

LEND A HAND AND BRING A CAN!

# LIARS

## MODEL CAR BRIEFS



• LONG ISLAND AUTO REPLICAS SOCIETY •

**Meeting themes:**

*"Double Vision – Bring two of the same car each done differently side by side"*

*Discuss further 2024 club plans and Model Car Challenge...*

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**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.**

**We're in our 33rd year as a Club; let's hope we all stay healthy during this post COVID-19 crisis and that we can all attain some measure of prosperity. Then perhaps we can build a new Club display in memory of Rich Argus...**

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

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

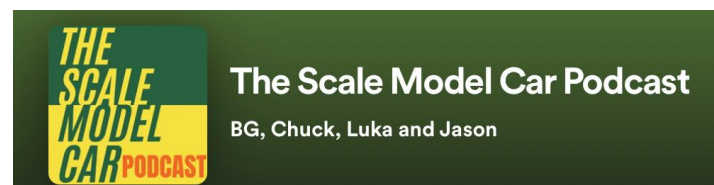
**MCB Contributors:** Richard Manri, Dominick "Mickey" Gerace, Tim Bernsau & Chuck Vranas (for Hot Rod Magazine), Ernie Finamore, Bill Murray/Doc. V.

### ***From our LIARS Unofficial Official***

**I would like to thank all of the returning members who paid their dues in January. It's wonderful to see such support of the club. At the January MTG we went over a few of the club's financial responsibilities for the upcoming year. Officers of the club have been set up for IPMS insurance. At the upcoming meeting in February I hope iron out all of the other club management items.**

**If you are into podcasts, there's one called " The Scale Model Car Podcast"**

**look for it on YouTube and on Spotify. Give them your support and likes, they are supporting our club with mentions of the show in November. It's a great podcast and I look forward to each new episode every other week.**



**I have also been working on a replica of my Superbird replica tribute!**





**Back in December, I purchased A 1970 Plymouth Road Runner converted into a Superbird. I'd love to say I've been driving it around like crazy, but the day after Christmas, I was diagnosed with Covid! That lasted about a week or so and then I got an upper respiratory infection. Suffice it to say I've been down and out! Right now things are finally starting to slow down for me at work a bit, and I was able to take my car out for another ride. It's a lot of fun! I get many thumbs up and shouts out the window!**

**Not much new Model Car related, I did get a Hobby Lobby gift card for Christmas! And I'm looking forward to**



**the Dodge Demon kit whenever that hits the shelves.**

**I understand we'll be getting snow and freezing temps that may make driving difficult, but I look forward to seeing everybody, hopefully for longer this month.**

**That's all for now, see you all at the next meeting. If you haven't paid your dues yet, please remember to bring payment. I am guilty of the same LOL!**

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

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

***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***

**Greetings everybody, I apologize for the MCB being late, my absence in discussions and plans. It's still been very busy with life, workload and all. I was working on the MCB, got submissions from people, then had to rework a few things because of Friday night additions from a few folks. Then on Saturday Microsoft ended up being weird with some Office update and the Word file got corrupted. Had to redo almost all of it, but luckily I kept the emails and pics on my A1 to quickly catch up to where I was.**

**MCC theme and subthemes have been announced and set. The committee will be discussing on what to do for flyers/advertising, arranging vendors and tables, planning out payment insurance and things with the Freeport Rec Center ect. We should have our printed flyer ready to distribute at the IMPS show in Freeport March 23<sup>rd</sup>, or by no later than April for shows like NNL East.**

**Speaking of Noreastcon, details and date for that one <https://ipmsusa.org/event/noreastcon-52>**

**Event Date:**

March 23, 2024 - 9:00am to 5:00pm EDT

**Location**

**Name:**

Freeport Recreation Center

**Event Address:**

130 E. Merrick Road

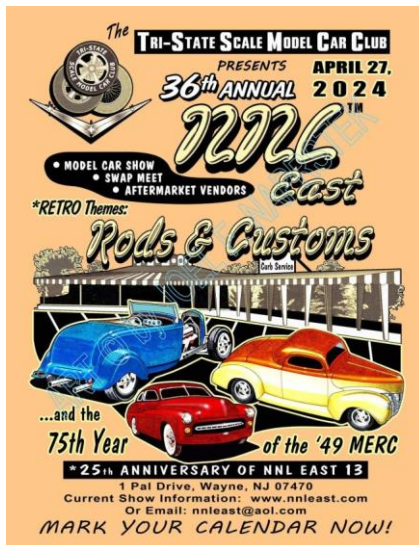
Freeport, NY 11520

United States



**Yours truly missed the last one in '23, but may actually attend this year's Noreastcon work schedule provided.**

**As for NNL East, I'm sure many of our guys got the flyer or checked their website, but for a reminder**



**This month's theme is titled Double Vision, as discussed in Jan. Basic premise is two of the same cars by the same builder, one done one way eg stock/boxart or whatever, the other done differently wild custom alt version or whatever. It would be wise to have the two displayed next together with the builders name as to not confuse which is which when people take them off the table.**

**I understand many of you have been busy with life things as I, but we our members to provide content weather write ups sent to yours truly or neat articles and written stuff for me to include for the MCB. I've had a few more people provide me content this month, lots of it actually. But otherwise I can't do everything alone so anything from you all will help.**

**That's all the main bits I got here. See you all Thursday the 15th, weather permitting that is!**

**For those who haven't received the recent MCBs or wish to view past ones, they can download them here <https://www.liarsmodelcarbuilders.com/newsletters>**

**If you have a suggestion, an idea, or article submission you would like to bring up in the newsletter, please inform Richard "Richie Rich" Manri via his email or at mtgs.**

**Keep in mind that article submissions close on the 2nd Friday of the month, so that MCB delivery can take place the Saturday or Sunday prior to the MTGs.**

**If you forward any articles written by other sources, the original writer will be credited. Any submissions and/or input are a valued treasure.**

### **Tokyo Model Show announcements and sales**

**Auto World Store  
Tamiya Model Kits**

**We are proud to bring the legendary Japanese craftsmanship of Tamiya Plastic Car Models right to your workshop.**

**Start Building Now**

**New Products Now Available**

**Image of Atlantis Ed Roth Rat Fink Model Kit**

**Atlantis Ed Roth Rat Fink Model Kit  
\$19.99**

**Shop now**

**Image of AMT 1966 Dodge L700 Truck w/Flatbed Racing Trailer 1:25 Scale Model Kit**

**AMT 1966 Dodge L700 Truck w/Flatbed Racing Trailer 1:25 Scale Model Kit**

**\$48.99**

**Shop now**

**Image of AMT 1963 Ford Mustang II Concept Car 1:25 Scale Model Kit**

**AMT 1963 Ford Mustang II Concept Car 1:25 Scale Model Kit**

**\$31.99**

**Shop now**

**Image of Auto World 1979 Dodge Utiline Pickup L'il Red Truck 1:18 Scale Diecast**

**Auto World 1979 Dodge Utiline Pickup L'il Red Truck 1:18 Scale Diecast**

**\$104.99**

**Shop now**

**Image of American Muscle 1966 Chevrolet Chevelle SS396 1:18 Scale Diecast**

**American Muscle 1966 Chevrolet Chevelle SS396 1:18 Scale Diecast**

**\$104.99**

**Shop now**

**Back in-stock**

**Image of AMT Green Hornet Black Beauty 1:25 Scale Model Kit**

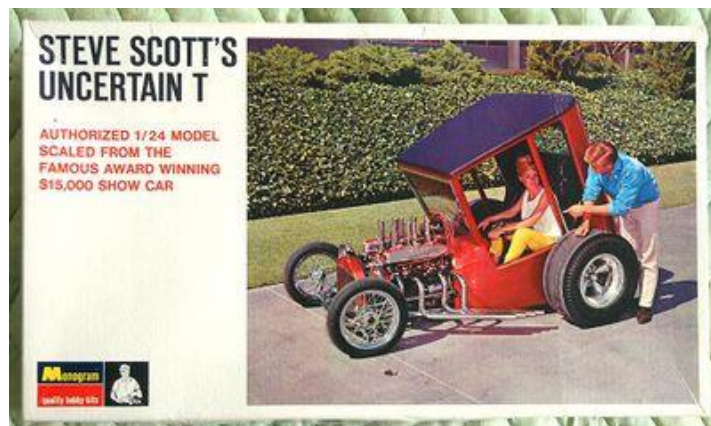
**AMT Green Hornet Black Beauty 1:25 Scale Model Kit**

**\$35.99**

**Shop now**

***BUILD SUGGESTION OF THE MONTH FROM YOUR AUTHOR***

**If one has an original, the just as rare resin repop, or spare excess cash, this hot rodded rarity ties in to the article below:**



**Car Trivia 1 24 24 Uncertain T**

**An Award-Winning California Custom Hidden for Decades Comes to Light**

*In less than 24 hours Steve Scott's Uncertain-T has appeared in HOT ROD, Car & Driver, as well as, other car related magazines, along with Spotlight Hobbies Message Board (Model Cars)!*

*Each release stresses different spins, along with variations of picture/content quality. I captured a sampling for you to assess.*

*Would enjoy hearing from you as to your assessment...Sounds like a potential to be an ongoing monthly car &/model car article.*

## **THE UNCERTAIN-T RESURFACES**

This week's Photo of the Week is extraordinary, transcending beyond our usual showcase. What you're seeing is not just an image but a pivotal moment in hot-rodding history. It is a screenshot heralding the re-emergence of "The Uncertain-T," one of the lost holy grails of hot rodding. Announced by Dave Shuten on January 23, 2024, "The Uncertain-T" has been the stuff of legends, a masterpiece that vanished,



leaving enthusiasts and historians longing for its return. With this image, we are not just revisiting a classic — we are witnessing the resurrection of an icon. Its rediscovery is a beacon for the community, reigniting the passion and reverence for hot rod and custom car culture's storied past. [Click here for the full story and more photos on Kustomrama, and find out how you can be part of its big comeback debut.](#)

## Steve Scott's Uncertain-T

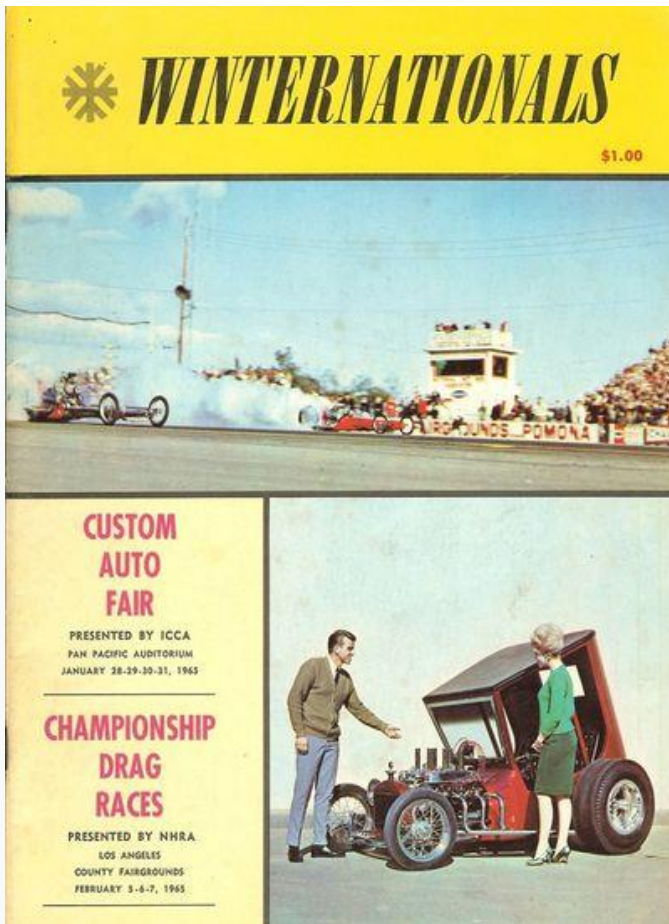


"The Uncertain-T" is a show rod built by [Steve Scott](#) of [Reseda, California](#). The idea for the T was born mid-March of [1960](#). Steve was 17 years old at the time, and it began with a cartoon that a classmate in his advanced physics class drew. It was an abstract characterization of a tipped over Model T, done in a  $\frac{3}{4}$  front view. "When he showed it to a few of us, one of the guys said something like, "Wow! What a wild hot rod! It's too bad you can't build something like that." Steve replied, "If you can think of something, you can create it." As he was saying that, he knew that he had to build something like it to prove his point to himself! "After all, it was an advanced physics class," he told [Sondre Kvipt](#) of [Kustomrama](#) in [2017](#). Stubborn Steve decided to show them he was right and began right after school that day, building a similar car in his parent's one-car garage. Copyright [Steve Scott](#).

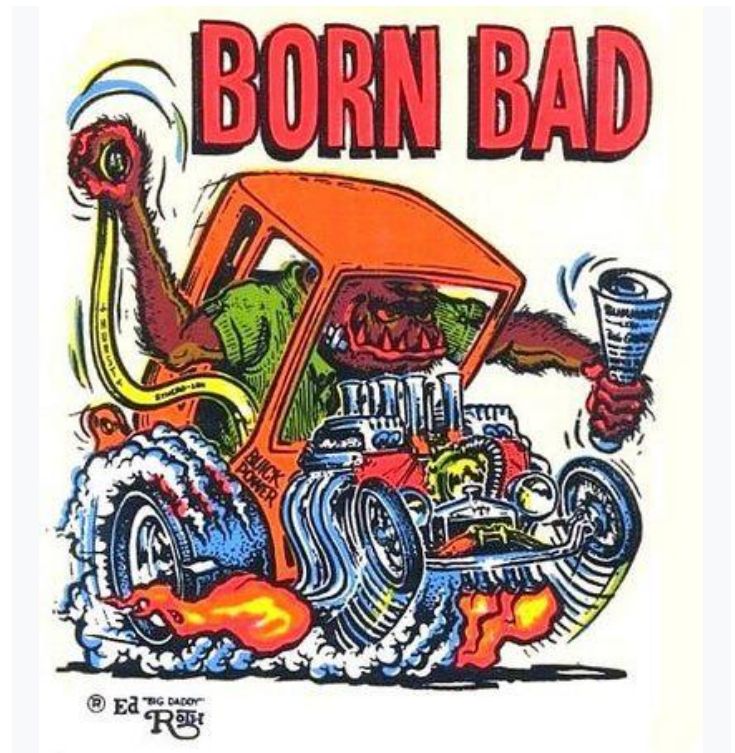


Unlike many show rods of the 1960s, "The Uncertain-T" was a fully functioning hot rod. Steve learned to weld aluminum so he could make a short boxed aluminum frame. The frame also provided extra cooling via an electric water pump that circulated coolant from the radiator through the frame. The engine was a [Hilborn](#) fuel-injected [1957 Buick "Nailhead"](#) engine that he had bored and stroked to 384 cubic inches. Copyright [Steve Scott](#).





4-1/2 years and \$15,000 later, the radical build finally made its debut in January of [1965](#). Shortly after its debut, "The Uncertain-T" was shown at the [1965 N.H.R.A. Winternationals Custom Auto Fair](#) at the [Pan Pacific Auditorium](#) in West [Los Angeles](#). It was featured on the cover of the program, and it was the star of the show, taking home the prestigious Special Sweepstakes Award, beating [George Barris](#) and the refurbished [Ala Kart](#).

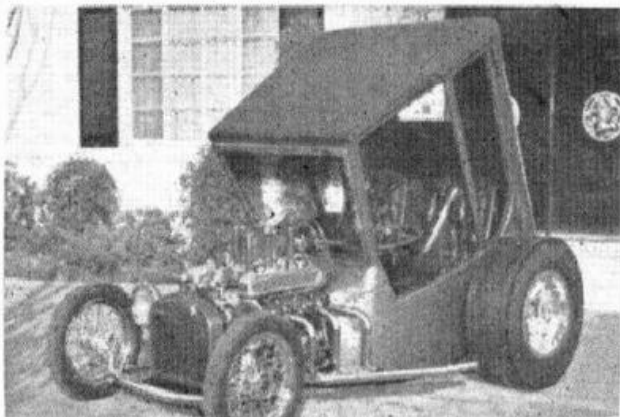


[Ed Roth](#) drew this famous "BORN BAD" cartoon of Steve and "The Uncertain-T" when Steve filed a complaint against [George Barris](#), after George slapped him at the [1965 Winternationals](#). *"I used to always wear that type of sport shirt,"* Steve chuckled. The rolled-up summons paper says *"Big George, Notice to Appear."* "BORN BAD" doesn't refer to Steve... it refers to the George.

Keeping West Coast History ALIVE! [Click here to check out our official Kustomrama West Coast Division Supporter Merch.](#)



## HOT ROD MART *continued*



**SELL** — 'Uncertain-T', sweepstakes show cpe., FI Buick, hydro, orange 'flake, much chrome. \$7000 or eng. for \$650. S. Scott, 8136 Wortser Ave., N. Hollywood, Calif.

In 1967, someone put "The Uncertain-T" up for sale in Hot Rod Magazine. The asking price was \$7,000. Steve never found out who placed that ad, but he has his suspicions. Everyone must have guessed that it was a prank, as he never received any replies at all.



Steve's brother John helping Steve get the "The Uncertain-T" ready for the 1965 Oakland Roadster Show. They trailered up the San Fernando Valley to the show together with Lee

Wells and his bubble topped 1956 Lincoln. Steve left the show with the Sweepstakes Hot Rod, while Lee took home the Sweepstakes Custom. Copyright Steve Scott.



"The Uncertain-T" was much more than a spectacular show car and very cool street-driven hot rod; it was really something to see in action! At the end of the 1965 Bakersfield Fuel & Gas Championships at the Famoso Raceway, right after Don Garlits won Top Fuel, Steve started out slowly in front of the stands after passing the starting line... then kicked it and really moved out! He remembers seeing the looks on people's faces, and the wild cheers as he sped down to the finish line to give Don Garlits a ride back to get his trophy. Copyright Sherm Porter.



Another photo of "The Uncertain-T" at the 1965 Bakersfield Fuel & Gas Championships at Famoso Raceway. Steve recalled that Don Garlits enjoyed riding around the parking lot and pits so much, that he wanted



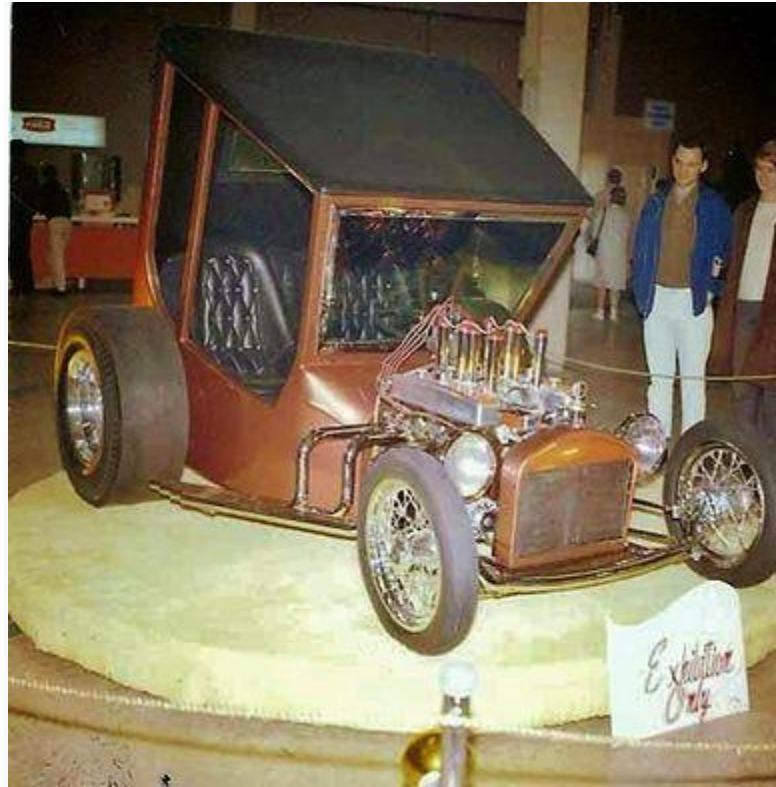
to keep driving around instead of getting his trophy. Copyright Sherm Porter.



"The Uncertain-T" drawing a crowd at the Famoso Raceway.



At the end of 1965 Steve sent "The Uncertain-T" on a national tour with his very good friend, Dave Pedegana. On the show-circuit, Steve was able to pull down from \$400 to \$1000 per appearance. It was a crowd-pleaser, and it made headlines everywhere it went.

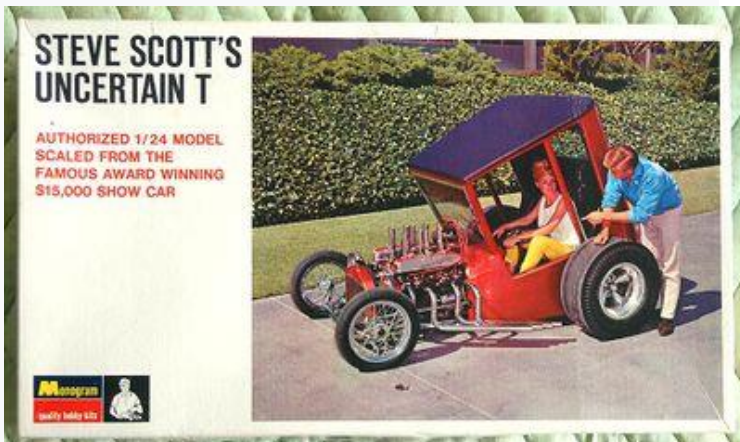


"The Uncertain-T" at an indoor car show.





In 1965 Steve landed a dream job at [Car Craft Magazine](#). The [November 1965](#) issue of [Car Craft](#) introduced Steve as their brand new Associate Editor. The cover of the magazine featured a cutaway illustration of "The Uncertain-T." Inside it ran a 3-page feature story and a mini-feature on how to scratch build a model of the car.



The [Monogram](#) model kit of "The Uncertain-T" was released in [1966](#). Steve was paid to put

together a package of everything [Monogram](#) needed to make the tooling and the packaging for the kit. He arranged the photoshoot, set up the shots, and [Dave Pedegana](#) took the photos for Steve. After the kit was released, Monogram started focusing on muscle cars, and the kit was discontinued way too soon. A complete kit sold between the \$350 to \$500 range in [2017](#).





Monogram quality hobby kits

Only Authorized Model of the Exciting Steve Scott Award-Winning \$15,000 Show Car.

Want Fun and a Laugh? Build This New Model and Display It in Real Show Style!

UNCERTAIN "T"

Show Off Your Model With This Auto Show Type Display.

Includes: Show Platform With Stanchions • "Gold" Rope Name Plate • Gasparina's Trophy Figure of Girl Model

At Your Favorite Store • Complete Kit With Extras • Only \$2.00

BOYS' LIFE • SEPTEMBER 1966

An ad for "The Uncertain-T" model kit from Boy's Life magazine, September 1966.

**HOT ROD FESTIVAL**

DE MEST SENSATIONELLA  
TEKNISKT FULLÄNDADE BILAR OCH MOTORCYKLAR  
I VILDA LACKERINGAR SOM VISATS I EUROPA

26-30 okt  
ÖPPET 10-22

GRATIS  
FILMFÖREVISNING  
SERVERING

HOS  
**BP BILPARK MASTHUGGET**  
STOCKS BILCENTER (VID MASTHUGGSTORGET)  
**GÖTEBORG**  
-POOLSCÉN-  
**BP MÄSTAR-märket**

In 1966 the posters for the Hot Rod Festival shows in Sweden featured artwork inspired by "The Uncertain-T." This poster was made to promote the 1966 Masthugget Hot Rod Festival at BP Bilpark Masthugget in Gothenburg, Sweden.



In the mid 1960s Tom Davison worked with customizer and show promoter Ray Farnher. Tom saw "The Uncertain-T" at its first show in Los Angeles. He told Ray about the wicked car, and Ray ended up leasing it for a year as a feature for his shows. Tom picked up the car and trailer at Steve's house and towed it to Kansas City. This photos was taken as they unloaded it for Ray to see for the first time. Tom's tow car was his brand new 1967 Impala mild custom. Photo from The Tom Davison Photo Collection.



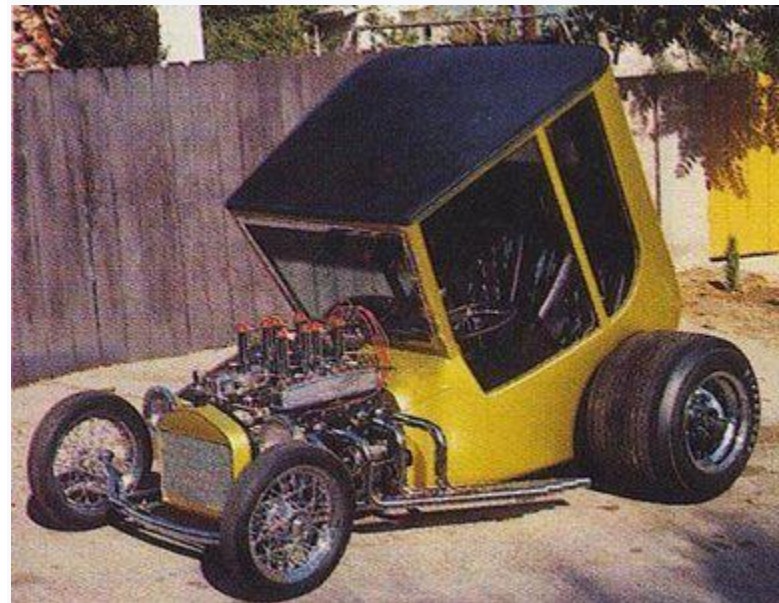




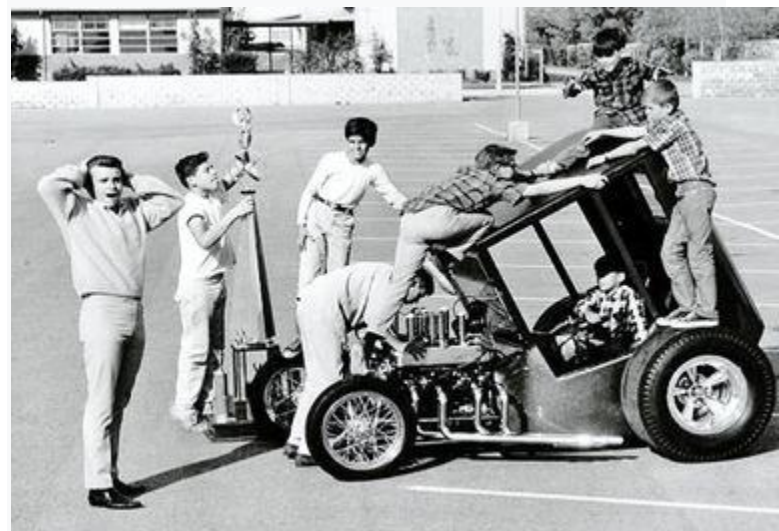
Summers were usually very hot in the [San Fernando Valley](#), and after showing the car for a couple of years, the intense sun and heat made the paint in a small area on the back raise slightly. In an attempt to get show promoters to continue paying him for showing the car, Steve repainted it candy lime greenish-gold, hoping to revive it with the changes. He also replaced the mag wheels and slicks in the rear with a set of wide Indy tires. He initially wanted the wide Indy tires, but he wasn't able to get them, and he really had to do some talking to get them for a non-Indy car.



A photo of "The Uncertain-T" from the book [Fast, Faster, Fastest](#).



A later version of the car featuring Indy-race car tires in the rear.







[Martin and Marion Bennett's Uncertain-T Recreation](#) of [Cambridge, New Zealand](#). Bennett was inspired to re-create the vehicle after he put together a model car kit of the original Scott show car. Completed in [2019](#), the car made its debut at the [2019 SEMA Show](#) in [Las Vegas](#). The car was built in secret, and photos of it started popping up on Facebook November 4, [2019](#), the day before it's big debut. [Sondre Kvipt](#) of [Kustomrama](#) asked original designer and builder, [Steve Scott](#), about the newcomer, and he told us he was elated, "*because it's a gorgeous, very well made tribute car.*" Photo courtesy of [Autorama - World of Wheels - Cavalcade of Customs](#).



renowned custom car builder and restorer [Dave Shuten](#) that the legendary "The Uncertain-T" had been found and that it now was part of the [Galpin Auto Sports](#) Collection. Lost for decades, this iconic show car resurfaced, much to the delight of enthusiasts and historians alike. [Shuten's Instagram post](#) revealed the excitement surrounding this discovery, sharing that the Uncertain-T would make its much-anticipated appearance at the [2024 Grand National Roadster Show](#) and the [Detroit Autorama](#). This news marked a monumental moment, not only for Shuten and the [Galpin Collection](#) but for the entire hot rod and custom car culture. Photo courtesy of [Dave Shuten](#).



On January 23, [2024](#), the hot rod and custom car community was electrified with the announcement by





What started as a cartoon of a wild hot rod, and a teenage dream in **1960**, went on to become one of the most famous, and mysterious show rods of all time. When "The Uncertain-T" first hit the show circuit in **1965**, [Car Craft Magazine](#) described it as "A real bent out of shape show stopper!" Steve's abstract characterization of a Model T had a short and very influential career. "The Uncertain-T" won the Sweepstakes Hot Rod Award from under [George Barris'](#) nose. It went on to become a [Monogram](#) model kit, tour nationally, win Sweepstakes in every show Steve entered it, and receive a lot of magazine ink. In the **1970s**, both Steve and his radical hot rod suddenly disappeared from the face of the earth. Only a few selected people have seen them since, and numerous rumors about the destiny of Steve and his famous show car have surfaced over the years. For more than 40 years, "The Uncertain-T" was considered lost, and Steve was presumed dead. That was until he made a reappearance on [Facebook](#) on November 4, **2012**.

Contents

Steve grew up in [Reseda](#), a suburb in the [San Fernando Valley](#) in [Los Angeles, California](#). He was an avid subscriber of hot rodding magazines, and he had very definite ideas about what features he liked and didn't like. "Every time I saw something that didn't appeal to me, I redesigned it in my mind the way that I thought it should be and could be, to look much better," he told [Sondre Kvipt](#) of [Kustomrama](#) in **2017**. The idea for "The Uncertain-T" was born mid-March of **1960**. Steve was 17 years old at the time, and it began with a cartoon that a classmate in his advanced physics class drew. It was an abstract characterization of a tipped over Model T, done in a  $\frac{3}{4}$  front view. "When he showed it to a few of us, one of the guys said something like, "Wow! What a wild hot rod! It's too bad you can't build something like that." I then said something like, "If you can think of something, you can create it." As I was saying that, I knew that I had to build something like it to prove my point to myself! After all, it was an advanced physics class!" Stubborn Steve decided to show them he was right and began right after school that day, building a similar car in his parent's one-car garage.<sup>[1]</sup>

Inspired by a Cartoon

"I went directly home after school with my vision of the hot rod that the cartoon had inspired me to visualize." Steve started measuring and drawing it to scale on the wall of their small, narrow, detached garage, trying to figure out what it would take actually to build something like it. "I didn't try to make it exactly like the cartoon because some things were just too cartoonish, but the inspiration was there, and I actually visualized what it should look like right then. My mom kept coming out and telling me how late it was getting. She gave up at about Midnight. At about 4 or 5 a.m., I knew that I could build it! I was so excited and also scared at the same time because I knew that I would have to invent and create things to make it

work! Even so, I was determined... no... I felt "destined" to build my vision," Steve recalled in 2017.<sup>[1]</sup>

## More Than Just a Hot Rod

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Five years later, after completing the build, Steve admitted to [Car Craft Magazine](#) that he didn't realize what he was getting himself into in [1960](#). "Almost all of the components had to be built just for applications on "The Uncertain-T." He had a deep feeling about true hot rodding and insisted on doing all of the work by himself. This led to learning many new skills, and a lot of setbacks when he didn't do something right the first time. Steve spent a lot of time measuring real parts and drawing them to exact size on the drywall in the small family garage. One of his top priorities was to keep everything as clean and minimal as possible. Everything had to work together. To Steve, it was more than just a hot rod; it was also a sculpture, "so it all had to be balanced in size, shape, position, color, etc."<sup>[1]</sup>

## Fiberglass Body

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The very distinct body was made out of [fiberglass](#), a material not commonly used in the hot rod world yet. Steve mocked up the chassis before he began constructing the body. This had to be done in order to decide all the measurements, angles of the body, and so on. He used a conduit bender to shape electrical conduit and brazed the pieces together to form a skeleton for the plug. An actual Model T cowl was used as a starting point for the plug. Steve spread polyester resin over fiberglass cloth and matte barehanded, as he didn't like the lack of sensitivity from using gloves. Thin throw-away gloves were useless, as they kept sticking to the resin and pulling off. When he was done for the day, a lot of paper

towels and a pan of acetone were waiting. He knew this wasn't good, but he didn't plan to do it as a living, so it didn't matter to him. Steve fabricated a huge wind up-key and installed it as a back bumper. A classic hot rod look was then achieved by installing stock [1921 Ford](#) Model T headlights, radiator shell, and Motometer.<sup>[1]</sup>

"The Uncertain-T"

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Steve was having trouble coming up with a good name for the in-progress build, so he put a sign on the wall of the big extension that he had built onto the back of the little family garage so he could build the car. On the sign, he offered \$50 to whoever came up with a name that he used. "It had to be sometime in the 3rd year of construction because after I had written to [Revell](#), [Monogram](#) and a few others, [Revell](#) sent a very nice young product development guy out to see the progress every couple of months or so. I can't remember if he came up with his suggestion when he first saw the sign, or after thinking about it and told me on a subsequent visit. I can't remember for sure if he said, "Certain T," or "Most Certain T," but I do remember that I instantly turned it into "The Uncertain-T"! I told him that since he came up with half of the name, he deserved half of the prize. He agreed, and I paid him \$25 right then. That young product development guy was the famous car model innovator, [Jim Keeler](#)!" Steve had contacted [Monogram](#) and [Revell](#) while building the car. They were both very interested, but Steve decided to make a deal with [Monogram](#) because they promised that "The Uncertain-T" would also be produced as a larger-scale kit later on. They also promised that they would return all his materials and that he could buy the molds if they stopped producing the model kit.<sup>[1]</sup>

A Fully Functioning Show Rod

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Unlike many [show rods](#) of the [1960s](#), "The Uncertain-T" was a fully functioning hot rod. Steve learned to weld aluminum, so he could make a short boxed aluminum frame. The frame also provided extra cooling via an electric water pump that circulated coolant from the radiator through the aluminum frame. Steve custom made a torsion bar that went through the frame just behind the front crossbar and under the radiator. The dropped tube axle was 8" narrower than early Ford axles. The first version of the car featured 16" motorcycle wire wheels with dragster hubs upfront, and mags and slicks in the rear. The steering assembly was a completely re-designed rack and pinion unit from a 1960 M.G.A. roadster, and Steve still remembers the excitement he felt when he first discovered rack and pinion steering on a foreign car at a junkyard; *"They were so simple and straightforward, and I knew that when I found the right one, that I could modify it to do just what I needed. The day that I found the right solution, I couldn't stop grinning."*<sup>[1]</sup>

### Fuel-Injected Nailhead

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Power came from a fuel-injected [1957 Buick "Nailhead"](#) engine that Steve had bored and stroked to 384 cubic inches. *"I knew that I wanted to have a "Nailhead" Buick engine so that it would be distinctive, and wouldn't be big and bulky and overpower the design of the body."* The rear end was a [Halibrand](#) magnesium [Quick Change](#). Steve built a custom coupler that joined the quick change rear end directly to the rear of a [1955 Pontiac](#) hydro, with only a U-joint between. [1960 Buick](#) finned aluminum front brake drums, and [1959 Buick](#) rear backing plates were re-drilled to mate with the Ford truck bolt patterns for the rear brakes. According to the [November 1965](#) issue of [Car Craft Magazine](#), front brakes were not considered necessary with stopping power like that. The front motor mounts that Steve fabricated bolted

solidly to the front of the engine with hard rubber pads below and above. When Steve was ready to start the engine for the first time and do the first test drive, he sent the [Hilborn](#) fuel injection system to them to flow test and calibrate. *"I told them everything about the engine and how I would be using the "The Uncertain-T." When I got it back I double-checked everything, then turned the key, it fired up immediately! It always started right away and always performed flawlessly,"* Steve recalled.<sup>[1]</sup>

### McNulty and Cushenbery

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During the build, the only two-things Steve believed should be left to the experts were the paint and upholstery. As things neared completion, he took the body to [Bob McNulty](#), a bodyman in [Castro Valley](#) known for his work on [Corvettes](#), to get it ready for paint. Steve trailed the "Uncertain-T" fiberglass body all the way from [Reseda](#) up to Bob's shop in [Castro Valley](#), where he did the excellent final finishing. Coincidentally, Steve's sister and her family lived there at the time. One week and \$500 later, it was as smooth as glass. Then it was off to painter [Bill Cushenbery](#). *"I first had [Bill Cushenbery](#) paint it at the recommendation of several people, and by his reputation. When he came to pick up the body, he asked me what color I wanted it. I still hadn't decided! He said to leave it up to him."* When Cushenbery brought the car back several days later, it was a dark, bluish candy apple red. Steve didn't like it at all. *"It had vertical sections that started at the top of the back corners and went down to the bottom of the back, with a thin line, then a thick line around it. To the best of my recollection, the color or colors inside these panels were darker and lighter gradient blends. Whatever it was, I really didn't like it at all. Don't get me wrong... it was a spectacular paint job... just totally not my thing. To me... it was hideous."*<sup>[1]</sup>

## The Junior Conway Paint Job

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Steve immediately started calling around, and this time the unanimous favorite was Junior Conway. "*Junior came out the same day and took it away to repaint it. When he saw the body, his face lit up. He said that he had a gorgeous new color that will be just right for it. This time, I asked him to describe it to me. I really liked what he had to say. They took it away and brought it back in about a week. It was love at first sight! It was the Metalflake tangerine orange that it was in every car show, with like 30 coats of clear... it looked like you could reach into it!*" Junior's gorgeous paint job took home several "Best Paint" awards for Steve.<sup>[1]</sup>

## Upholstery by Lee Wells

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Lee Wells fit the car with diamond-tufted bucket seats and headliner in his North Hollywood, California shop. It had a flowing, non-symmetrical dashboard filled with switches and Stewart-Warner instruments. The chrome-plated steering column and steering wheel came from a 1921 Ford Model T. The brake pedal worked a 1961 Fiat aluminum master cylinder.<sup>[1]</sup>

## The January of 1965 Debut

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4-1/2 years and \$15,000 later, the radical build finally made its debut in January of 1965. Steve's family was poor, and as his father died soon after the build was started, so Steve had to drop out of college and work many different jobs in order to finance the build.<sup>[1]</sup>

## Born Bad

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"The Uncertain-T" was the star of the Winternationals show. It was featured on the cover

of the souvenir program and it took home the prestigious Special Sweepstakes Award. At the end of the show, George Barris slapped Steve, and Steve took George to court. When Steve filed the complaint against George, Ed Roth drew the famous "BORN BAD" cartoon of Steve in "The Uncertain-T." According to Steve, the reason for the confrontation was that George had rebuilt the well known Ala Kart, promising the owner that they would win the show. George asserted that Steve had "kiss-assed" the judges to win, and decided to give him a slap. At least seven L.A. Policemen and eight-car show officials and workers witnessed the situation. Steve was awarded a permanent restraining order against George, that if he came within 100 feet of Steve, he would go to jail!<sup>[1]</sup>

## The Prank

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Someone put "The Uncertain-T" up for sale in the "Hot Rod Mart" classified section of the July 1967 issue Hot Rod Magazine. The asking price was \$7,000. Steve never found out who placed that ad, but he has some suspicions. Everyone must have guessed that it was a prank, as he never received any replies at all.<sup>[1]</sup>

## Days of Glory

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Steve won Sweepstakes in every show that he entered "The Uncertain-T." After the Winternationals, he entered it in the 1965 Oakland Roadster Show, now known as the Grand National Roadster Show, and the N.H.R.A. National Custom Auto Fair in Indianapolis. The car was also driven on the street, and according to Steve, even with the big roof and very short wheelbase, it rode fine. Steve remembers that there wasn't any turbulence in the cab at all, even up to around 70 mph. The front of the car pushed the air around it, so it didn't catch the cab at all, and the slant of the top helped push it down. Even so,



and considering the weight of the engine, Steve was always concerned that when someone passed him, the change in wind direction might catch it wrong and flip it over, so he only drove it on a highway a couple of times.<sup>[1]</sup>

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### The Don Garlits Trophy Run

"The Uncertain-T" was much more than a spectacular show car and very cool street-driven hot rod; it was really something to see in action! At the end of the 1965 Bakersfield Fuel & Gas Championships at the Famoso Raceway, right after Don Garlits won Top Fuel, Steve started out slowly in front of the stands after passing the starting line... then kicked it and really moved out! He remembers seeing the looks on people's faces, and the wild cheers as he sped down to the finish line to give Don Garlits a ride back to get his trophy. However, Don enjoyed riding around the parking lot and pits so much, that he wanted to keep driving around instead of getting his trophy. After that, Steve sent "The Uncertain-T" on a national tour with his very good friend, Dave Pedegana, who managed it for him. On the show-circuit, Steve was able to pull down from \$400 to \$1000 per appearance.<sup>[1]</sup>

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### Steve Lands a Job at Car Craft Magazine

Steve was a very talented photographer and writer, and in 1965 he landed a dream job as the Associate Editor of Car Craft Magazine. Previous to getting the job, he had been freelancing, selling photos and stories to various automotive magazines for a few years. One day when he showed his latest stories to Dick Day, the publisher of Car Craft, Dick said that he was not going to buy any more stories from Steve. It would be wrong for him to buy outside material from an employee, and he asked Steve how much they would have to pay him in order to get him as their new Associate Editor. Steve

had always been a freelancer, so he thought about it for a minute before he said what he thought would be a good salary. Dick told him, "*Not a chance. Nobody is going to work for me for that little*", and he then doubled the salary. The November 1965 issue of Car Craft introduced young Steve as the Associate Editor. The cover of the magazine featured a cutaway illustration of "The Uncertain-T" by William Moore. Inside it ran a 3-page featured story and a mini-feature on how to scratch build a model of the car.<sup>[1]</sup>

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### The Monogram Deal

In 1966 Monogram finally released their 1/24 scale model kit of "The Uncertain-T." Darryl Starbird had been Monogram's previous celebrity consultant prior to the release of "The Uncertain-T" kit. Steve was paid to put together a package of everything Monogram needed to make the tooling and the packaging for the kit. He arranged the photoshoot, set up the shots, and Dave Pedegana took the photos for Steve. Steve then and paid a draftsman to measure everything and make a complete set of blueprints. Steve had made an agreement that he could buy the tooling if they ever stopped producing the kit. Meanwhile, Monogram sold out to Detroit, and as they started focusing on muscle cars, the kit was discontinued way too soon. "*I received one good royalty check, then royalties quickly plummeted. Monogram never returned my blueprints or photos, and told me that the molds they promised I could buy were destroyed. This was around 1972-ish.*" Back in 2017, a complete kit sold in the \$350 to \$500 range.<sup>[1]</sup>

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### Ray Farhner Leases it for a Year

In the mid-1960s, airbrush artist Tom Davison worked with Kansas City customizer and show promoter Ray

Fahrner. In 1965 Tom had a booth at the Winternationals Car Show in the Pan Pacific Auditorium, selling his airbrushed T-shirts.

In 2017 Tom told Sondre Kvipt that the car was revolutionary at that time; *"It was the hit of the show. Steve was only a year or two older than me, so yes, it was a very amazing accomplishment. There were only two other car builders at that level in 1965... Ed Roth and Dan Woods!"* Tom told Ray Farhner about the car, and he ended up leasing it for a year as a feature for his show. In 1967 Tom picked up the car and trailer at Steve's apartment and towed it to Farhner's shop in Kansas City.<sup>[1]</sup>

#### Drafted

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Steve worked for Car Craft for about six months until he was drafted. He was on a waiting list for going into the Coast Guard Reserve. After six months of active duty, there weren't any positions available with Car Craft, so he began to work for the Petersen distribution department, learning a lot about the magazine industry.<sup>[1]</sup>

#### Repainted Candy Lime Gold

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Summers were usually very hot in the San Fernando Valley, and after showing the car for a couple of years, the intense sun and heat made the paint in a small area on the back raise slightly. In an attempt to get show promoters to continue paying him for showing the car, Steve repainted it candy lime greenish-gold, hoping to revive it with the changes. He also replaced the mag wheels and slicks in the rear with a set of wide Indy tires. He initially wanted the wide Indy tires, but he wasn't able to get them, and he really had to do some talking to get them for a non-Indy car. After changing it, Steve let a friend borrow it so he could display it in front of his little speed shop in Van Nuys, California.<sup>[1]</sup>

#### Life Takes a Turn

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Sometime around 1967, Steve and "The Uncertain-T" disappeared from the spotlight. *"One day driving home from my job at Petersen Publishing Company, I suddenly, and very noticeably, totally lost all interest in anything to do with the automotive world. It just happened. It was like the channel on a TV just changed while I was watching a program that up until that moment was everything I had lived for, and I was left with a total understanding of what had happened, and why, and no desire whatsoever to try to change the channel back. I knew that even if I had tried to change the channel back, the program wouldn't be there. I gave notice the next day that I was quitting, and from that moment on, I just simply went about my life with very different interests and focus."*<sup>[1]</sup>

#### Lost! What Happened to "The Uncertain-T"?

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In the early 1980s, a friend of Steve acquired the car under very questionable and suspicious circumstances. He was supposed to restore the car, but financial problems have kept the project on the backburner. In 2017, when Sondre asked Steve about the current whereabouts of the car, he was very secretive about it, but he told him that it was in storage at his friend's vineyard in Northern California. *"I still love "The Uncertain-T"! I poured my heart and soul and sweat and tears into creating it. Every little bit of it. All by myself! More than sharing the "T" with hot rod enthusiasts, and old goats like me who remember what it did to and for them the first time around, I deeply want to take it to shows and other events again to do the same thing that I did the first time. To watch for that "look" in the eyes of young visitors, and spend time sincerely talking to them, and imparting with them the principles that drove me while creating it... that if*



*you can dream of something, you can create it! To believe that nothing is impossible! If something is worth doing, it's worth doing right!"<sup>[1]</sup>*

## Preparing For a Comeback

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Steve had a short but intense automotive career. In addition to a Cadillac-powered [1940 Ford](#) Deluxe 2-door sedan, "The Uncertain-T" was the only hot rod he built. In [2020](#), he was still living in [Hawaii](#), but as soon as he could afford to move back to the mainland, he was planning to attend shows without the T, to meet everyone, and sell T-shirts, photos and other merchandise that can help him get "The Uncertain-T" back and restore it. If he couldn't get the original back from his "friend," he wanted to build an even better, updated "Uncertain-T"!<sup>[1]</sup>

If you would like to support Steve's cause, you can order autographed photos, T-shirts, and other "Uncertain-T" memorabilia from him through his website at [www.SteveScottsUncertainT.com](http://www.SteveScottsUncertainT.com). You can also send Steve a Friend Request on [Facebook](#). He won't tell you where "The Uncertain-T" is hidden away, but he will keep you up to date on his mission.<sup>[1]</sup>

## The Resurgence of a Legend: "The Uncertain-T" Emerges

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On January 23, [2024](#), the hot rod and custom car community was electrified with the announcement by renowned custom car builder and restorer [Dave Shuten](#) that the legendary "The Uncertain-T" had been found and that it now was part of the [Galpin Auto Sports](#) Collection. Lost for decades, this iconic show car resurfaced, much to the delight of enthusiasts and historians alike. [Shuten's Instagram post](#) revealed the excitement surrounding this discovery, sharing that the Uncertain-T would make its much-anticipated

appearance at the [2024 Grand National Roadster Show](#) and the [Detroit Autorama](#). This news marked a monumental moment, not only for Shuten and the [Galpin Collection](#) but for the entire hot rod and custom car culture.<sup>[2]</sup>

## "The Uncertain-T" Tribute Builds

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### [Martin and Marion Bennett's Uncertain-T Recreation](#)

## Magazine Features and Appearances

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### [Car Craft May 1965](#)

### [Car Craft November 1965](#)

### [Popular Hot Rodding June 1967](#)

## References

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- [Jump up](#)↑ [Dave Shuten - Instagram](#)

**The Uncertain-T shook up the car-show scene in 1965, then it disappeared until now. You don't have to be a hot-rod historian to get a little tingle when the door lifts on something like this.**



I'm pretty used to disappointing my buddy Dave Shuten. He's always showing me some cool custom car memorabilia or rock star autograph only to suffer through my looking blank and forcing him to explain its importance. Shuten knows the custom show cars of the '50s and '60s like I know, well, I don't think I know anything that well. Maybe Haribo gummi candy varieties? He works with Motors in Van Nuys, California, on president and CEO Beau Boeckmann's unrivaled collection of custom hot rods and movie cars, so there's always something new anytime I visit the shop. And usually he has to explain to me what's so cool about it.

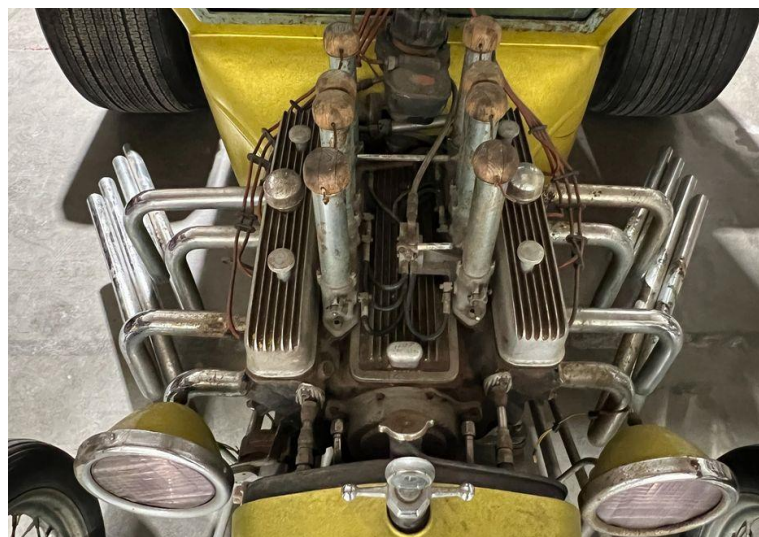
When Shuten lifted the garage door on Boeckmann's latest acquisition, I didn't have to feign enthusiasm—although I didn't fully comprehend what I was looking at. It was the most cartoonish custom car I've ever seen, even while sharing space with an original Batmobile. The metalflake paint had faded from bright gold to dull maize, the headers were rusty, and the windshield was spiderwebbed with both cracks and actual arachnid condos, but the shape of the thing, its wild looming stance and exaggerated proportions made it obvious that it was no run of the mill hot rod.

### **Certainly, the Uncertain-T**

To create a collection of original custom cars, one needs to follow rumors and have patience. It's a little bit detective, a little duck hunter. Many of the builds that graced the covers of *Hot Rod* or *Car Craft* in the '60s were sold, modified, raced, and eventually scrapped. Those that survived often ended up tucked away in a barn or garage, rumored to exist, but not seen for decades. Such is the case with the Uncertain-T.

The Uncertain-T build was started in the early '60s by a teenager named Steve Scott. Inspired by a friend's drawing and hot rods like those by "TV" Tommy Ivo and Norm Grabowski, Scott began work on the T in his parents' garage, just a few miles away from where Shuten's shop is now in the San Fernando Valley. Scott was one of many young hot rodders, but he had a rare talent for fabrication along with his imagination, and when the Uncertain-T was finished, it swept the awards at the car shows that year. The T beat out builds by all the established customizers like Barris, Roth, and Winfield and earned Scott magazine covers,

a model-car contract with Monogram, and eventually, a job as an editor at *Car Craft* magazine.



After a few years, though, Scott followed the usual life path of the young car fanatic. He got married and he got too busy to trundle the custom all over America in search of a few more trophies. The T sat in a trailer in a side yard, and Scott eventually sold it to a friend and moved on with his life. The friend held on to the car but didn't show it or participate with it in any automotive events, and the Uncertain-T started to take on a mythical importance to custom-car collectors. Where was it? Did it even still exist?

"I'd heard all sorts of rumors as to where it might be," Shuten told me. "When I first moved to LA, I was jumping fences all over the valley based on tales people told me of seeing this car in some backyard or another."





Somehow Shuten didn't get arrested for trespassing, and in late 2023, the car came to him. The owner made contact with Boeckmann, and expressed a desire to see the T restored and ensconced in the collection. "It's in rough shape, but it's all there," said Shuten as he walked me around the fabled machine. "Which is good, because I don't know how I'd ever track down that Frankensteined magneto that he's got on the engine."

## Return to Du-T

The Uncertain-T is an amazing example of period hot-rodding. Massive Indy-car tires jut out from a handbuilt frame topped with a fiberglass body extremely loosely based on a **Ford Model T**. Up front is a torsion bar front end, holding up a Buick Nailhead V-8 dressed in vintage Mooneyes aftermarket valve covers. The transmission is a B&M Hydro Stick—an early manually shifted automatic built for drag racing. Like many customs, it's worn a few different paint jobs, from a burgundy and blue panel job Scott immediately painted over with tangerine metalflake to the later lime-gold it got toward the end of its show career. One of Shuten's favorite details, and I have to say mine too, is the peeling back panel of the cab, where every previous paint choice can be seen in layers, like a half-sucked jawbreaker.



[VIEW](#)

Boeckmann plans to put Uncertain-T back on the show circuit in its current garage-find state, starting with the upcoming Grand National Roadster Show. Then it will return to Shuten's shop for a full restoration back to its tangerine dream original build specs. Its long years of hiding are over. There's no uncertainty about its place in 's collection.

## View Photos of the 1965 Uncertain-T Lost and Found Custom

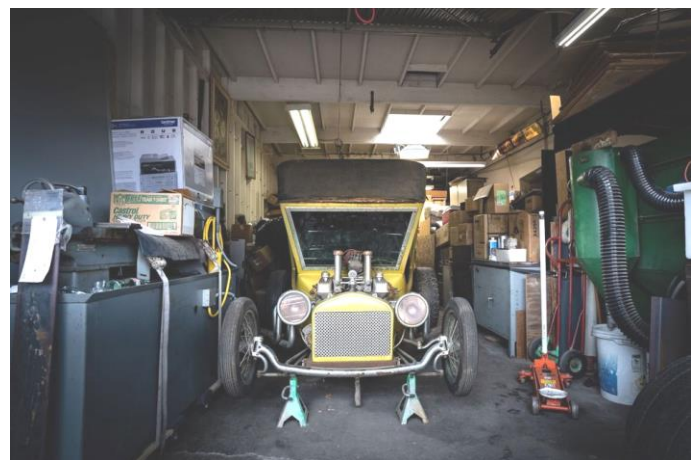
See interior and exterior photos of an elusive California custom car that has resurfaced decades after its heyday in the 1960s.



## READ THE FULL STORY

The Uncertain-T build was started in the early '60s by a teenager named Steve Scott, working in his parents' garage. Once the Uncertain-T was finished, it swept the awards at the car shows that year, beating out established customizers like Barris, Roth, and Winfield. Eventually, though, it faded from sight—until now. Check out interior and exterior photos of the car.

1



After years of mysterious murmurs as to its whereabouts, the T was found in a small side shop in the San Fernando Valley.

2



Not a barn find exactly, but is shop find even cooler?  
Note the small rear tires the owner had on to make storing the T easier.

3



ELANA

From one shop to another, now with its wide meats.

4



You don't have to be a hot-rod historian to get a little tingle when the door lifts on something like this.

5



The T's wild stance was inspired by a teenage doodle (drawing, not a dog).

6



It looks like a camera angle distortion, but it's real.

7





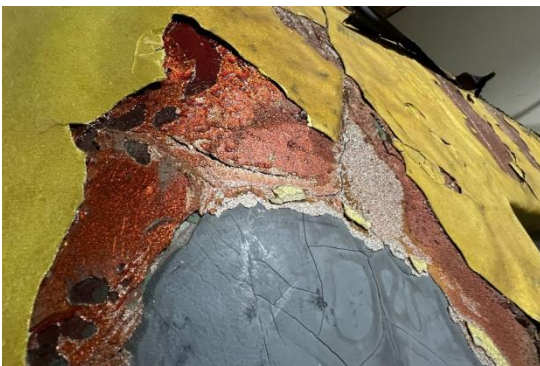
The T was built in a 5-year period by a teenage Steve Scott in his parents' garage.

8



The rear tells a story of multiple paint jobs over the years.

9



Briefly burgundy, the Uncertain-T was most famously metalflake orange before its final revision to yellow metallic.

10



Big Indy car tires were a trend in the late '60s early '70s. The T's earlier rollers were slightly smaller slicks.

11



Steve Scott was inspired by the builds of other famous valley hot rodders, like Tommy Ivo, who famously ran a dragster with a wind-up "key" on the back as a push bar.

12





one of the few actual Model T parts on the car is the radiator shell, probably off a '23-'27 Ford.

13



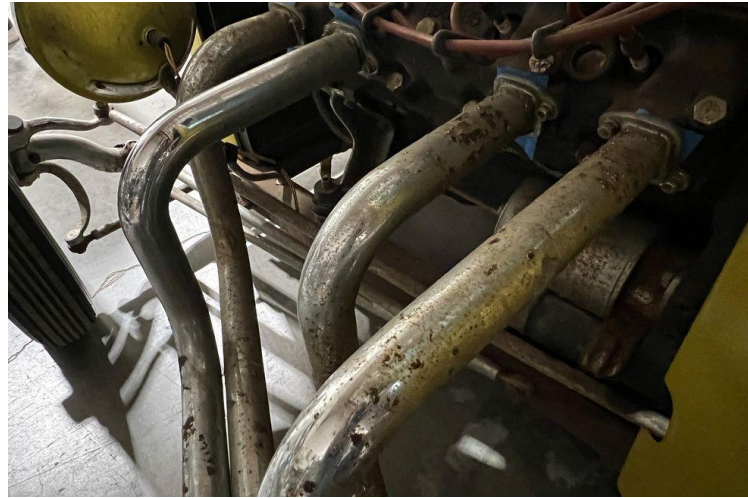
Wooden plugs keep mice out of the stacks on the fuel-injected Buick V8

14



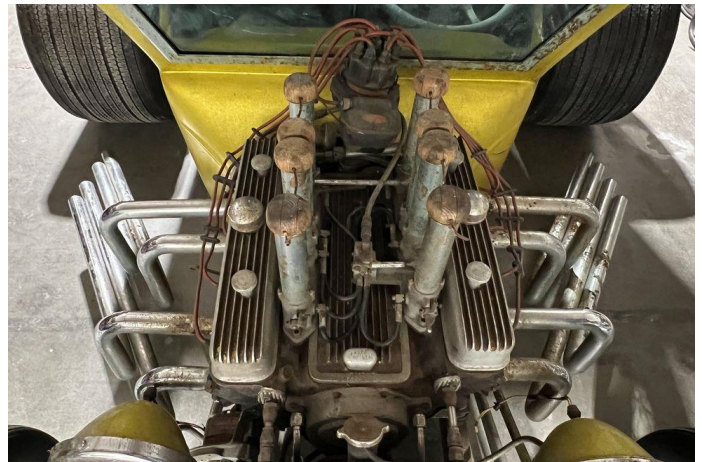
One more actual Ford part on the T.

15



Sure it's easy to make one side of custom headers, but Scott had to match 'em on the other side.

16



Pretty good match.

17





Young people were more flexible in the old days.

18



The T uses a B&M Hydro Stick, one of the first racing automatic transmissions.

19



Need a passenger just to read all the gauges.

20



Scott said driving the T attracted so much attention he parked it just to avoid being a spectacle.

21



There isn't a single angle that isn't wild.

22



Buick nailhead engines were a popular hot rodding choice in the early '60s.

23





's Beau Boeckmann and Dave Shuten plan to restore the T starting later in 2024.

24



How's that view for a drive?

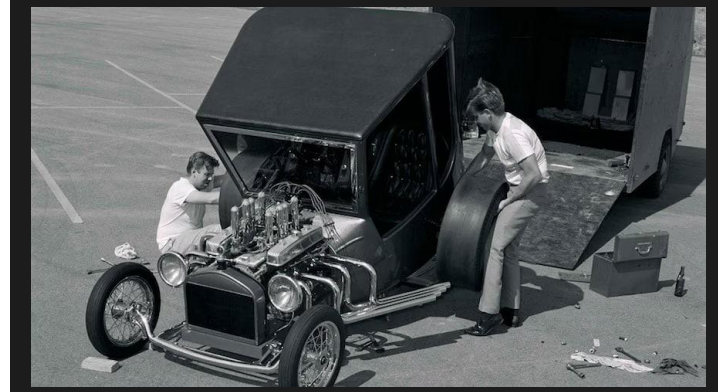
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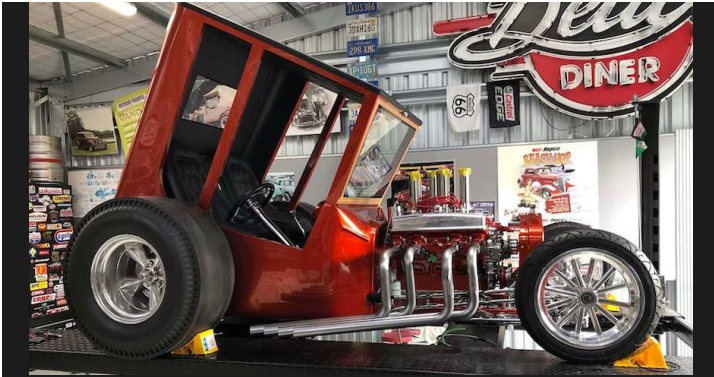
Shuten and Boeckmann make the deal to bring the Uncertain-T out of hiding.

# Uncertain T: Long-Lost Iconic Hot Rod To Be Displayed at Grand National Roadster Show

## Radical, legendary custom Ford Model T emerges after a half-century in mothballs.





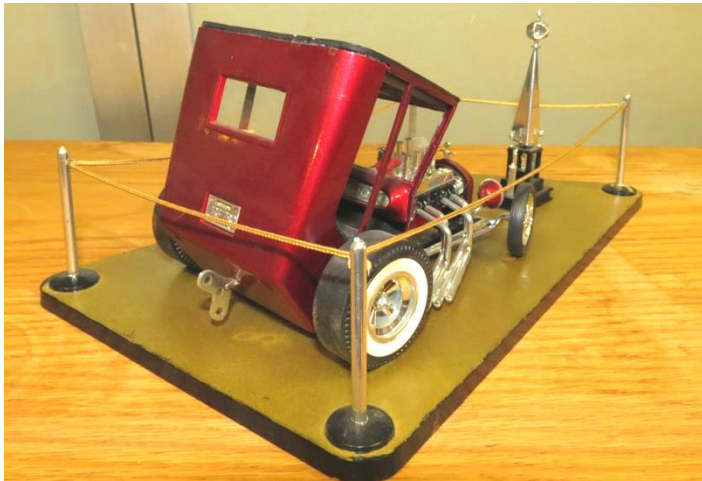
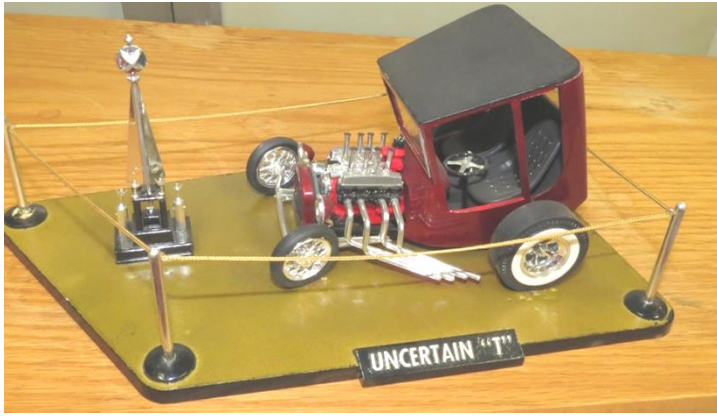


Now back to model cars...

[BOB KREMER](#) routed...







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## The Tucker-Tremulis-Neidlinger-Kaiser-Frazer Sports Car

11/2/2012

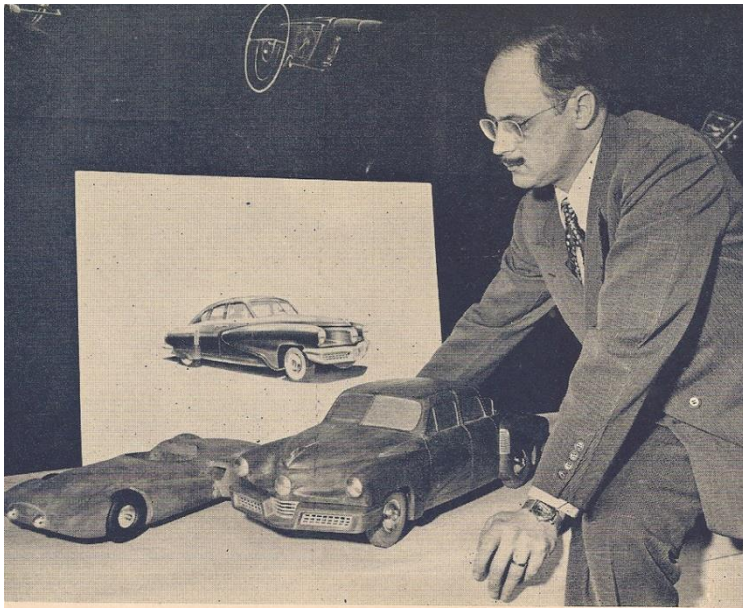
For many automobile stylists and designers, the scale model of their latest design is often the first time their vision results in a tangible product that can be held, examined and refined. The model is then often used to gauge interest from other designers, consumers and potential investors in the project. Usually, the model is just a stepping stone to the next iteration for the project. As

the final design becomes more and more changed, the original model's typical fate is to become at best an interesting paperweight and at worst cannibalized and discarded in favor of other projects.

What's so unusual about Alex Tremulis' sports car model, is that it served as design inspiration for several notable car companies spanning several years. Starting with Tucker Corporation and ending at Kaiser-Frazer, it took on a life of its own between its corporate duties and almost (or maybe it did) became a reality in the process. The following photographs and articles document the life and times of this well-travelled sports car model that incorporated state-of-the-art concepts in streamlining and aerodynamics.

The concept for the sports car started at Tucker. Below, Alex Tremulis and the models of both the production Tucker '48 and the sports car appeared in the May, 1948 Tucker Topics, the dealer periodical distributed by the Tucker Corporation. The model appears to be either still under construction or just prior to getting painted.





*Alex Tremulis, chief stylist for Tucker, examines wooden car miniatures used in developing styling for Tucker cars.*



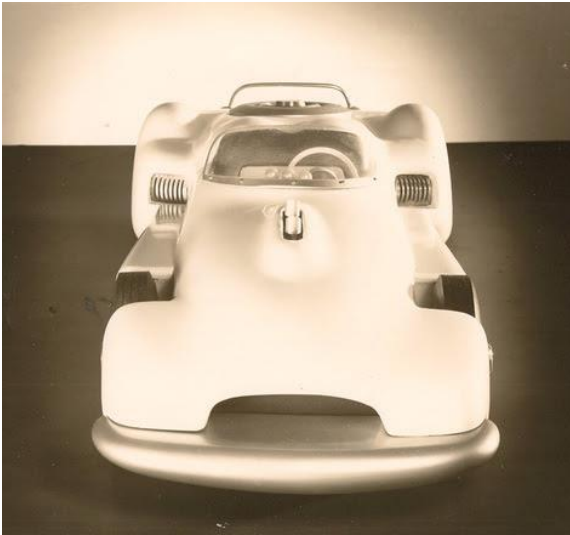
Cliff Knoble, Advertising Manager, during the same photo shoot by "Chicago Photographers".



c.1949: Posed with his model-making tools and the Tucker sports car, Alex Tremulis examines what looks to be the completed and finely detailed scale model.



The exposed top of the front wheels in the design was most probably due to comments from Tremulis' long-time friend, Ab Jenkins, who thought you had to see how the tread was wearing on the tires and how the suspension was handling the roadway - especially important for racing.



The menacing front view shows proportions that were still far ahead of its time...

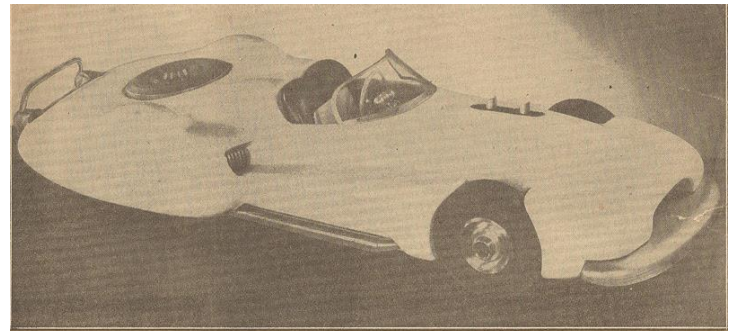


c.1949: The confident creator of the next American sports car looks ready for all takers in the project.

The photos from this photoshoot then appear in the April 23, 1949 Sunday Times with a description of the proposed sports car. A guaranteed 125 miles per hour from the car at this point!

Even with the standard production Tucker '48 doomed at this point, Tremulis still stayed on with Tucker until the very end. So this new

endeavor for the model was most probably a side venture.



**IT'S ALL YOURS...FOR \$12,500**  
 What this country needs is a good \$12,500 car. That's the guided opinion of Chicago auto innovator Joseph Neidlinger. Aod to satisfy the demand that supposedly exists for such a car Neidlinger's experts are building the ultra super stream-

4/23/49. Sunday Times

### Design 125 mph. sport car

**By John Dowling**

The ghosts of auto manufacturers die hard; someone in Chicago may yet build a new car.

The man who now considers himself most likely to succeed in this respect is one Joseph Neidlinger of 1448 E. 67th St. He has axle grease in his hair that dates back to the days of the Mercer, the Templar and the Stutz.

Neidlinger, with Alex Tremulis, designer on the ill-fated Tucker, is turning out a hand-tooled custom-built auto called the Neidlinger-Tremulis Sports Car, "a space ship with wheels" to sell for a cool, round \$12,500.

**Four on order**

The first N-T Sports Car will be ready to roll about August. Four of the custom autos

are already ordered, says the 58-year-old Neidlinger. He declined to name his N-T customers, but revealed that two live in Chicago and two in Los Angeles.

The first car produced to Tremulis' design will cost from 10 to 12 thousand dollars to build said Neidlinger.

**Guarantee 125 mph.**

"It will be the first convertible speedster ever built," he said. "We guarantee 125 mph."

The N-T will have such features as a disappearing top, four exhausts, torsion bar suspension which permits turns at high speeds, disappearing headlamps, telescopic steering device, a water-cooled Cadillac rocket racing engine, an air scoop with no grille, airplane brakes, and sharp

streamlining.

Tremulis, the designer, is the son of Dr. S.A. Tremulis, Chicago physician.

**Israel DP airlift to get new planes**

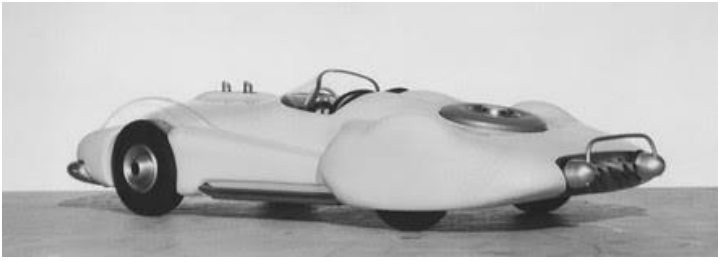
Munich--The Munich-Israel "airlift," which transports hundreds of Jewish refugees from the DP camps of Germany to Israel monthly, will be re-equipped with four-engine Douglas Skymaster planes beginning next week.

The Israeli airline, El-Dor, which operates the line from Munich to Lydda by way of Zurich, said that service, formerly carried on with Curtiss Commandos, will be suspended until next Tuesday when the new Skymasters will begin a semi-weekly service.

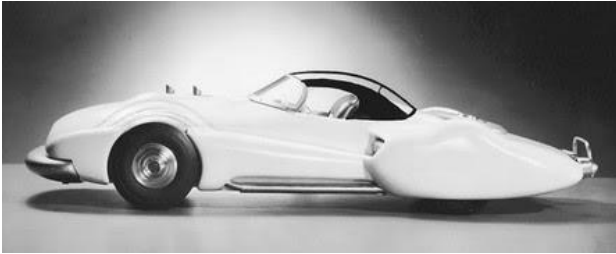


It's still unknown if any of the four orders for the car ever materialized, but as time progressed, so did Tremulis' ideas to improve the design. With no Photoshop available, Tremulis took paint and ink directly to the studio photos in order to create the enclosed fenders.

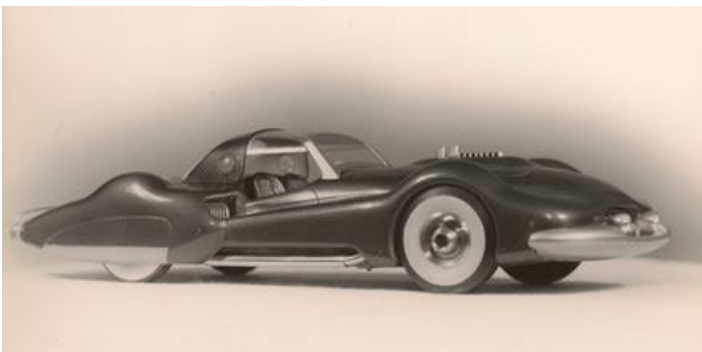




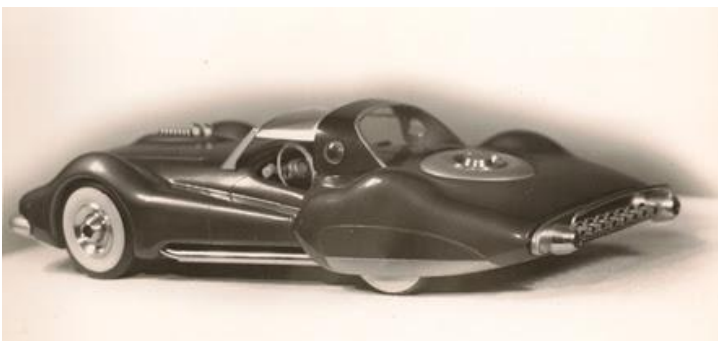
Tremulis' pencil lines attempt to redefine the front fenders.



The removeable hardtop is painted onto the side view photo and the front fenders are pencilled in.



c.1951: The final result with the newly built removeable hardtop and enclosed front fender, including a fresh new paint job.



And just that simple, a new model is created. By this time, Alex Tremulis had joined Kaiser-Frazer and he took it upon himself to become the advanced styling studio.



By April 1951, exactly three years since its Tucker debut, the freshened-up model makes its first public debut in the Kaiser-Frazer newsletter.



**SPECIAL FOR SPORTSMEN**, this racey two seater has some features of Stutz Bearcat of 25 years ago. Pipes in hood are aimed at easing breathing at high speeds. Multiple exhausts in rear serve cooling function too. Top shows extensive use of glass predicted for future cars.

April 27, 1951 description within the Kaiser-Frazer newsletter.

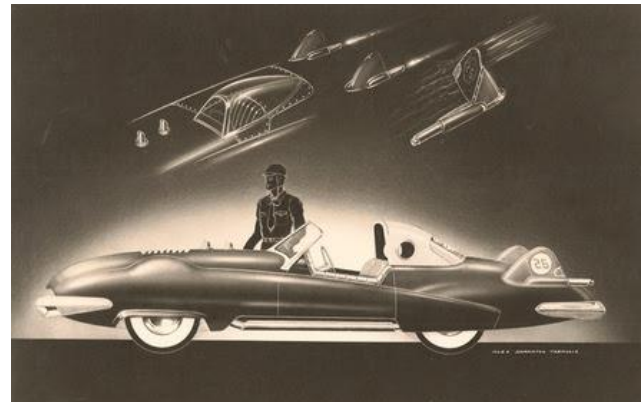
Below: October, 1951, Science and Mechanics picked up on K-F's future plans and ran the following photos and description of the model. By now, the car's top speed had increased to over 135mph.



Fig. 10. Model of Tremulis' sports car design has 2 air intake tubes atop the hood, intake at front of rear fenders to increase brake cooling, spare tire mounted on top of rear deck and a row of exhaust pipes at the tail (shown at right). This car would be in the 135-150 mph class.



c.1951: Alex Tremulis at work in his Kaiser-Frazer office in the Willow Run plant. The Tucker-Tremulis-Neidlinger-Kaiser-Frazer sports car model sits proudly on his credenza.



c.1952: With Kaiser-Frazer's future in serious doubt, Tremulis is given free-reign to push the limits of his imagination. As part of his 1952 "Styling Unlimited" speech to the Society of Automotive Engineers (SAE), his car, now a sports-competition design, incorporates air brakes on the rear fender fins and a fighter plane cockpit fairing for improved streamlining. It's presented as one possible future means to actively use aerodynamics for improved performance and handling.





It would be at this meeting that Tremulis would also introduce his concept for a gyro-stabilized two-wheeler that eventually would become the Gyronaut X-1 over a decade later. It was also at this meeting where Ford would snatch up Tremulis to help out with their own advanced concepts, a spot Tremulis cherished for the next 11 years. Of course, after designing for so many failed car companies (Cord-Auburn-Duesenberg, American Bantam, Briggs Design, Custom Motors, Crosley, Tucker, and Kaiser-Frazer), when he walked into the Ford plant, his first thought was that *here* is a company that even *he* can't bring down. As he put it: "I've gone down on more sinking ships than there are ships left." Each of the concepts that this model employed would find their way into many of Ford's Autorama show cars that Tremulis would eventually design.



Chrissie Tremulis, Alex's wife, looks over the model on the hood (bonnet) of his highly modified MG. Never one to leave well-enough alone, whether it was his scale models or his (or Chrissie's) personal car, they all were subjected to Alex's design and performance improvements. With his MG, he tried to stay competitive with several of his fellow coworkers in amateur competitions. But that's another story...

Keep up-to-date by "LIKE"ing the [Gyronaut X-1 Facebook Page](#) for immediate update notifications and the latest information...

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## This Gassed-Up 1965 Rambler Marlin Is Off The Hook

A Stunning Tribute To A 1960s Hemi-Powered Racer

[Scott Lachenauer](#)

01/14/2024



Photo: Scott Lachenauer

[Muscle Cars](#)

Comments: 7

In This Article

Category: Muscle Cars

Make: Amc Rambler



## Model: Marlin

Year: 1965

Steve Drucker of Shrewsbury, New Jersey has always enjoyed toying with the unconventional. His taste over the years has varied when it came to his motorized play toys, from multiple Mopar projects to personal aircraft and even some crazy Pentastar-powered hydroplanes.

After building and collecting some righteous Mopar A-bodies, Drucker decided to go in a different direction for his latest build. "I wanted something different. I knew a guy that had a nice stock '65 Marlin sitting around. I figured it was something I could work with, so I grabbed it for my own and had it shipped back to Jersey. It had sat for 30 odd years after receiving a new paint job. I bought it sight unseen."

The stance on this Marlin was created by the legendary skills of East Coast gasser-guru Rich Conklin, the man behind Radir Wheels and the world famous Hot Rod Farm in Montville, New Jersey. Photo: Scott Lachenauer

After putting in a new gas tank, Drucker got it running, and was soon driving the mild-mannered Marlin around the neighborhood. After a year or so of cruising the full-size AMC, Drucker got an idea. After seeing

some pictures of Preston Honea's wild Bill Kraft Rambler Marlin AF/X racer from the 1960s, the new owner decided he would make a sort of tribute car to the AMC racer.

He would start the process by adding some of the racecar's aesthetic highlights to his new ride along with improving the drivetrain. To up the ante, Drucker decided that the Marlin would receive a straight axle up front, to transform the AMC into a gassed-up version of Honea's hot rod quarter-mile racer. Game on!

Though Honea ran a Hemi, Steve has kept the great running AMC 327-cu.in. engine in place for the time being, adding a customized Edelbrock Performer intake (with all the wet areas removed) and Quick Fuel carburetor up top. Photo: Scott Lachenauer

So, Drucker got to work. The Marlin was promptly sent up to the Hot Rod Farm in Montville, New Jersey where gasser-guru Rich Conklin of Radir Wheel fame would start the transformation of the car into a straight axle war machine. Rich himself handled the work, and soon had the front-end riding high with a straight axle now situated between the front wheels. Once finished, Drucker brought the car back to his own personal garage and readied the car for its full-blown transformation.

Next, Drucker decided to do a quick spruce up the spry AMC 327-cu.in. powerplant, figuring down the road he might just go all-in on the transformation and add a Hemi like Honea's ride ran. The small-block received several add-ons, including a modified Edelbrock Performer intake and a Quick Fuel 650 carb. He also decided to keep the original automatic trans to speed up the build.

Check this out. Period perfect gauges, a rare copper flake Eelco wheel with retrofitted Chrysler 300 cap, and Hurst Auto-Stick shifter give this Marlin a racer's look with 60's appeal. Photo: Scott Lachenauer

Out on the corners he added a set of rare circa-1964 polished aluminum insert 15x4 Cragars up front with a pair of thick 15x8 ET's out back, the latter shod in Towel City Tire re-pop pie crust slicks for the right look. As far as the exterior goes, the paint was in too good of shape to change, so instead of repainting the car in the original racer's red/black motif, Drucker kept the white and red paint and added all the exterior visual touches to give it the correct appearance of a vintage racer. Local painter Bob Camache did all the lettering on the car to perfection.

The interior is the section that harkens to the past. Drucker added all the cool vintage gauges, an Eelco copper flake steering wheel and Hurst Auto-Stick floor shifter, the latter encased in a custom aluminum shroud to give it the look he was after. The dash received some work as well, getting a turned aluminum faceplate which recreated the look of the mid-Sixties. Lastly, the interior was redone in red vinyl to match the car's original look.

This dual oil filter block adds to the look of a true AF/X racer. Photo: Scott Lachenauer

Under the hood Drucker also did some neat modifications. The cool can is a period perfect add-on, as well as the Mickey Thompson gasket sealer container tuned into an overflow can. The kicker here is the "airbox" built into hood, featuring stacks up top which feed cold air into the carb via several holes on the underside. It was designed and executed by local fabricator George Evans. It's a neat little add-on that gets the people talking at the local cruise ins.

Though it looks like a bear to handle, the Marlin is quite the driver's hot rod. "I built this thing for fun, and I drive it to a lot of the local cruise ins and car shows. I bring it



down at the Asbury Park “Circuit”, a revitalized Thursday night meet up at the legendary Jersey Shore hot rod hang out. People really seem to gravitate to it.”

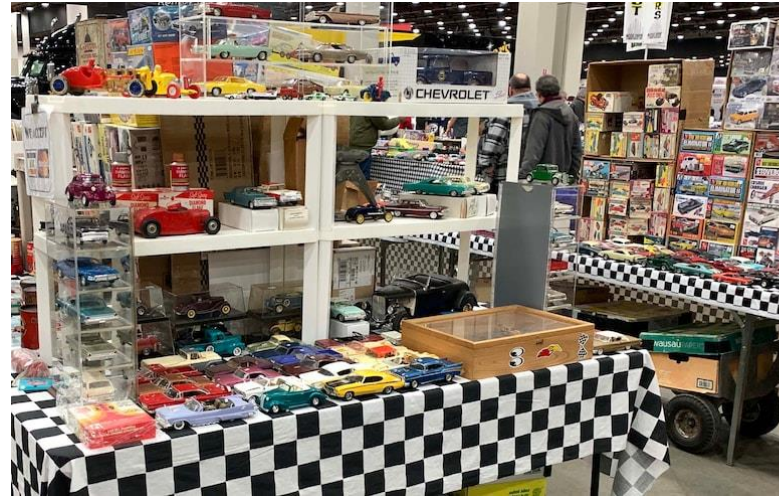
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## The Model Cars and Collectibles Man Part 2

Tim Bernsau Author Chuck Vranas Photographer  
Jan 26, 2021

"Model kits are my first love." —Mark Lewis  
Mark has been building model cars since the age of 7. "My first memories are from growing up in Pontiac, Michigan." He told us. "Every Sunday my dad would take me with him when he went downtown to get his racing form. On the way home, we would stop at the five-and-dime store out on state highway M-50, and I would get a model car kit. My first kit was Dyno Don Nicholson's Cyclone altered-wheelbase Funny Car. My dad worked at the NAPA parts store and brought home some paint so we could paint the model just like a real car. After we primed it, we put it in the oven to bake the paint. The car melted and I cried. That was my first memory of building model cars."

That disastrous first experience didn't prevent Mark from developing an instant and avid lifelong passion for model cars. Fifty years later, he is a collector and dealer of model cars and many other types of vintage car-related collectible items. He is in regular attendance at the Detroit Autorama, the huge Carlisle flea markets, and numerous smaller shows in the New England area, doing business as Lew's Collectibles. Former *Street Rodder* magazine contributor Chuck Vranas caught up with Mark at the 2020 Detroit Autorama last year and photographed the model kits and other collectibles he was displayed at the show. We presented Part 1 of the story not long ago and continue now with more treasure from Mark Lewis' inventory.



### View Gallery

22 Photos

*The Lew's Collectibles space at the 2020 Detroit Autorama was an enormous area of automobilia, with a focus on model cars. This display demonstrates some of the variety, including build models, unbuilt kits, and plastic and metal toys, dating from the early 20th century to the 1980s.*



### View Gallery

22 Photos



*Model kits are Mark's first love and the strongest part of his business. Walls of unbuilt vintage model kits never fail to attract collectors and other enthusiasts to Mark's booth.*



### View Gallery

22 Photos

*The black 1932 Ford roadster model is a 1/8 scale car, larger than the typical 1/25 scale cars like the others shown here. The Deuce is a Monogram model originally issued in 1963 and reissued about 10 years ago. The earlier version had a Pontiac engine. This one has a Flathead.*



### View Gallery

22 Photos

*This assortment of model cars, mostly from AMT, includes several 3-in-1 kits, which as*

*the name implies, could be built in three different variations.*



### View Gallery

22 Photos

*This display case is filled with approximately 100 Hot Wheels and HO scale slot cars, ranging in price from \$25 to \$200. Mark told us that the model company AMT used model bodies for slot cars in the '60s.*



### View Gallery

22 Photos

*Motor oil cans are a popular collectible item, particularly early brands. According to Mark, Oilzum is probably the most sought after brand of car oil can (motorcycle oils, like the Triumph and*



Harley-Davidson cans on the second lowest shelf, fall into their own category). Gilmore is also sought after. Some collectors prefer sealed cans; some prefer opened; some collect both.



### View Gallery

22 Photos

Flat, square oil cans go way back in time and are also very desirable. The painted Veedo can is about 100 years old. The bare metal Socony can to its right is even earlier, from the late 19th century.



### View Gallery

22 Photos

These collectible police speedometers date from the 1940s and were purchased by Mark at the Los Angeles Roadsters Show swap meet about 8 or 9 years ago.



### View Gallery

22 Photos

This varied assortment of shifter knobs includes some Hurst knobs and a Cal Custom knob, as well as the crescent-shaped Cal Custom El Toro batwing knob. Some collectors focus on suicide steering wheel knobs, aka necker knobs, like that blue one and the tan one below it.



### View Gallery

22 Photos



*Among shifter knobs, there is a demand for Bakelite plastic knobs. The spherical swirl pattern knobs are glass.*



### View Gallery

22 Photos

*The Hurst baseball cap, attained from a Pennsylvania dealer, dates from the late '50s or early '60s, early in the history of the company.*



### View Gallery

22 Photos

*This rearview mirror/clock combination got our attention along with the square Westclox clock next to it.*



### View Gallery

22 Photos

*Mark got these "stop" taillights from a single collection. They date from the '20s to the '40s. They originally were used on buses, ambulances, and other service vehicles, as well as cars and motorcycles. Most of Mark's customers buy them for motorcycles. The two on the lower left are especially desirable.*



### View Gallery

22 Photos



*This winged radiator cap with a bald eagle and flag mounted to the top is an example of what collectors call a "marriage," a custom piece combining two separate elements into one piece.*



### View Gallery

22 Photos

*Custom radiator cap tops like this handmade pewter devil on wheels are relatively recent, but they look old-timey and have become popular. This highly detailed piece is signed and numbered on the bottom.*



### View Gallery

22 Photos

*One of Mark's favorite pieces is the aluminum paint spray gun from the late '40s or early '50s. It's still in the original box, complete with the hose, spark plug*

*compressor, and tire pump—not to mention the great graphics on the box.*



### View Gallery

22 Photos

*Gas pump glass plates from the '40s and '50s are yet another desirable piece of automobilia for collectors—or any gearhead eager to decorate their shop or man cave, or woman cave.*



### View Gallery

22 Photos

*Mark got many of these '50s-era drag racing trophies from drag racer and historian/author Don Montgomery.*





### View Gallery

22 Photos

*These displays contain smaller inexpensive collectible items, including matchbooks, lighters, keychains, penknives, and business cards.*



### View Gallery

22 Photos

*These are original vintage jacket patches. The hot rod patches from the '50s were made by the apparel company Speed Gems. The two NHRA patches are from the same era, offered during the early years of the National Hot Rod Association.*



### View Gallery

22 Photos

*Old license plates, either porcelain (such as the green ones from New Hampshire) or metal, are popular now.*

\*\*\*

### Gary's Find of the Month



***One of the earliest styrene vehicles from the mid-1940s, very rare and hard to find in this great condition.***





### Bargain alerts



Ollies Selden had gotten their new dump of model goodies. I can see some you eying the Undertaker and the Ricksha since they maybe could be used as the base of making an Uncertain T (forshadowing)... Yours truly got another '70 Galaxie and an Undertaker because why the hell not? Still those AMT Hot Wheels Snap Mustangs and Great Dane Trailers rotting on the shelves.

Also, those who still shop at Michaels notice some stores, like the smaller ones, stopped carrying model kits and accessories like paint glue altogether. Could be a sign of company issues or trying to get rid of them altogether?



### Model Mercantile Market

#### "Wanted or For Sale" section...

**WANTED:** Rear bumper for 1963 AMT Falcon.

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

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

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

**WANTED:** Large diameter wheels, tires, and disc brakes from Revell/AMT/Tamiya/Aoshima/ect. kits. 1/24<sup>th</sup> and 1/25<sup>th</sup> scale. (Thanks to Jeff for hearing the call last month!)

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

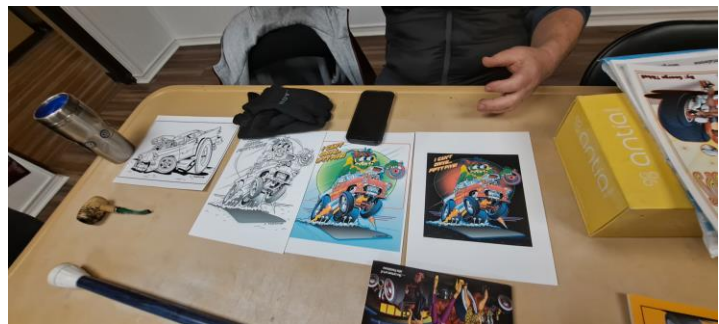


and Nissan Skyline RB. 1/24<sup>th</sup> and 1/25<sup>th</sup> scale.

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

Contact Richard Manri @ 631-589-6876 or his email [picorro93@gmail.com](mailto:picorro93@gmail.com) to negotiate price or trade for the three above.

*January Meeting pictures*





***L.I.A.R.S committee discussing important tasks and future planning...***



***January TV/Movie Cars theme***









**Goodies for sale**







***Works of art from yours truly***







**More of Jeff's hot roddin' builds**



**Very old Red Dodge Ram build circa 2011, originally from your author. Rebuilt by Jeff, who had purchased it as parts body at a show (he did a great job restoring it, plus my paint job held up after all those years!!!)**

**Seagraves Bros**





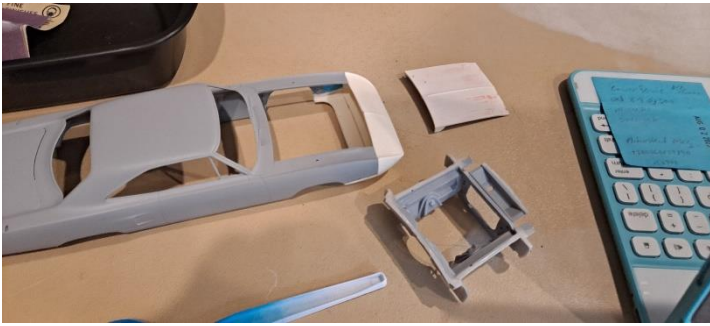


**Virgil's epic customz**

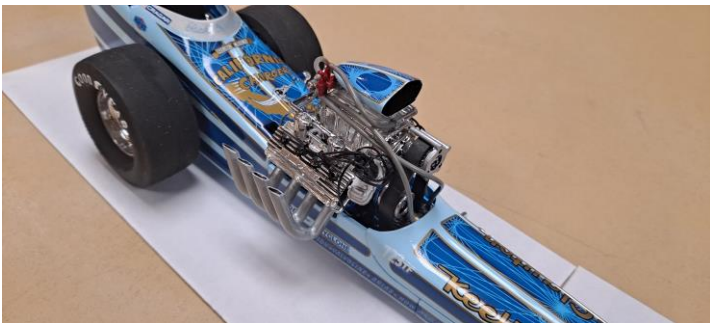
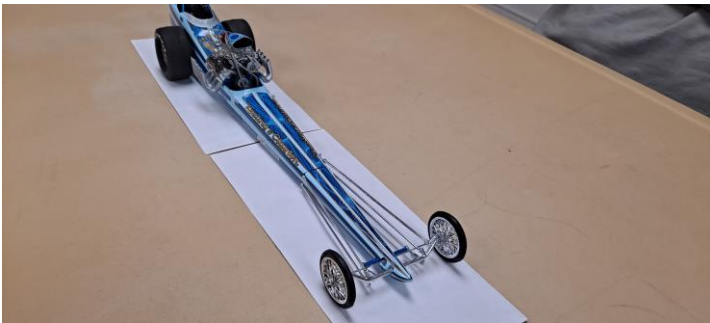




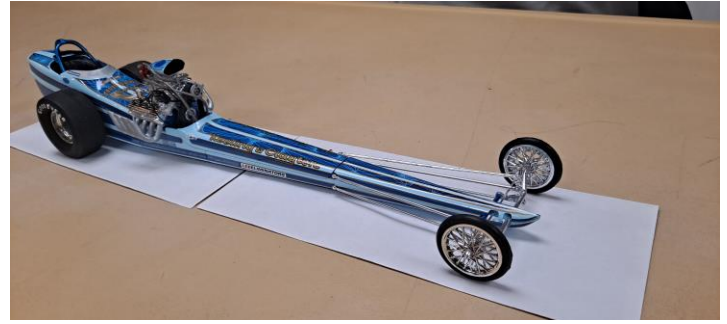
**Superbird Dominick's 1/24th replica of a replica**



**Some works from our new and returning members**







***Happy motorin', say it ain't snow, and keep on building!***





# ***This page contains the LIARS Annual (2024) INPUT 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? \_\_\_\_\_



# L.I.A.R.S MODEL CAR CHALLENGE 2024 COMING SOON!

**Main theme: Ford Mustang**

**Subtheme: Tri-Five Chevy 1955-57**

**More details TBA!**