

PLEASE REMEMBER TO BRING A FOOD STUFF FOR THE PANTRY



# MODEL CAR BRIEFS

LONG ISLAND AUTO REPLICAS SOCIETY

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*This month's theme:  
MOPAR models*

*February Theme: Mercury Cars On Display*



*John the Artist (3) & Greg Hunt Mercury(s)*



*Good olde days are back!*



*Latest Drag Racing kit discussions (part goes where?)*

*As we continue our 29<sup>th</sup> year as a Club, let's hope that in this New Year, we all stay healthy (please honor this request)) and that we can all attain some measure of prosperity. Then perhaps we can build a new Club display...*

*MCB Contributors: Rich "Charlie" Manson & Robert "Bobby" Garofalo*

*LIARS Web Page <http://www.liarsmodelcarbuilders.com/>*

**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.**

## LIARS Unofficial Official



### HOT STUFF Old & New

This month's theme is MOPAR.

I want to thank everyone for their well wishes during the February meeting! I plan on attending this month's meeting!

See Pat V who is collecting membership dues (still \$30.). Let's try and complete this task this month. Remember, the food pantry.

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### Some Words from the Editor At Large

Good day to my fellow LIARS &/or friends thereof. As you can see from page 1, our Unofficial Official & Mike Brennan are back! We even had The Buzzard attending – all the way from NC.

The MCB was envisioned to include member inputs plus relevant modeling goodies, so where are they? It's your newsletter! Contribute!

This month Robert "Bobby" Garofalo provides info on magnets for your models!

You will also notice a small number of Feb. Theme models on display. This month we're trying MOPARS! Share your MOPARS with us!

### First Impressions

Over 30 members attended the February mtg.

John the Artist convinced 2 of his car friend buddies to join the LIARS



Introduce yourselves to:

- JOHN DEGAN, 3 HOWARD CT. SAYVILLE NY 11782 631 241 2683 ROADHOUSE321@VERIZON.NET
- BILL MCKEON 90 8TH AVE HOLTSVILLE NY 11742 631 942 0354 FLUTTERBY1556@YAHOO.COM

Pat V had a field day collecting dues - Please insure that your dues are paid NLT March mtg. ISO updating MCB mailing list.

Came across an interesting site Timmie's Speed Shop - Ratdaddy Studios, access via <https://ratdaddystudios.smugmug.com/Galleries-Of-InProgress-work-/Timmies-House-of-Speed/>

Hammer response: "I'd love to see this LIVE at a show sometime. - - Wish Phil was here to see it: he would have liked it!"

John "the Buzzard" Buzzario displayed 4 of his models @ the Feb. LIARS mtg.



You'll note his LI heritage (OK, Dear Park Ave.)





**Chevrolet has built its' last Impala, bringing to close a nameplate that dates back to 1958. Interesting in that the final example is bound for a customer and not Chevy's own private collection. Dr. V remembers acquiring an original SMP-7 (3in1 kit) back in 1958 @\$1.19!**

***The Impala started out life as a variant of the 1958 Chevy Bel Air but would become its own model line just a year later. The car proved to be a hit and later a right-hand-drive configuration was added in knocked-down kit form in Australia, New Zealand and South Africa. Performance options were also added, with Chevy first launching an Impala SS for 1961.***

### **Willis Hobbies HISTORY SINCE 1949**



**1949-1951: Willis Hobbies began as a hobby shop and machine shop by a German machinist named Karl in a 700 square foot store at 307 Willis Ave. The store specialized in Lionel and American Flyer Trains.**

**1951-1970: Karl expanded the shop to include model airplanes, slot cars and model kits. The store was moved to a 1,000 square foot building on Hillside Ave in Williston Park.**

**1970: Willis Hobbies was purchased by Alfred Ford who was an avid model railroader. It was truly a family run store with the whole family behind the counter.**

**1971-1988: Willis Hobbies on the move again to Mineola Blvd. The store doubled in size added a Radio Control department and hand crafted brass trains**

**1988-1998: Another move to 285 Willis Ave., a 3,000 square foot store. Al Ford retired and sons Steve and Ken took over. Radio controlled races were held in the parking lot.**

**1998-Present: Moved into the current 12,000 square foot building located at 300 Willis Ave. It is one of the largest hobby shops in the country. Run by Steve and Ken Ford with over 45 years of hobby experience.**

**Steve is retiring! Ken is in the process of looking for a smaller building. Stay tune for additional details. The Ford's have been supportive of the LIARS throughout the years, including donating models for the kids to build at our Model Car Challenge!**

**In a time where most hobby shops have already closed their doors, one of the last remaining shops is shockingly still open.**

**Nostalgia - Do you remember a time when you could go to a hobby shop and ask their opinion. As a youngster, you looked up to the men who worked in the hobby shop. They were older, had more experience, and were willing to share their knowledge with you about the hobby. Heck, you thought they knew about everything. Most important, you valued their opinion.**

**It is important that the remaining brick-and-mortar stores stress customer service to forgo falling victim to Internet juggernauts like eBay, Tower Hobbies, and Amazon each day.**

**Dr.V took his youngest grandson to the Airpower Museum. Guess what they found?**

**Ok, beside real a/c such as, the EA-6B that Dr.V worked on...but that's another story...**



**So what is significant? Read the plaque**

A project like refurbishing the Air group of the USS Intrepid in 1:72 scale required the time, dedication and talents of many modelers and modeling organizations. Listed below are the names of these individuals and organizations that have helped to make this project possible.

Modeling Organization	Model Builders		
IPMS Long Island Scale Model Society	Fred J. Seitz III	Robert DeMajo	Lou Comerl
IPMS Górnski Suffolk Scale Model Club	Allan Buttrick	Roger Carrano	John Lam
IPMS New Jersey Scale Model Club	William Krippos	Chris Carrano	Steve Adler
IPMS Stratford, CT	Kyle Koppos	Richard Cassama	Matt Stahl
IPMS Tidewater, VA	Stephen Andriano	James Boulakos	John Young
	Scott Bregl	Miguel Moreno	Hansley Murray
	Larry Dobkowski	Timothy Kelly	Lynn Ritger
	Richard Marotta	George DeFronzo	Steve Marlene
	Nick Buro	Tony Darwazo	

And what do you see under Model Builders, our very own ...



One of the frustrating ironies of life is that as you age, your memory cells tend to grow weaker, especially the older things you're trying to remember are slipping farther and farther away.

In other words I, Dr. V lives my life with no regrets. It's one of the benefits of not being able to remember things ...

Hammer provided a list of upcoming shows. Now you have a place to check monthly.

- MARCH 28: Replicon; Freeport Rec. center
- MARCH 28 Philadelphia NNL Simone Museum
- APRIL 25: NNL EAST: Wayne New Jersey
- May 9: Mid-Atlantic NNL
- SEPT. 13 Boyerstown, PA
- SEPT. 26. Diversified Scalerz: Wayne NJ
- OCT. 24. Allentown, PA
- NOV. 14 the best show of all.... LIARS CHALLENGE !!!!!!! Freeport Rec. Center
- NOV.21. Long Island miniatures show Freeport Rec.

## Hobby Alert

Dr. V has received notifications e.g., Dear Texaco Customer: Due to the Coronavirus, the following items shipping from China will be delayed...

ROUND 2 NOTES THAT THEIR CHINA SHIPMENTS ARE ON INDEFINITE HOLD since the Chinese New Year (1/11/20)! Other model kit manufactures, may not be affected since their kits are made elsewhere.

Indoor shows e.g., The New York Car Show has been delayed until 8/28/20! One can only wonder what the impact will be on hobby related events.

The Train Collector Association sponsors a model train show in April that fills up 5 buildings at the York Fairgrounds. A large percentage of hobbyists are seniors and might forgo attending shows until the virus ...

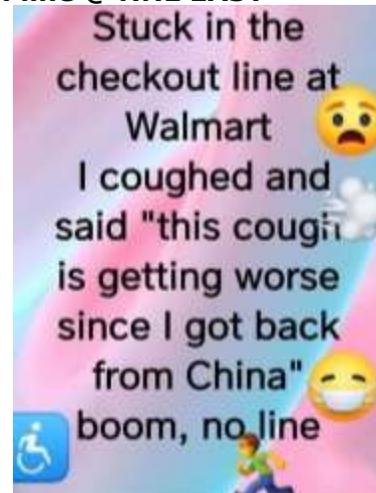
## NYC St. Patrick's Day Parade & sporting events are cancelled!

Selected car races & TV shows are being conducted without spectators/audience.

*Should the LIARS consider this bus, after all if NYC is quarantined, we could simply bypass it to attend modeling events*



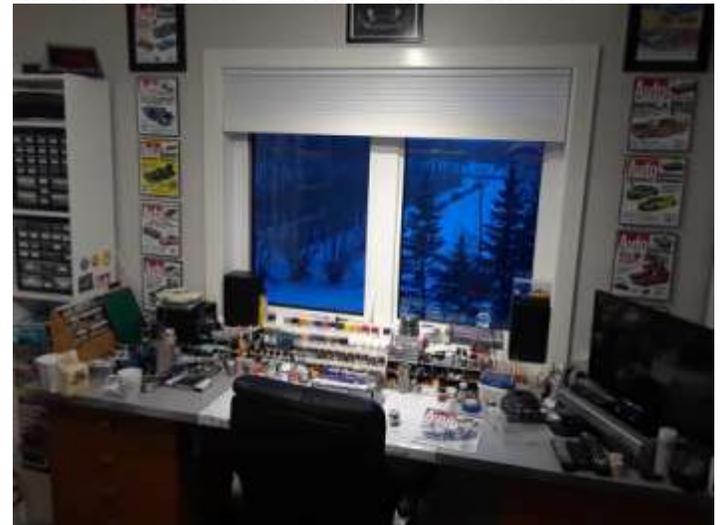
Should the LIARS adopt the following while standing in line @ NNL EAST



Now if you/we are quarantined, be prepared for a 20,160 minute time out - 14 days. Postponing daily routines of life can have benefits.

Stock up on modeling supplies - we most likely already have too many kits.

Dr. V recommends organizing our modeling area. Found this variant on the Internet



**This is more like Dr.V's variant.**



Can you share yours with your fellow LIARS?

### Received the following from Rich Manson

As you may be aware, one of my "goals" in modeling is to have every American made car for every year of the 1950's. So far I've only completed one year.....1956 (17 cars).

I'm using plastic kits, resin kits, promos or die casts as long as they're in 1/24, 1/25, or even 1/26 scale (they're all close in scale).

*When Dr V inquired about the bags...*

I guess you mean the bags hanging on hooks under the "Class of '58" group...



I try to be as organized as I can with my kits and parts so it's easier for me to find

things when I need them... Those hanging bags have all of my aftermarket stuff separated into "categories".

The categories are: Batteries (scale batteries, battery terminals, battery hold-down hardware, battery cable).

- Bolts & fittings.
- Brakes (calipers & rotors), master cylinders.
- Distributors (6 & 8 cylinder).
- Engine (Any and all parts that would go on an engine).
- Exhaust (Lake pipes, exhaust pipe hangers, exhaust tips, etc.)
- Hose (wire for heater and radiator hoses).
- Interior (Seat belt material & buckle hardware, and anything that would go into an interior).
- Lights (MV lenses for headlights, taillights & turn signals), different light bezels & unique taillight lenses.
- Sets (Photo-etched metal sets for various cars).
- Wheels (Assorted sets of custom hubcaps (baby moons, knockoffs, spider caps, 3 & 4 bar spinners, etc.)
- Wire (An assortment of different colored detail and spark plug wire).

In a separate compartmented plastic box I keep Antennas, interior door handles, interior rear view mirrors, interior window cranks, exterior door handles, Round exterior mirrors, Rectangular exterior mirrors, an assortment of clear headlight lenses.

To show you how "anal" I am about "organization"..... My kits are shelved in date order of the year of the car.

- My spray paints are separated in neat rows by color or shade of color.
- My Metalizer paints are on top of my workbench lined up in alphabetical order of color.
- My flocking and embossing powders are in a separate box.
- All my tools, files & paint brushes are laid out right where I can reach them, as are my various glues & polishes.

Any more questions my friend...??? Rich  
PS Rich also sent a picture of his 1956 models



I'm trying to be able to display each year's cars together in a separate clear, display case. However, I've just about run out of room in the cases that I have, so I have to get more. The couple of clear acrylic cases that I have are already full, along with 2 other glass cases, and are not big enough to hold every car for the year... usually short by 1 or 2 cars.

Those cases are expensive, usually running close to \$150 or more for the ones holding 20 or 24 of 1/24 scale cars. Most of the years have at least 15 to 17 cars, and 1959 has 21 cars. Since I have a few diecasts, and cars with continental kits for some years, the cars are longer and don't always fit.

*(Dr. V - Charlie please contact the Rev., he may still have cases available from his Father In Laws collection. Back to Charlie...)*

I've only totally finished one year so far... 1956.

For 1958 I only need a '58 Desoto that is not warped to complete that year.

For 1957 I still need to build a Buick, Lincoln & T-Bird. I have all 3 cars.

For 1955 I still need to build a Dodge, Lincoln, Plymouth & Studebaker. I need to find a Lincoln & Studebaker.

For 1954 I've only built or have a diecast of Cadillac, Chevy, Corvette & Dodge. I have all the rest of the cars but I just haven't built them yet.

For 1953 I've built or have diecasts of Buick, Cadillac, Ford, Mercury, Packard & Studebaker. I have kits of Chevy, Corvette & Hudson to build and promos of Plymouth and Pontiac to work on.

For 1952 I have resin conversion pcs. for Chevy, a resin kit of Ford, and a Hudson kit. Not much else is out there for this year.

For 1951 I've built a Chevy and have resin conversion pcs. for Ford. I also have a diecast for Hudson. Again, not much else is out there for this year.

Finally, for 1950 I've built or have diecasts of Cadillac, Chevy, Nash & Oldsmobile. I have a resin body & pcs. for a Buick, a Ford kit and a

diecast of a Lincoln Limo. I need everything else.

While I've built a considerable number of 1950's cars so far, as you can see, I have a very long way to go to complete this extensive collection. Wish me luck for this "project".

Again... Stay well

*Then Rich routed*



This will be the last one done for a little while... This latest model that I finished this evening is a 1955 Mercury. It is a curbside resin kit that I bought back in 2017 from a guy named Jerry Koszut in Nebraska who did resin casting in an outfit called Mason City Miniatures. He was quitting the resin casting business due to age, and health issues related to working with resin products for many years. This was the last casting he had of this car and fortunately I was able to get it. It is a really nice casting needing hardly any cleanup.



The color is Duplicolor Flame Red with what seemed like feet of Bare Metal Foil. An AMT '56 Ford kit contributed the chassis, steering wheel and headlight lenses. The grille, bumpers and taillights were not chromed in the kit and I used Molotow Chrome markers to chrome them. The whitewall tires, mirrors, antenna and license plate came from my parts stash.

The interior was painted with various red paints, with metallic black on parts of the side panels, along with Bare Metal Foil trim accents. The "carpet" was done with red

embossing powder and seat inserts were painted gray. The dashboard was painted body color with trim by foil and Molotow chrome. I also added an interior mirror, visors and a dome light.



This will most likely be the last model I will be building for a while, depending of course on how well and fast I can recuperate and recover from my Bypass surgery. I don't know how soon I'll be able to navigate the 13 steps up & down to my basement model area. I plan on at least bringing a couple of kits upstairs to do some preliminary prep work on, either at the dining room table, or sitting in my recliner.



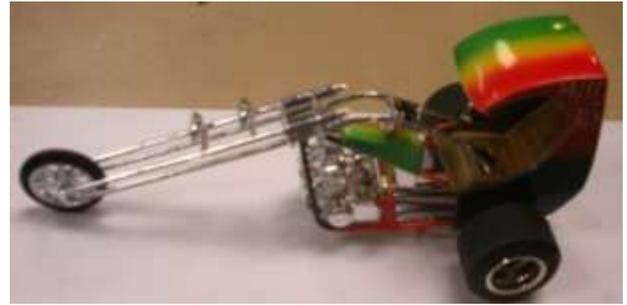
Enjoy the attached pictures, and please all stay very well. Love to all, Rich

*Scenes from the February Meeting*

*Rev's Classic 61 Buick Build*



*But Muddy wanted to know how the Rev did..*  
**The Rev presented his recently completed**



Wow!

Mike displayed his on-going development



Well his 1:1 Plymouth is one of his Movie cars  
Then there were models from the younger folk



Feel free to suggest caption



Interesting chop top variant



LIARS brotherly love or ...

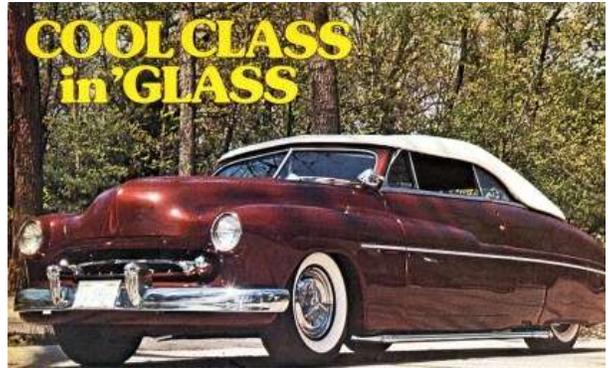


**Days of Olde - Model History (Con'd)**

Miles Masa was one of the first inductees into the KKOA (Kustom Kemp's of America) Hall of Fame.

Note There is a Miles Masa Memorial Page on Facebook (Dr. V does not have an account.) The following was taken from Pat Ganahl's Rod and Custom.

Ok, so he really enjoyed Merc's - but as Dr. V notes, the following should have been included under last month's theme...



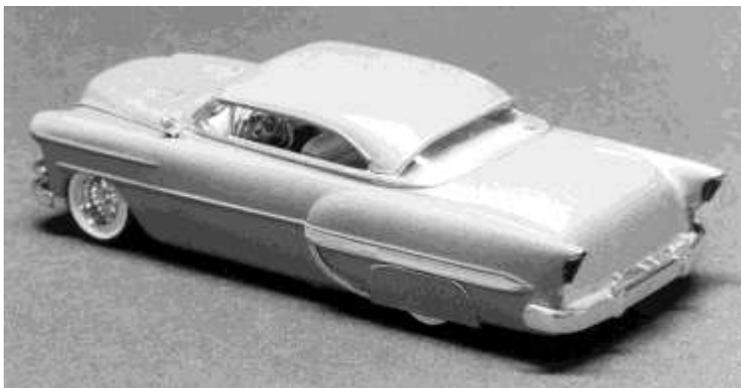
Miles Masa had a body and paint shop just east of Chicago, that was known for great collision repair, along with some traditional customs & contemporary plastic Corvettes.

He also developed custom models, built in the '50s and '60s.





Actually, the above two models are of his two real Mercs seen above, and they're about 1/8th scale, about 18 inches long. How? Believe it or not, they're completely hand-carved out of wood. I think its pine, not balsa. While the coupe is solid, the 'vert has a full, naugahyde-upholstered interior. This is just for starters. The guy was obviously very talented. Miles left us far too soon, in the summer of '91. The obit said M.S., but Miles told me it was from a neck injury he got racing dirt track TT motorcycles (another RIP), & the reason why he's not well remembered today.

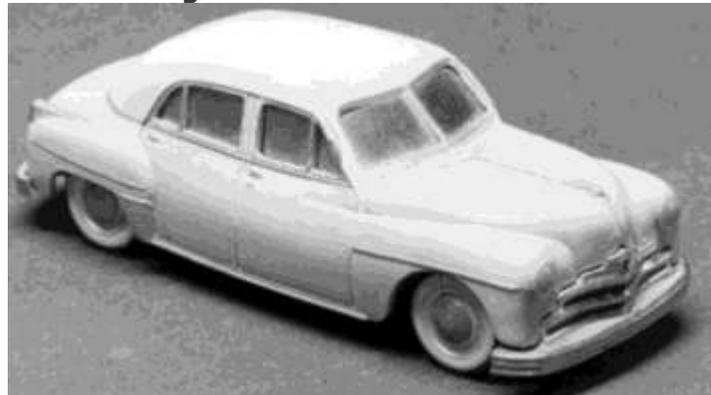


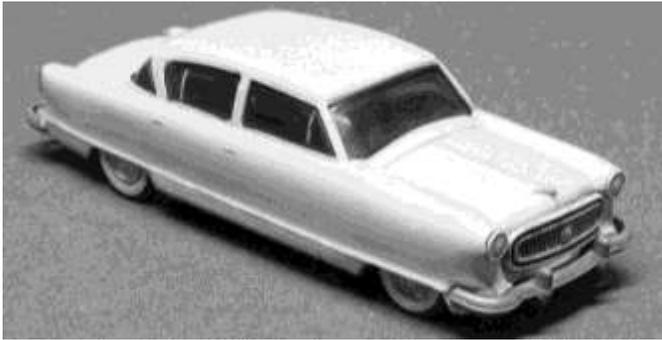
The rest of these models are made of plastic, in 1/25th scale. But none were sold as 3-in-1 kits. AMT's line debuted in 1958, but only in the various brands and models (hardtop, convertible) of new '58 cars. Each successive year they did the same. But these models are from the '50s, such as Miles' version of a Moonglow chopped '54 Chevy, above. (These photos were scanned from old negatives)



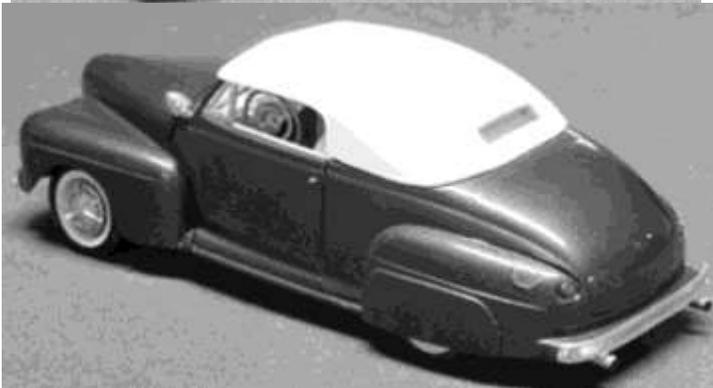
Miles built all of these from what we call "Promos," which are highly collectible in themselves. This is how AMT/SMP, Johan, MPC, etc. scale model companies started.

Beginning in the late '40s/early '50s they made exact copies of each bodystyle in each manufacturer's line, then painted them in factory-available colors (and combinations), even including some available options, such as continental spares, as seen on examples on the right, above. Why? So that new car dealers, especially in smaller rural areas, could order just a few real new cars to display in the showroom, but then have several of these promotional models to show customers different body styles or colors they could order. Early promos, like the '51 Stude bullet-nose and the '53 Chevy, had dark tinted windows with no interior. Most had diecast metal grilles and bumpers, but no chrome, just silver paint, including body trim. Early ones also had flat, steel "chassis," usually with a coin slot to double as a bank. A few had friction motors. Molded plastic interiors and undercarriages came a bit later.





The 4-door '50 Plymouth didn't offer much customizing potential, but that '54 Nash Ambassador Promo model is pretty cool just the way it is.



Where Miles found a '48 Ford Promo I have no idea. He not only shaved it, frenched the lights, made his own grille and skirts, but I would assume cut the top off a coupe, and made the white chopped Carson and interior. After '58 he could pluck dummy spots and whitewall tires with chrome flipper wheels/caps from AMT kits.



This much-chopped '51-'52 Bel Air hardtop was obviously inspired by Rev. Ernst's Barris job. Note the extended front and rear fenders,

and handmade skirts. Interior and wheels probably came from a later AMT kit, but that looks like a '53 Chevy grille. Miles used automotive fillers and paint from his body shop, sprayed with a touch-up gun.

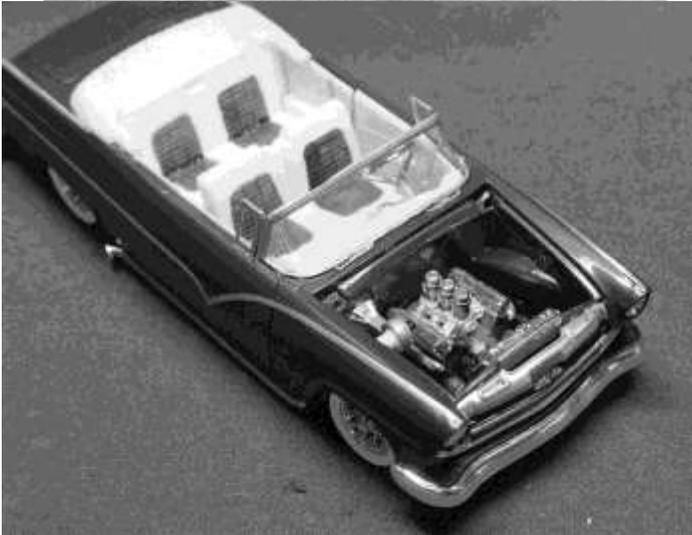


This '50 Ford coupe is very tasty, with its Frenched lights, split bumpers, '57 Plymouth caps, who-knows-what interior, and windows made from clear plastic. Who knows where he found the chrome '54 DeSoto grille. Note the hand-rubbed metallic lacquer paint. Wish I knew the color.



Miles added an interior, shaved the side chrome, but saved and hand-painted the distinctive beltline moldings. He also flush-molded the '53 Pontiac skirts and added fins to the extended rear fenders. The '50 Olds on the shelf appears to have been made from a Chevy hardtop.





These models were all built in the white interior era (pre'62?), and Miles apparently liked convertibles. Lots of molding/frenching on this '51 Chevy. Note the pearl hatpin shift knob (a common addition). Who knows where he got a '49 Merc grille—handmade?



The trickiest parts on this '56 Ford convertible are the hand-made (I think) '55 Merc wagon taillights. I don't know if a '56 Promo came with an interior—the dash looks correct—but the side pipes and wire wheels came from something later. The Victoria side chrome is masked and painted. You might note that the hoods appear to be cut open on several of these cars. Even the '58-'60 AMT kits had no engines, so it was a high-level trick to cut hoods, doors, and trunks open and add an engine from, say, the '32 or '40 Ford kit. But on this Miles added a firewall, fenderwells, radiator, accurate heater, and what looks very much like an accurate tri-carb Y-Block Ford engine. Nothing like that existed at the time, as far as I know.



This '50 Ford doesn't have an opening hood, but there are plenty of handmade details: chopped top, interior, grille, side chrome, even sun visors. Hood louvers came from any '58 AMT "3-in-1" kit. And the reflection in the lower photo shows the quality of Miles' hand-rubbed lacquer paint.





If there is any model kit or Promo collectors in the crowd, this is a 1954 Buick Skylark, as far as I know the rarest Buick ever made, having a slightly different body than other '54s. I don't think a model kit was ever made of it, so I assume this is a '54 Promo. And given the lack of quality of the paint, both on the body and the hand-painted trim and whitewalls, not to mention the questionable interior, I'd have to guess this was a very early attempt by Miles or, I seem to remember, a rarity that he got from someone else and decided to leave as-is. PS See Oct. '85 SAE for a related story.

## Magnets for use in Model Building

### By Robert "Bobby" Garofalo

I thought this might be a filler piece you could use in our MCB.

At our last LIARS Club meeting I spoke to a few of our members using magnets in the models they build. They are used to hold closed hoods, doors, and trunks the modeler may or may not have opened themselves. I know we have a lot of talented and resourceful modelers and they may already be using magnets. I came across this supplier of rare earth magnets that I thought would be good to pass along to our club members.

The website is: <http://www.magcraft.com/>

I already made an order. Delivery was pretty quick and I thought the prices were reasonable. The magnets are excellent.

The small magnets that I purchased were 10.99 for what count they put in the container. The larger diameter and the thicker magnet the less you will get. I guess they allocate them by weight..

See 3 Examples below:

- NSN0591, Rare-Earth Disc Magnets, 0.0625 in. Diameter x 0.03125 in. Thick, 200-Count. Price Per Package: \$11.99

- NSN0592, Rare-Earth Disc Magnets, 0.125 in. Diameter x 0.03125 in. Thick, 150-Count. Price Per Package: \$10.99
- NSN0732, Rare-Earth Disc Magnets, 0.375 in. Diameter x 0.0625 in. Thick, 40-Count. Price Per Package: \$12.99

**WELCOME** new MCB contributor! On behalf of the LIARS organization (sounds good) we appreciate your article.

So when should the MCB staff (oh that's me) expect your next input? Isn't it great being nagged by someone other than a family member?



Many car enthusiasts grew up playing with smaller versions of the cars they couldn't yet drive or afford, and so surely most know of Tamiya. The Japanese model toy company sells some of the coolest plastic model kits and remote-control vehicles around. Many of the kids who salivated over its wares in the 1980s and '90s are now grown up, flush with cash and nostalgia, so it has begun re-releasing classic kits, such as this 1982 Toyota Celica Supra Long Beach Grand Prix safety car.

The 1/24-scale Supra plastic model kit appears on Tamiya's Japanese website—it has a separate site for America—and will be re-released on April 25, 2020. It was originally released in May of 1983. Oh, and the Toyota will cost 3,080 yen. That's about \$30, but it isn't yet clear whether Tamiya will ship to the States, or if Americans will have to wait for the model to appear on the U.S. website.

The Celica Supra is modeled after the car that marshaled the 1982 Long Beach Grand Prix in California, kit's includes decal that reads "Toyota Grand Prix of Long Beach".

*Following is taken from GTR Newsletter March 2020 for your enjoyment*

# How did Revell decide on what kits to make?

*This is a paper prepared by Ed Sexton for Revell regarding the model creation decision-making process at Revell.*

During my time at Revell, one of my major responsibilities was to make recommendations for the future model kits. I have often been asked how I decided on what new kits I would recommend. There is no simple answer because there were many things to consider. The most important consideration was if the selection would sell and make a profit.

At Revell we covered an extensive number of categories, not just cars. While cars were an important consideration, we supported other categories we felt were important to us. These were areas such as airplanes, ships and licenses such as Star Wars. There was also the question of how many snap models verses glue models did we need to make. The needs and reasons for these two areas can be very different.

At the start of each year, management set a budget amount for new mold investment. We needed to decide the categories which were the most important and how would we allocate the money. We had frequent meetings involving Sales, Marketing, Licensing, Engineering and Product Development. We would discuss what products were popular and what was trending up or down. Was there anything specific the major store buyers were looking for? What licenses were selling and/or what new licenses did we want to go after?

Coming out of these meetings, I had a clearer direction on what categories we were looking to support. I would later need to make recommendations on specific items and we would finalize on the ones we all felt were the clear winners. I worked at selecting only the items that I felt were the best.

The strongest source of information I had was our sales numbers. How did similar kits sell? I can't over emphasize the importance of the sales information. But it was just not a matter of looking at the numbers; it was also what was behind the numbers. This involved talking to many different people, reading all the consumer mail and just being as open to every comment as I could be. The next questions were what the competition was doing and what was working for them. Sometimes it could involve an old kit that was still selling very well. Could we make a new kit that would sell even better?

Next we looked at trends. Some subjects are always popular and others come and go. For

example, we did very well with tuners and lowriders while they were hot. But then they started to fade and we stopped investing in those categories. Other subjects such as muscle cars and trucks have always been popular. It was a matter of staying on top of all of these and deciding what needed a new kit and when. We needed to decide on all new kits and conversions. The number of possible future conversions was an important factor when deciding on an all new kit. Many times we would do one or more of the conversions right when we made the all-new molds.

In addition, I would maintain a list of the key items we needed to get done. These were for both all new molds and important conversions. Due to budget and staff, we were only able to do a limited number of projects per year. I reviewed the list regularly. This was important because you never knew when research opportunities would present themselves. We always needed to take advantage of good research opportunities, even if they were projects that might never get done.

One last element that needed to be brought into this discussion were all the different categories Revell was covering. I have put a list of many of these at the end of this article. As you can see it is an extensive list and there were even more. As I said in addition to these car and truck categories, other areas such as airplanes and ships each had their own list of categories. We were always trying to make sure we had new kits in as many of these categories as we could each year.

There is no one simple answer to the question of what new kits to make. It was never a case of "Oh I'd like us to do that car". Each decision needed to be completely and carefully evaluated. For the most part, I think we made the right decisions. The best ones were when a kit would stay in the line for years. These are what I referred to as "Evergreen" items. I wish they all could have been. You can tell yourself which were the good items and which were not by how long they lasted in the catalog. If an item sold, it stayed, if not it was gone.

## Car and Truck Categories

Licensed subjects such as *Fast & Furious*, *American Graffiti*, *Foose*, *Days of Thunder* and many more.

Tuners

Hot Rods

Factory stock, cars and pick ups

Customs

NASCAR

Road race and Indy

Sprint Cars

Lowriders

Semi-Trucks

Drag race cars

Monster Trucks