbery](#), all the big builders back then, experimented with the new trend, building canted quad customs. Korky was no exception, and in [1959](#), he reworked the front on [Maximilian King's 1940 Mercury](#) convertible to house canted quad headlights. Originally restyled in the mid-[1940s](#), [nerf bars](#), canted [1958 Chevrolet](#) taillights, and a [scallop paint job](#) was also added to upgrade the appearance of the then outdated custom. Many more customs would be victims of the same transformation in the late [1950s](#) and the [1960s](#).

The Growth of Canted Quad Customs on the East Coast

Trying to trace the growth and popularity of the trend, we looked through the souvenir program for the [1958 Hartford Autorama](#); a show often referred to as the [National Roadster Show](#) of the [East Coast](#). Held in February of [1958](#), there are no customs with canted quads listed in the program that year. A year later, two canted quads customs can be found in the souvenir program for the [1959](#) show. One of these is a [1951 Jaguar](#) that [Joe Bailon](#) restyled on the [West Coast](#). In the [1960](#) program, there are four cars with canted quads listed. Twice as many as the year before! In [1961](#), the number grew to at least 13—a whopping 225% growth.

7 of the 10 Best Customs for 1961 had Canted Quad Headlights

[1961](#) was also the year [Leif Wendel](#), [Örjan Lindberg](#), and [Staffan Lindberg](#) pooled their resources and talent together and bought a [1955 Ford Sunliner](#) in [Sweden](#). Inspired by the cars they had admired in [Hot Rod](#) and [Car Craft Magazine](#), the trio from [Hammarbyhöjden](#) just outside of [Stockholm](#) began restyling the Ford after their likings and skills. A mild iteration, shaved for chrome and dressed up with a custom-made grille, was completed for the [1962](#) season. By then, canted quads were hotter than ever in the US, and 7 of the 10 cars Car Craft magazine had nominated as "The 10 Best Custom for [1961](#)" featured canted quads. In the same magazine, they asked the nation's top customizers about their custom forecasts for [1962](#). [Gene Winfield](#) predicted that small bumpers, [rolled pans](#), and new headlights would give [1962](#) customs a new eye appeal.

Sweden Jumps on the Canted Quad Bandwagon

Back in [Sweden](#), the Wendel-Lindberg Ford was a work-in-progress, and the front and the rear of the car were radically restyled before it hit the road with a bronze metallic paint job in [1963](#). Gone was the front bumper, and the car had now received a [tube grille](#), a [rolled pan](#), and canted quad headlights from a [1959 Rambler](#), just as [Gene Winfield](#) predicted. [The Wendel-Lindberg Sunliner](#) was one of the first fully customized cars in [Sweden](#). The kids loved it, and it has become a pioneer build when it comes to what many today consider a signature [Swedish 1960s](#) custom.

The First Canted Quad Customs in Norway

Around the same time, across the border to [Norway](#), [Per Ivar Kolgrov](#) was practicing his metalwork and butcher skills on an older [1948 Mercury](#) convertible. The front fenders on [Per Ivar's Mercury](#) were cut down and modified to accept a fashionable grille-headlight combination that [Joe Bailon](#) had forecasted

for [1959](#). The installation consisted of chromed tubes and [1964 Fiat](#) 1500 headlights mounted in a canted position. [The Kolgrov Mercury](#) was a radical custom when it hit the streets of [Oslo](#) in [1964](#), and it was quite a sensation when he actually got it through the licensing department. [Oslo](#) was a hotbed when it came to [Norwegian](#) hot rods and customs in the [1960s](#), but things were going on in other parts of the country as well. Further, up north, in [Trondheim](#), legendary custom painter [Einar Valsjø](#) was busy restyling a [1952 Mercury](#). Completed in [1965](#), [Einar's Mercury](#) incorporated a bumperless front-end design that he had dressed up with canted quad headlights and a [1954 Chevrolet](#) grille bar. It looked like it came straight out of [Stockholm](#), and in [Norway](#), it is often referred to as the first custom car north of Sinsenkrysset.

Blue Heaven - The Leader of the Pack

In [Sweden](#), the [Wendel-Lindberg Sunliner](#) changed hands in [1965](#), and it went on to become a famous custom widely known as [The Blue Heaven](#). A car credited as an inspiration for numerous similar-styled [Swedish](#) customs that followed it in the [1960s](#) and the [1970s](#).

Still Popular Today

You don't see many canted quad customs built in the US after the muscle cars took over the scene in the [1960s](#). The trend never really took off in [Norway](#) before things morphed into custom-painted muscle cars and vans, so I think it is safe to say that the trend was born in [Italy](#), matured in [California](#), and kept alive in [Sweden](#), where a few customs with canted quads still are being built today. We haven't found any quotes from [Motor Trend's Bob D'Olivio](#) about [Swedish](#) customs of the [1960s](#), so we let it be up to you to decide how successful meetings they are of European and US design!

Cars Featuring Canted Headlights

[Larry Hughes 1926 Ford](#) Model T Roadster Pick Up - [The Bomber](#)
[Junichi Shimodaira's 1930 Ford](#) Model A Tudor Sedan - [Rod Riguez](#)
[Maximilian King's 1940 Mercury](#) Convertible
[Per Ivar Kolgrov's 1948 Mercury](#) Convertible
[Lloyd C. Hammond's 1949 Ford](#) - [The Majestic Lady](#)
[Tom Gibbons' 1949 Ford Tudor](#) - [The Orchid Lady](#)
[Lloyd Myers' 1949 Mercury](#) Convertible
[George Egan's 1950 Ford](#) Convertible - [The Apollo](#)
[Harold Hardin's 1950 Plymouth](#) Convertible
[Einar Valsjø's 1952 Mercury](#)
[John Knox's 1953 Buick](#) Skylark Convertible
[Bo Thalinson's 1953 Ford](#) Sunliner Convertible
[Ed Pogue's 1953 Ford Hardtop](#) - [The Glitra](#)
[Buddy Katlik's 1953 Plymouth](#) 4-Door Sedan
[Gerald Twamley's 1954 Chevrolet](#) 210 2-Door Sedan
[John Nadzon's 1954 Mercury](#) - [The Mysterian](#)
[Richard Piscatelli's 1954 Mercury](#)
[Sven Blüme's 1954 Plymouth](#) Convertible
[Roy Abendroth's 1955 Buick](#) Century - [The BuSonic](#)
[Arne Lindstrand's 1955 Chevrolet](#)
[Barry Atkins' 1955 Chevrolet](#)
[Emory Ashpaugh's 1955 Chevrolet](#) - [The Krimson Kart](#)
[John McLaughlin's 1955 Chevrolet](#)
[Nick Phillips' 1955 Chevrolet](#) Convertible
[Stan Makrush's 1955 Chevrolet](#) Convertible
[Sal Consiglio's 1955 Ford](#)
[Les Mullen's 1956 Chevrolet](#) Corvette - [Dominique](#)
[Dave Puhl's 1956 Ford Thunderbird](#) - [The Hybrid Bird](#)
[Leroy Kemmerer's 1956 Mercury](#) - The [Jade Idol](#)
[Marlyn Englert's 1956 Chevrolet](#) Convertible
[Adrienne Hooper's 1956 Mercury](#) Converible - [The Wild One](#)
[Ken Sowers' 1956 Plymouth](#)
[Bill Shelley's 1957 Chevrolet](#) [Corvette](#) - "[Bali Hi](#)"
[Joe Roth's 1959 Chevrolet](#) Impala

“They trigger peoples’ emotions and memories,” McGee says.



Model Citizen: Paint and body man gives “dead” cars their due in 1/25 scale

[Jim Koscs](#)



The entire classic and collector car hobby is built on the concept of preservation and restoration. It’s the reason many readers come to the [Historic Vehicle Association](#) website each day. It’s written right into the HVA’s mission:

“Through the collective efforts of enthusiasts, specialists, and professionals, the HVA aims to help ensure that our automotive heritage is more broadly appreciated and carefully preserved for future generations.”

Mike McGee of Windsor, Ontario, has been part of that effort for 25 years, rebuilding and painting the broken and bent bodies of customers’ treasured cars. At the same time, he was intrigued by the idea that many cars never get preserved or saved. What happens to the damaged or inoperable vehicles stashed away in dark, forgotten garages before they emerge as “barn finds” decades later? Who remembers the cars cast aside after a crash, catastrophic failure or that just are not worth the cost of fixing?

McGee, who had been an avid model builder since childhood, has been telling and selling those stories for two decades in the form of custom-built, one-of-a-kind 1/25-scale plastic models. They’ve certainly struck a nerve; he’s sold about 400 over the past 20 years, many to collectors who have bought multiple models from him.

Mike McGee devised his own damage and weathering methods for his models. *Mike McGee* McGee’s professional work spawned a new twist on his model-building: if a kit for a customer’s car was available, he’d buy it and custom-build it the way the car looked when it entered his shop. For some, it took a lot of work to recreate damage or years of wear and tear. He’d give the “before” models to customers when they picked up finished cars.

“They’d get the biggest kick out of it,” he says. McGee also built models of his own cars, including a ’57 Ford. He mainly starts with AMT 1/25-scale plastic model kits. The only way to get some cars, though—especially sedans and wagons—was to buy more expensive, finished resin models. In either case, the 58-year-old McGee draws on his own experience and memories to detail his models and create their background scenes.

“As a teen, I worked in scrapyards,” he says. “As a restorer, I combed those yards for parts, so I was very familiar with how these cars ended up, and what they looked like with parts pulled. I knew how particular cars rusted or got damaged in collisions.”

McGee also built models to keep for himself. As his collection grew, he created a 4×8-foot junkyard, adding cars, scrap motors, tires, and scratch-built parts and backgrounds. Customers who saw the display in his shop encouraged him to sell his work.



McGee's current scrapyard. See anything you like?

"It was just a hobby," he says. "I didn't see it as a business."

But then he decided to try. McGee bought his first computer in 2000 and began putting some of his wrecked, weathered, and "barn find" models on eBay. "It (took off) like wildfire," he recalls, sounding somewhat surprised even 20 years later. "The models would have multiple bidders. Most sold for \$300–\$500."

McGee's models drew customers from around the world, and many commissioned special requests. He preferred those, he says, because it meant a guaranteed price versus luck of the auctions.

"It was never all about the money. I have a real passion for doing this."

Bidding battles



Any good parts left on that Shelby? *Mike McGee*
His passion for cast-off cars resonated with many. On eBay, the models sometimes ignited bidding battles among repeat customers. One was the head of a large

dental product manufacturer who was building his own large display as a father-son project. Another, the owner of a Cincinnati architecture firm, won everything for weeks while he built his collection.

"It was exciting to watch," McGee admits.

Renowned bronze sculptor Albert Guibara has been another multiple buyer. He once called McGee to offer some suggestions. One was to charge more for his work, and another was to include some high-end cars, like Ferraris and Porsches.

"He wanted me to know how special what I did was, but I didn't change my ways over it," says McGee, who preferred to stick with the cars he knew and grew up with. In appreciation of Guibara, however, he added a classic Ferrari 250 GT SWB to his current junkyard. "If you have an old Ferrari, even in rough shape, it's not likely to be in a scrapyard," he says with a laugh.



McGee "junked" a vintage Ferrari by special request. *Mike McGee*

The owner of a large dismantler in Hamilton, Ontario, who had been buying many of McGee's cars, surprised him with an offer to purchase his entire junkyard, which had about 60 models in it. "How much would you want?" he asked. McGee had to think quickly.

"He was a good customer, so I didn't want to say no, but I also *really* didn't want to sell it," McGee recalls.

"I gave him my I-don't-want-to-sell-it-price: \$4000. He just asked how we could arrange delivery."

McGee decided to deliver the junkyard himself.

Conveniently, the setup fit inside his father-in-law's 1998 Chevy pickup. Coincidentally, McGee and his wife, Brenda, began their four-hour journey on the day of the 2003 Northeast blackout, not realizing that what they thought was a local power outage extended far beyond. They encountered other setbacks but made it to the buyer's scrapyard, where all the employees were there to greet them.

Back home, McGee began assembling another junkyard with about 40 cars, which he would keep for himself.

TV cars and burned-out Pintos



Hit from

behind and burned—a Ford Pinto's final chapter. *Mike McGee*

After selling his models on eBay for about six years, McGee felt a bit burned out with the auctions. He took a break but found sales were not as brisk when he returned. He began selling the models at car shows, where he says they always drew a crowd.

“I was amazed at how many people would hover around my table. They'd take pictures and tell me stories of their similar cars.”

McGee learned WordPress and built a website (125scale.com) to showcase his work. By 2019, the site was getting 5000 visitors a month and earning additional money through Google AdSense. Since COVID-19, the monthly count has gone up to about 7500.

Visitors to the site will find several distinct themes among McGee's models, including total wrecks, old tow trucks, barn finds, and retired drag-race gassers that look hopeful for another shot down the quarter-mile. Among his most popular models is the [“General Lee” 1969 Dodge Charger](#) from the *Dukes of Hazzard* 1980s TV show, which McGee builds as the stunt cars sacrificed for the action scenes. He's sold about 12, all slightly different from each other.



“Dukes of Hazzard” stunt car, as envisioned by Mike McGee *Mike McGee*

“*Dukes of Hazzard* fans had everything but that,” he says. “I was punching the engine and tranny through the cowl, bending the front end way up, and putting a barn board through the windshield.”

McGee has sometimes applied a touch of the macabre to his models. His Ford Pintos, burned after rear-end collisions, recall a dark chapter in manufacturer negligence. Some of his model scenes, he concedes, might have gone too far for some people, including wrecks with bodies sprawled across the windshield and the Bonnie & Clyde death car with bullet-riddled bodies in the front seat.

Bringing life to “dead” cars



'66 Ford Fairlane gasser; McGee improves parts to build his drag cars. *Mike McGee*

In addition to his scratch-built junkyard dioramas, McGee has made garages, alleys, derelict buildings, and other settings for his models. In his garages, he adds details such as musty, old cardboard boxes. “It's an added challenge to build a scene around the look of the car, so I generally finish the car first, then decide its final resting place. Does it look like a barn find? Or is it something that was left outside?”



Another garage, three more Chevs. *Mike McGee*

Although McGee starts with kits, achieving his vision for each vehicle always requires scratch-building some parts. For picked-apart scrapyards cars, he creates the inner details of the car that are exposed when parts such as lights, grilles, and bumpers are removed. To make a headlight bucket, for example, he reverses a baby moon hubcap and weathers it. Where multiple parts of a real car might be molded as one piece on a model, he'll cut the area apart and reassemble it to show the gaps.

McGee recently added a 3D printer to his toolset, allowing him to print objects he previously had to scratch-build. To make a tow truck out of a [1950 Chevy 3100 truck](#) kit, for example, he 3D-printed the wheels and made the boom from the frame of an old big-rig model he had laying around in a parts box. He made the cradle from electrical tape and cut a hollow model tire to make the front push bumper.



McGee's '50 Chevy wrecker uses improvised and 3D-printed parts. *Mike McGee*

Building gassers also takes some improvisation. "There's a lot of butchery involved," he says. "Gassers were built to be push-started to keep them light, so they had push bars on the back. I make a push bar and bang it up, because that's what happened in racing. Then, I add rust."

McGee devised his own methods and materials for adding weathering effects to models. Rust is the real thing, scraped from junked cars. He dabs on a latex base coat to an area and sprinkles rust dust on top of that. When it's dry, he brushes it off and covers it with a paint-flattening agent, which seals the rust and dulls the chrome on bumpers and trim. He also mixes the flattener with the color to "kill the paint down."



'40 Ford gasser based on the 1/25-scale Lindberg kit, with straight axle from the Malco gasser kit and 3D-printed rear "steelies." *Mike McGee*

In addition to knowledge of how cars crush and break in collisions, making wrecks from plastic models takes a deft touch. To crumple body panels, McGee uses a hot-air welder that's commonly used by body shops to repair plastic bumper covers. The tool concentrates superheated compressed air onto a small area, allowing him to soften and manipulate the plastic.

Getting down to details



Mike McGee applies real rust to his plastic models. *Mike McGee*

To make torn upholstery and vinyl tops, McGee rubs two-inch wide masking tape into the model's molded seats and then paints over everything. When the paint dries, he tears into the tape and adds bits of stuffing coming "out" of the seats.

He also uses the 3D printer to make objects that one might find in junked cars. "There's randomness with the things people have stuffed into them," he says. "Now I can just print what I want."

The lure of making a quick buck on eBay has attracted imitators selling their own "junked" models and dioramas. McGee says most were easy to spot for their lack of realistic details.



Chevys and Fords slumbering. *Mike McGee*

“Model cars are stiff, so if you put one on top of the other, you have to pull down the top car’s suspension and wheels, because that’s what gravity does. The people that copy me would miss those details.” McGee admits he has made some mistakes, like adding rust to the bed of a [1957 Chevy Cameo](#) pickup. “I didn’t realize it was supposed to be fiberglass,” he says. “People corrected me pretty quickly on that.”

Lights, camera, inaction



A pile of junk motors in McGee’s scrapyards. *Mike McGee*

McGee, who does not have a background in photography, says he’s been surprised by the compliments he’s received for his photos of the models. His equipment is modest; he started with a \$150 Olympus camera and now uses a \$300 Canon. “I don’t do anything special with lighting or photography,” he says. “I just display the models the best way I can. I try to take pictures as if I’m the size of the cars. I get down really low. I know where my eyes would see over the top of the car. I might take 50 shots of one side of a car and not use any and then start over again. I know the right shot when I get it.” It is a necessity of the \$25 billion auto recycling industry that millions of old and not-so-old cars get

scrapped, shredded, and melted down every year for the material to be reused. Through his models, McGee helps us to remember how some of those cars lived ... and died.

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Note the detail on the dirt tracker, including rusted chains. *Mike McGee*



The legendary Stone-Woods-Cook Willys hiding in McGee’s unfinished garage. *Mike McGee*



Mike McGee tries his '57 Chrysler 300 in different settings. *Mike McGee*



Three Tri-Five Chevys hiding in a garage *Mike McGee*



"Garage find" '57 Chevy *Mike McGee*



McGee enjoys building the workaday vehicles many remember, like this '60s Dodge A-100 van. *Mike McGee*



'60 Ford looks like it might get a second life. *Mike McGee*



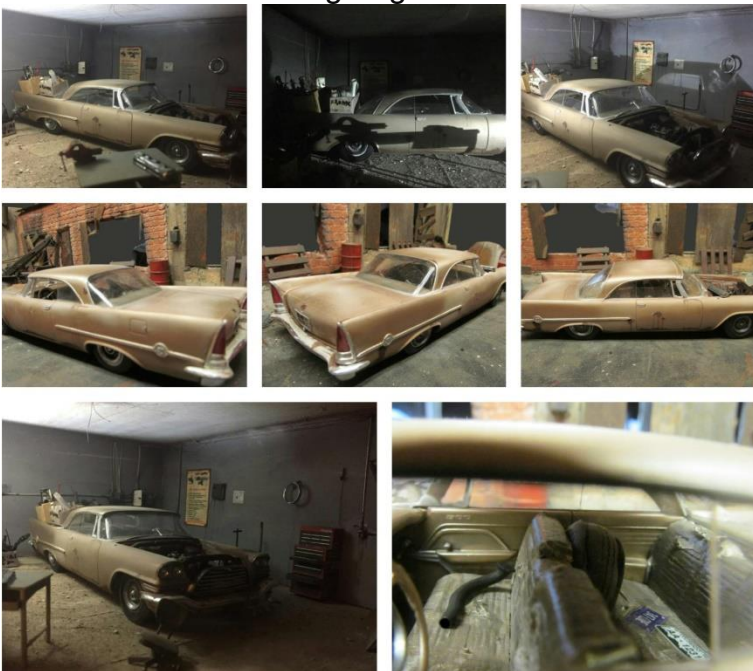
'66 Chevy Nova gasser looks primed for some illicit street action. *Mike McGee*



Note the detail on the dirt tracker, including rusted chains. *Mike McGee*



The legendary Stone-Woods-Cook Willys hiding in McGee's unfinished garage. *Mike McGee*



Mike McGee tries his '57 Chrysler 300 in different settings. *Mike McGee*



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The legendary Stone-Woods-Cook Willys hiding in McGee's unfinished garage. *Mike McGee*

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.

WANTED: Revell/Monogram '82-91 Firebird/Trans Am front hood, front glass, 2x rear glass, and rear taillight. Need these to restore recently acquired parts kits missing these pieces. If you have a full kit or 2 I'll take that too.

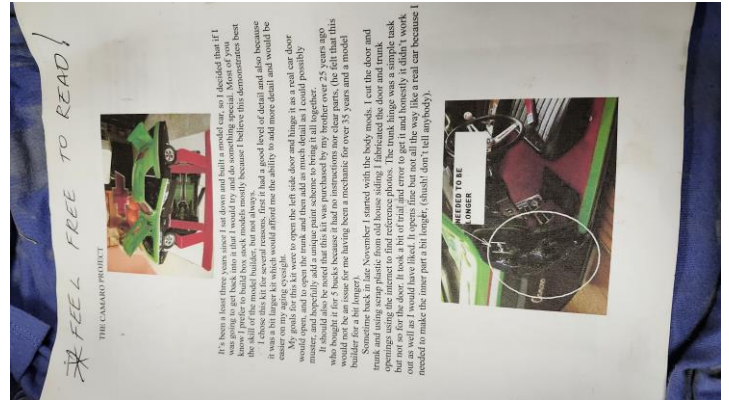
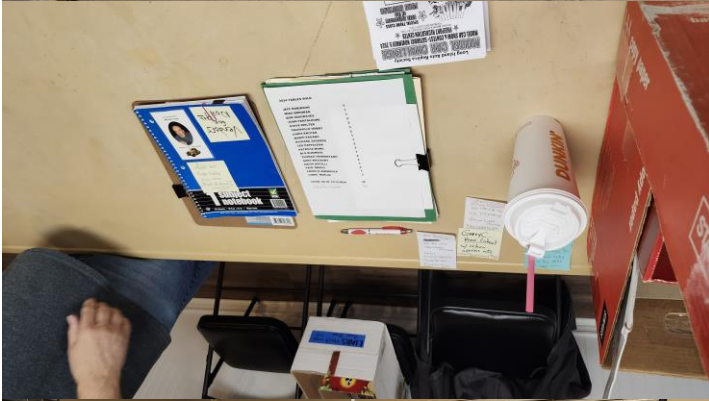
Contact Richard Manri @ 631-589-6876 or his email picorro93@gmail.com to negotiate price or trade for the three above.

October 2024 Meeting pictures

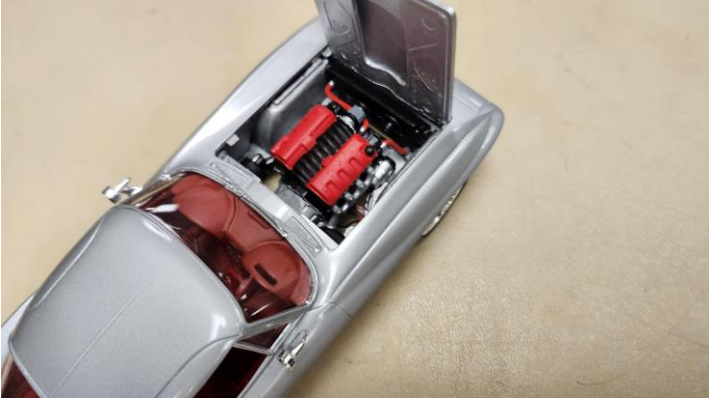




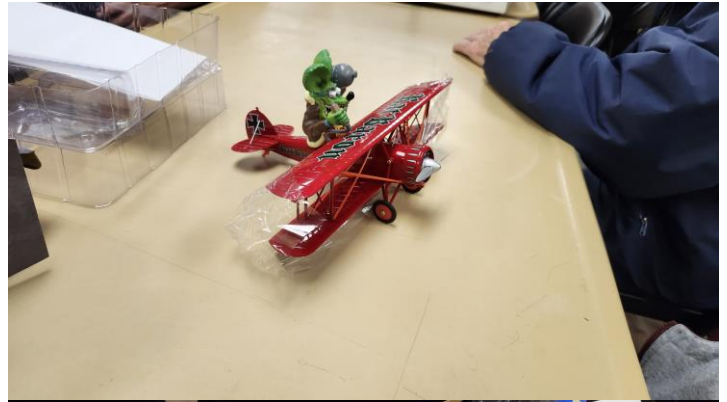




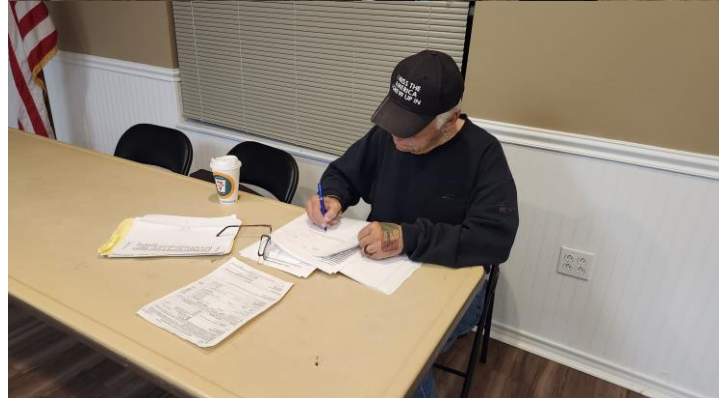


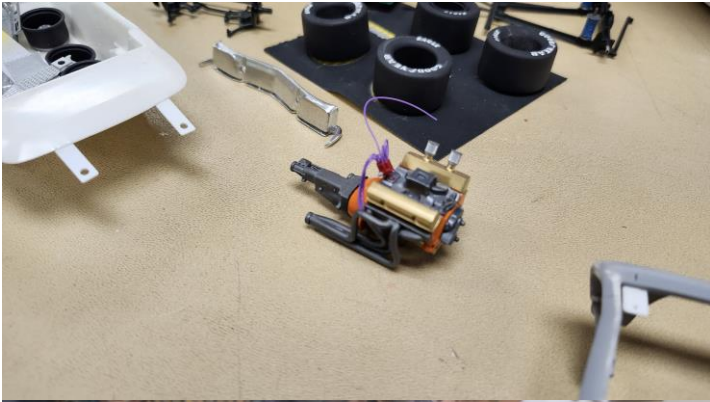






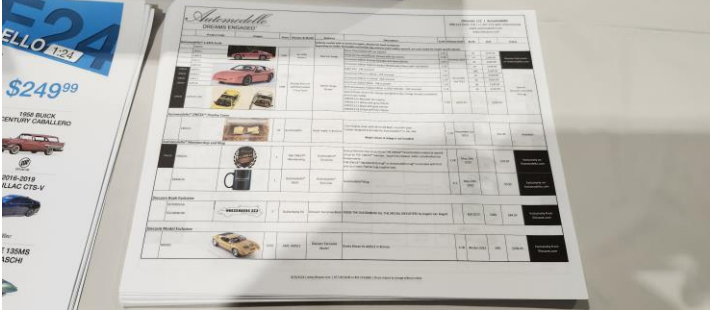






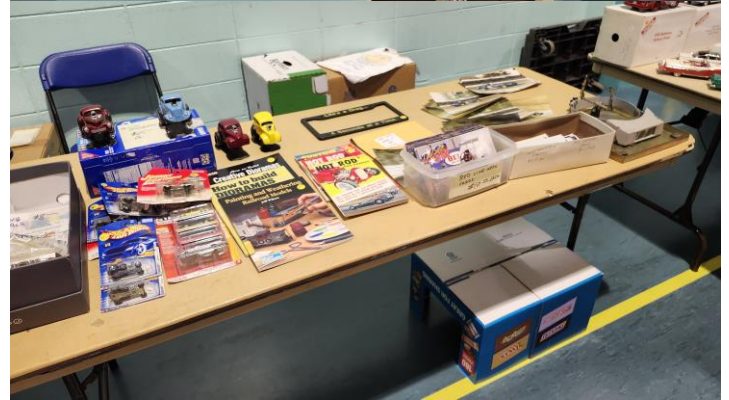
And now... to cap it all off with remaining 2024 MCC pics!



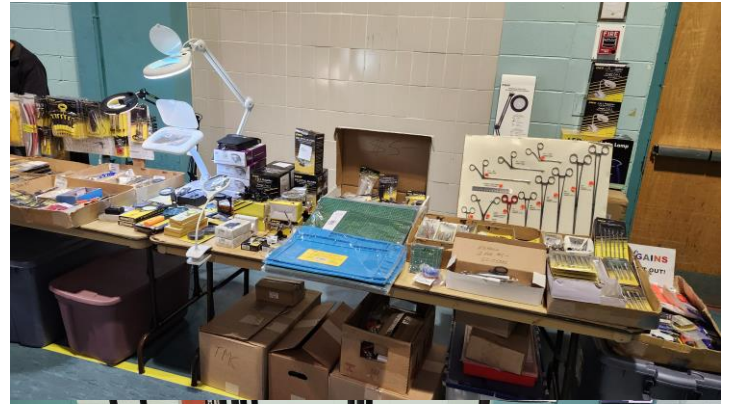








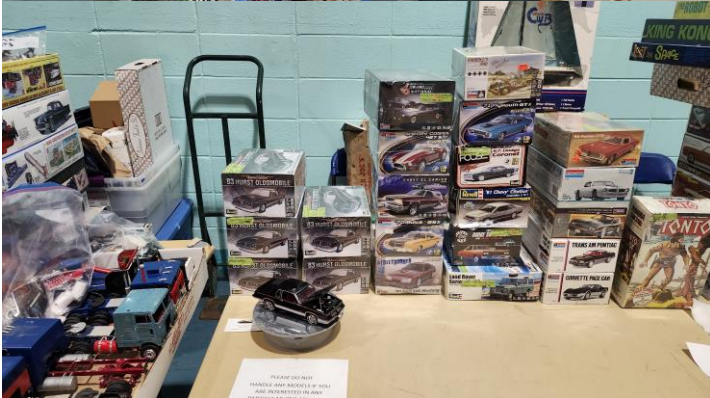














ESTATE SALE For Our good friend and Past President,
RICH ARGUS



- * ALL models for sale are sold AS IS.
- * Some may not be complete.
- * MANY kits have extra parts and aftermarket accessories; some boxes contain two kits.
- * Please read labels and inspect all kits before purchasing. All sales final.





Long Island Auto Replica Society
MODEL CAR CHALLENGE
MODEL CAR SHOW & CONTEST - SATURDAY, NOVEMBER 11, 2023
FREEPORT RECREATION CENTER
 132 EAST WINDY ROAD, FREEPORT, NY 11520

2023

1953

APR

SPECIAL THEME CLASS
Specialist Competition
Your Administration

LEADER: 7:00 AM - VENDOR SETUP
 9:00 AM - CONTEST AND AWARDS
 12:30 PM - REGISTRATION CLOSURE
 3:00 PM - AWARDS CEREMONY

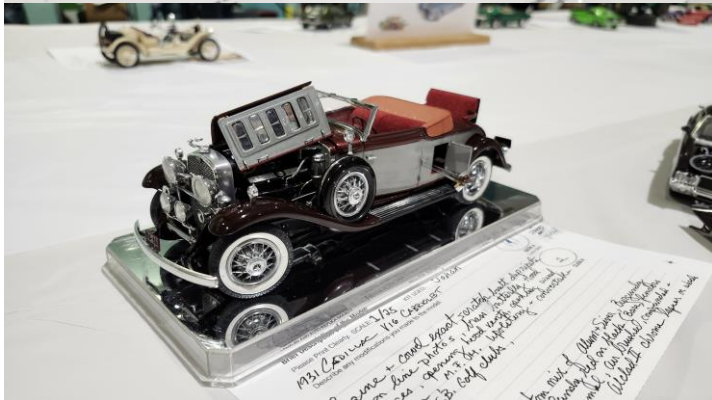
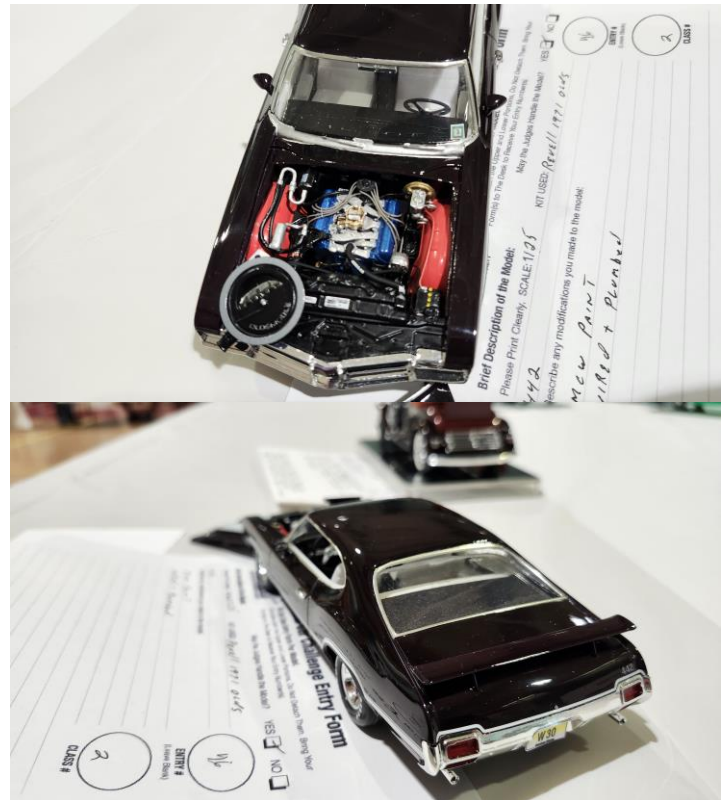
MODEL CAR CHALLENGE
ADMISSION FEE:
 ADULTS - \$10.00 (FIRST ADMISSION FREE)
 JUNIOR - \$5.00 (FIRST ADMISSION FREE)
 CHILDREN - \$2.00 (FIRST ADMISSION FREE)

GENERAL ADMISSION FEE:
 ADULTS - \$10.00 (FIRST ADMISSION FREE)
 JUNIOR - \$5.00 (FIRST ADMISSION FREE)
 CHILDREN - \$2.00 (FIRST ADMISSION FREE)

AWARD CEREMONY: 3:00 PM - 5:00 PM

For Show and Vendor Information Contact Pat Vecchia at (516) 375-8047
EMAIL: patvecchia@aol.com or the LIARS website: www.liarsociety.com
 and to download our show registration forms.





(Couldn't include all of them due to word size limit. This will be sent in a separate file to members).

See you all at the mtg!

LIARS Annual (2024) 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? _____

