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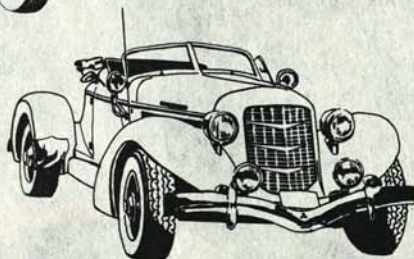
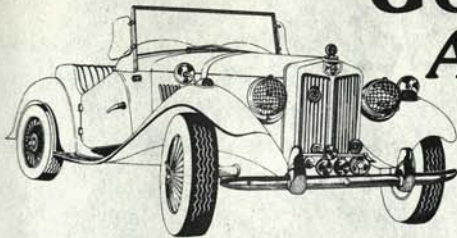
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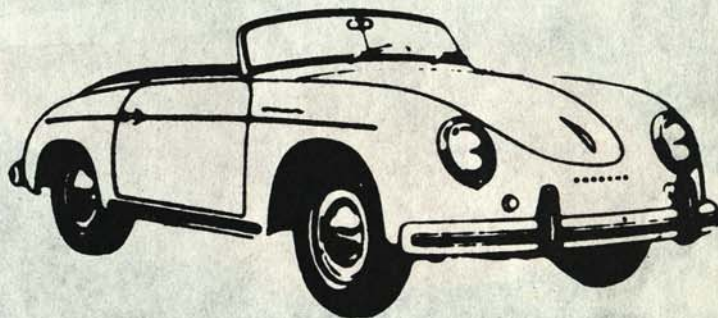


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San Jose, CA 95112



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CAR, LTD.

400 Park Ave., Dept. KCG
Babylon Village, NY 11702

ALLARD J2X2

Take six wire wheels (two are side-mounted spares), four cycle fenders, and a torpedo-shaped body with a Jag style grille, and add a 302 Ford V8 engine with a Mustang II suspension and gearbox. Sprinkle in a complete set of Smiths gauges and a leather hood strap. What comes out is the Allard J2X2 replica which is now offered in kit form by the same factory that built the original Allard. Lauded by experts as one of the fastest open race cars of the early Fifties, the Allard promises the kind of performance that separates the average from the purist.

The J2X2 kit is sold complete, right down to the last nut and bolt. The authentic body is furnished with a steel frame which can be modified to fit 4- or 6-cylinder engines. Gauges, interior and wiring harness all are included in the basic kit. The all-weather option contains a full windshield frame, wipers, convertible top and side curtains.

Allard motive power is supplied by a Mustang 302 V8, but other engines can be fitted with minor modifications. Much of the body is shaped in aluminum, but the nose, cowl and rear deck are fiberglass. This is a "ground-up" kit that the builder must completely assemble as the Canadian factory does not preassemble the kit.



Allard Motor Company Limited

5181 Bradco Blvd., Dept. KCG
Mississauga, Ontario,
Canada L4W 2A6
(416) 625-6860

Specifications

Length	163 in.
Width	63 in.
Height	46 in.
Weight	2180 lbs.
Road clearance	7.3 in.
Seating capacity	2
Storage space	NA
Powertrain	302 Ford V8

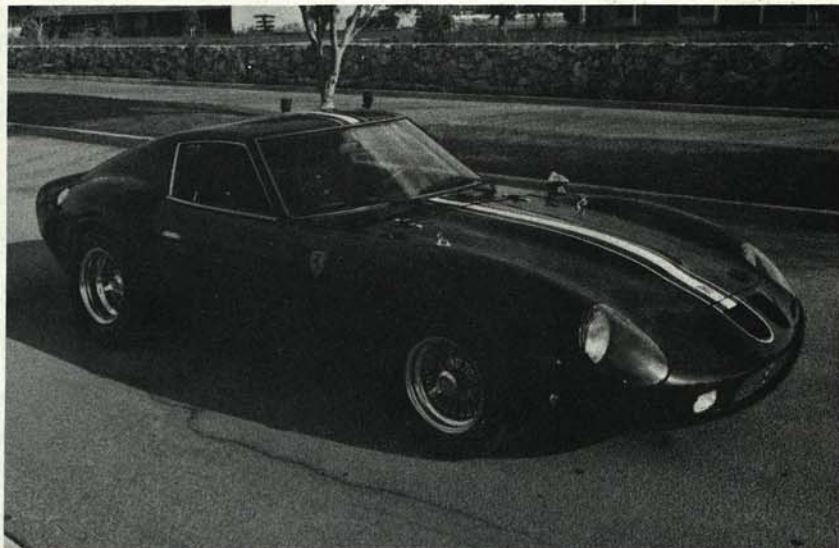
ALPHA I GTO

What is a cross between a Datsun 240Z and a GTO Ferrari? A Datsari, of course! No, it is an Alpha I GTO, and it easily transforms a stock 240, 260 or 280Z into an Italianesque coupe. It is one of the most startlingly exact replicas in the industry.

The GTO kit consists of five pieces: hood, front clip, rear clip, and door skins. No welding or fiberglassing is required because the builder bolts and bonds the panels to the car with adhesive. The engine, suspension and interior remain intact, making this one of the easiest conversions on the market.

The resemblance of the GTO to the original Ferrari is uncanny. The only noticeable differences are the Ferrari's slightly higher windshield and the absence of headlight lenses (illegal in the States but available from Alpha). Considering the price of an original (only 39 made), sometimes as high as \$85,000, the Alpha GTO is both a practical and economical alternative.

Both kits and factory-built GTOs, some with original Ferrari engines, are available from the factory. Alpha Design and Engineering also specializes in used and new Ferrari parts.



Alpha Design & Engineering

5601 Engineer Dr., Dept. KCG
Huntington Beach, CA 92649
(714) 891-9161

Specifications

Length	170 in.
Width	64/67 in.
Height	49 in.
Weight	2200 lbs.
Road clearance	4.8 in.
Seating capacity	2
Storage space	same as Datsun
Powertrain	Datsun, Ferrari, Chevy

AQUILA



American Fibre Craft
P.O. Box 1361, Dept. KCG
Cupertino, CA 95015
(408) 773-1554

Specifications

Length	164 in.
Width	74 in.
Height	43 in.
Weight	1700 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	4 cu. ft.
Powertrain	VW

The Aquila is a two place hardtop which assembles over a stock VW floorpan. From the gullwing, gas cylinder-assisted doors to the hidden, electrically driven headlights, the Aquila emanates the sophistication of a high speed European touring car.

A basic Builder's Kit and a deluxe Top Kit are available. The kits feature replaceable front and rear bumpers. Options include an electric power kit and air conditioning. The spare tire locates ahead of the front axle, while the gas tank mounts above the trans-axle. The engine can be serviced through removable panels.

The gullwing coupe's main body, comprised of 16 different pieces, is assembled by the factory. All window glass is also factory installed. For extra seating room, a full fiberglass floor fits on the VW floorpan to allow four inches of extra headroom. The body is finished either in gelcoat or in custom paint. No welding is required.

The logic behind the construction of the Aquila is that the body is bolted together rather than molded in one piece. If a body panel gets hit, it can be replaced instead of having to do extensive reconstruction of the main body. Due to its low center of gravity and advanced aerodynamics, the Aquila is capable of GT performance, limited only by the power of the engine used. The engine compartment is large enough to house a V6 engine. For safety, the Aquila employs an integral, double walled passenger compartment.

ARKLEY SS



North American Arkley
524 S.E. Main St., Dept. KCG
Portland, OR 97214
(503) 238-6011

Specifications

Length	123 in.
Width	60 in.
Height	47.5 in.
Weight	lbs.
Road clearance	4.5 in.
Seating capacity	2
Storage space	9 cu. ft.
Powertrain	Sprite/Midget

If ever a kit car followed the classic storyline of the "frog turned into a prince," it would be the Arkley SS. With a kiss from a beautiful princess, a 1966-79 Austin Healey Sprite or MG Midget can be transformed into a handsome prince, or Arkley SS. The magical transformation, the factory claims, can take place as quickly as one weekend.

The Arkley SS Kit consists of front and rear body sections. Outboard fenders and Sprite "bugeyes" adorn the little car with a "Spridget" look as well as a weight savings. The rear body section houses a spare tire.

Although all interior panels and gauges are unchanged, the front and rear body clips of the original car must be cut off. The cutting is most easily done by using an air chisel and a few hundred pounds of air pressure, usually found in a body shop. However, most of the cuts can be made with an ordinary home circular saw and a carborundum blade. The exterior of the Arkley SS is gelcoated, ready for painting.

The Arkley SS kit is perfect for the Sprite or Midget with extensive body damage. It can make an almost worthless wreck into a cute sports car with a far greater value. North American Arkley recommends using wide tires and rims, to give the flared fenders a filled-out look.

AUBURN 856

Imagine having the choice between the Auburn 856 Boattail Speedster, the Long Wheelbase Phaeton, and the 2+2 Brougham. Leather interiors, rear wire wheels with fat whitewalls, white convertible tops folded down, and long hoods converging to a chromed Auburn goddess atop the radiator, it is heaven for classic motorists. Yet right here on earth, at Elegant Motors, these cars are available.

All three kits are compatible with modified Ford or GM chassis. Included in the basic kit are the fiberglass body, fenders, doors, hood, bumpers, grille, lights, and some hardware. The Long Wheelbase Phaeton and the 2+2 Brougham both seat four, while the Boattail Speedster seats two. Leather interiors, air conditioning, and wire wheels are only some of the options available. The exhaust headers, identical to the original, come from the side of the hood and are functional. Special chromed castings made only for the Auburn coachwork are used extensively throughout the kits. The cars feature golf bag doors behind the passenger doors to stow away a set of clubs in the space under the seat.

These are definitely not weekend kits. Construction sometimes takes over 400 hours. A factory lengthened frame reduces the building time and eliminates the need for special tools/skills. Body panels are primed and ready for paint.



Elegant Motors

P.O. Box 30188, Dept. KCG
Indianapolis, IN 46230
(317) 253-9898

Specifications

Length	201 in.
Width	78 in.
Height	56 in.
Weight	3000/3600 lbs.
Road clearance	7 in.
Seating capacity	2/4
Storage space	NA
Powertrain	V8

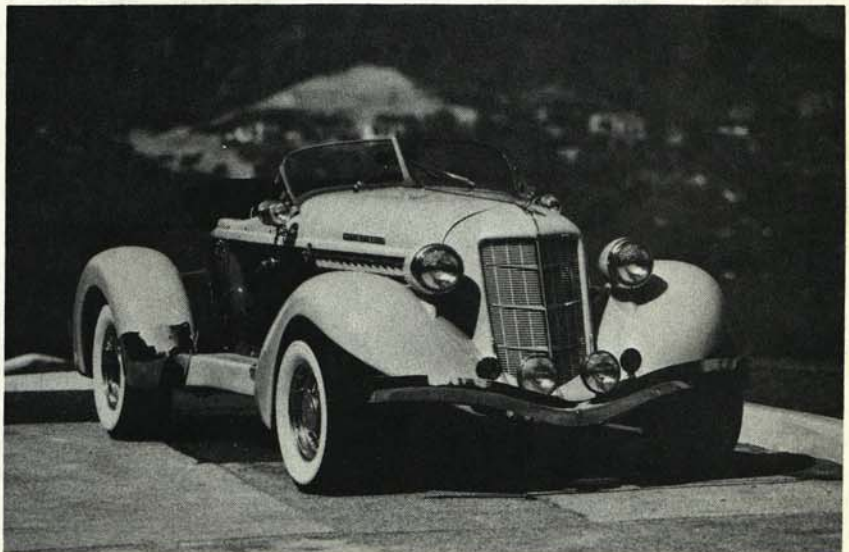
AUBURN 876

The status symbol of the Thirties, the Auburn Speedster was driven by movie stars and playboys. From its massive grille down its long, tapered hood to its distinctive boattail, the Speedster guaranteed turned heads wherever it was driven.

California Custom Coach has been producing Auburn replicas since 1975. Their 876 Speedster kit provides the builder with all the fiberglass body components, brass hardware, trim, authentic front and rear bumpers, stainless steel header pipes, hinges and handles. The deluxe kit adds a modified Ford frame and engine, a full set of VDO gauges, four wire wheels and whitewalled tires, and a custom 20 gallon gas tank. Options include Blaupunkt stereo, air conditioning, upholstery with carpeting and top, and badge bar/driving lamps.

The fiberglass body components are shipped ready for painting. All mounting holes have been drilled in the body. All panels have been symmetrically corrected, a buzzword which means fenders and doors are identical in size and shape. This ensures the builder of a good fit of all body parts if the frame is straight.

The Speedster interior has been reengineered to provide more passenger room. Traditionally, the Auburn replicas have had one of the highest resale values of all the kit cars, tending to make the 876 Speedster an excellent investment.



California Custom Coach

1285 E. Colorado Blvd.
Dept. KCG
Pasadena, CA 91106
(213) 796-4395

Specifications

Length	215 in.
Width	78 in.
Height	56 in.
Weight	3000/3600 lbs.
Road clearance	7 in.
Seating capacity	2
Storage space	NA
Powertrain	V8

CLASSIC FACTORY AUBURN



Classic Factory
1454 E. Ninth St., Dept. KCG
Pomona, CA 91766
(714) 629-5968

Specifications	
Length	201 in.
Width	78 in.
Height	56 in.
Weight	3000/3600 lbs.
Road clearance	7 in.
Seating capacity	2/4
Storage space	NA
Powertrain	V8

The Classic Factory Auburn can be ordered as a kit or assembled in a two or four place version, the latter big enough to fit four adults comfortably. The two place model's convertible top folds down under the top door so that the top does not have to be lifted off and stored away. Both models have higher windshield frames than the original to accommodate taller drivers. The hood hinges on the sides like the original, making maintenance easier.

The Classic Factory kit features body panels that are hand laminated in fiberglass and finished in gelcoat ready for sanding and painting. All bolt-on panels are indexed for ease of assembly. The body has a built-in square steel tube birdcage to eliminate squeaks and provide a mount for the steering column. The chassis is made by the factory to accept Ford front and rear suspensions, and a modified Ford gas tank.

Assembly requires only minor modifications. Most construction can be accomplished by using ordinary hand tools. No trimming is required on the hood or side panels. The holes for the supercharger pipes are built into the hood, side panels, and fenders.

The ride of the Auburn is not unlike that of its chief parts donor, the Ford LTD. The Auburn is peppier, with the same horsepower pushing a few hundred pounds less weight. But the real thrill of driving one is the attention that this most ostentatious kit car receives wherever it goes.

BLAKELEY BERNARDI



Blakeley Auto Works
124 B Fulton St., Dept. KCG
Princeton, WI 54968
(414) 295-8861

Specifications	
Length	145 in.
Width	65 in.
Height	48 in.
Weight	1800 lbs.
Road clearance	7 in.
Seating capacity	2
Storage space	7 cu. ft.
Powertrain	Pinto

The Bernardi is an all-American sports car that is faintly reminiscent of the English Morgan. The Bernardi's long front fenders and hood gracefully lead to an abbreviated rear fender/trunk junction, its English influence apparent in the air deflectors mounted to the sides of the windscreen. Like its brother, the Bearcat S, the Bernardi uses Pinto/Mustang running gear.

The Bernardi kit features klege cell structures throughout the body, to insulate and add strength. The body is fitted to the steel tube frame at the factory. Standard features are a complete interior with deep bucket seats, complete instrumentation, grille, bumpers, lights, and trim. The hood hinges in front and stays open with the assistance of a gas cylinder. The spare tire locates in the trunk. Options include a fiberglass hardtop, wire wheels, and leather interior.

Assembly of the Bernardi takes 50-100 hours. The body has a gelcoated exterior finish. No special tools/skills are required to build a Bernardi because all mounting holes are drilled by the factory.

Performance figures for the Bernardi are very respectable, accelerating from 0-60 in 7.9 seconds, and generating a "G" factor of -.74 going around corners. Yet the sporty runabout sips gas at the stingy rate of 27-35 mpg. Pinto disc brakes and rack and pinion steering make this car a pleasure to drive. Engines as large as a small Chevy V8 have been placed in a Bernardi, but a Pinto four is recommended.

BLAKELY HAWK

Inspired by the Lotus Super Seven, the Hawk is an original design that is built over a MIG-welded rectangular steel frame with mounts for Ford engines, 4-speed or automatic transmissions, and Pinto/Mustang II suspension. Even though the Hawk is relatively small, there is room enough in the cockpit for a driver as tall as 6'-1".

The Hawk kit includes a six-piece foam core fiberglass body, a 175 lb. steel frame, bucket seats, vinyl upholstery and carpeting, steering wheel, bumpers, convertible top and side curtains, and windshield frame. The builder supplies Mustang II rack and pinion steering, disc brakes and suspension, engine, transmission, tires and wheels, radiator, wiring and wiper assembly.

The Hawk fiberglass body is already finished in gelcoat colors. Drivetrain brackets are already welded to the frame, and no fiberglassing, welding or other skills are required. All body mounting holes have been pre-drilled.

In keeping with Blakely tradition established over 12 years of building high performance sports car kits, a V6-powered Hawk can accelerate from 0-60 mph in 7.7 seconds. Lateral acceleration, or the amount of force generated going around corners, is .76 Gs, about the same as a Mazda RX7. Yet the Hawk still gets over 30 mpg, and that's not surprising with a curb weight of only 1500 lbs.



Blakely Auto Works

124 B Fulton St., Dept. KCG
Princeton, WI 54968
(414) 295-8861

Specifications

Length	130 in.
Width	61 in.
Height	43 in.
Weight	1300/1500 lbs.
Road clearance	NA
Seating capacity	2
Storage space	NA
Powertrain	Ford 4-, V6

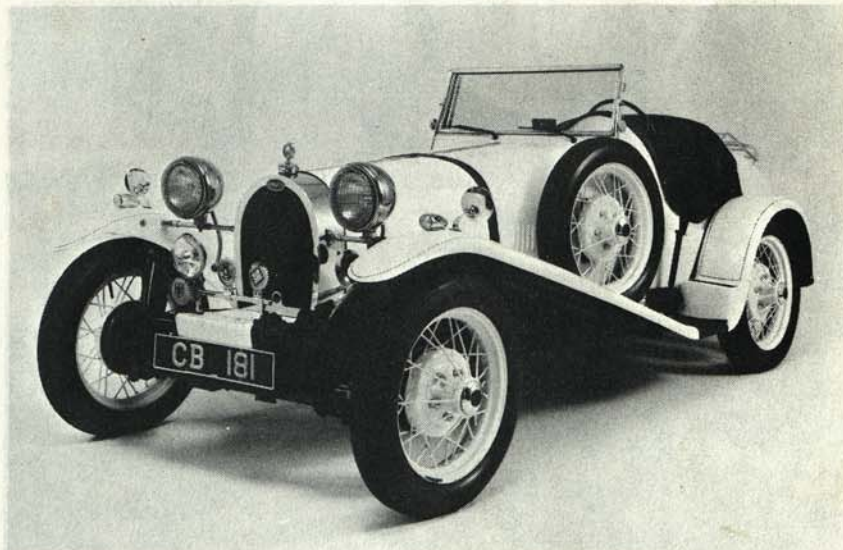
CLASSIC BUGATTI

The CMC Bugatti is produced as a stylized custom type 55 with extended front fenders fixed to the chassis and a full windshield/rag top combination. The car employs a VW engine and transaxle mounted to a modified VW floorpan. The custom type 55's boattail is shorter than the original type 35's. This two seater can be purchased in kit form, or as a complete car using new engine and running gear. Steps are provided on the rear fenders to enter and exit the cockpit.

The kit contains the fiberglass body panels, fenders, radiator shell, plywood bulkheads, convertible top, windshield, chromed headlights, machine-turned dash overlay, all steel structural supports, hinges, hardware, and brackets. A deluxe kit also is offered to provide all the trim and lighting.

The VW floorpan must be modified by moving the pedals and shifter rearward, and by narrowing the floorpan. Brackets are included in the kit for these operations. The body requires no painting, because it is finished in red, yellow, white, green or blue gelcoat. Construction is possible with ordinary home workshop tools.

Among the unique features of the CMC Bugatti is that its gas tank is filled through the radiator cap, and the body has molded-in rivet heads and louvers like the original Bugatti. Powered by the infallible VW engine, this replica weighs less than 1500 lbs. and has a horsepower to weight ratio that surpasses many modern sports cars.



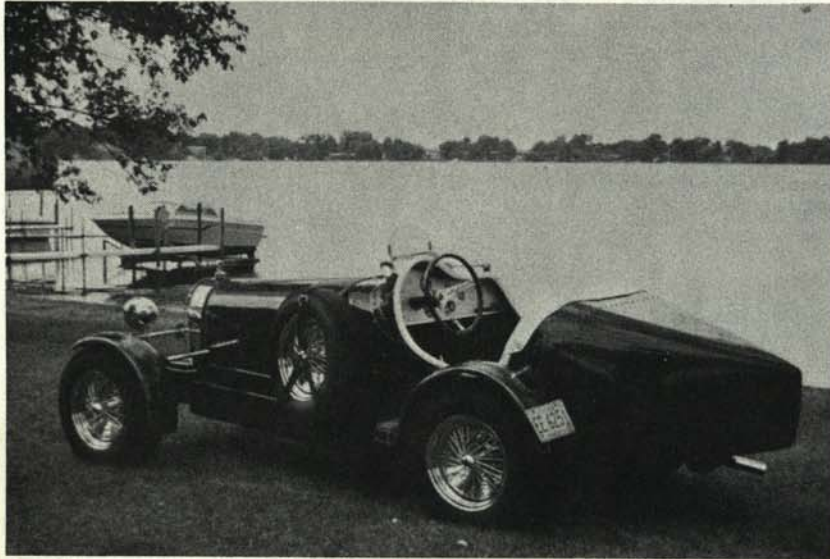
Classic Motor Carriages

16650 N.W. 27th Ave.
Dept. KCG
Miami, FL 33054
(305) 625-9700

Specifications

Length	157 in.
Width	65 in.
Height	52 in.
Weight	1500 lbs.
Road clearance	6.5 in.
Seating capacity	2
Storage space	13 cu. ft.
Powertrain	VW

LAFAYETTE BUGATTI



Lafayette Bay Co.
3022 Shoreline Drive
Dept. KCG
Wayzata, MN 55391
(612) 471-0141

Specifications

Length	157 in.
Width	65 in.
Height	52 in.
Weight	1500 lbs.
Road clearance	6.5 in.
Seating capacity	2
Storage space	13 cu. ft.
Powertrain	VW

The Lafayette Bugatti features something the original Bugatti 35B never had, a rag top. But that is not all the replica has over the original. The replica uses a reliable rear VW or front-engine Pinto drivetrain, complete with an electric system and an electric starter. If that seems like no big deal, think of hand-cranking an original over on a cold morning, and driving it, with nothing but a miniscule windscreen protecting the driver from the cold. Those modern concessions sometimes come in handy.

The Bugatti kit offers the builder the Brooklands windscreen or the full size windscreen with a convertible top. All stiffeners and brackets required to modify the floorpan are included in the kit, as well as a hinged tail section which flips up for access to the engine/transmission. Other features include a dash mounted grab handle, chromed baggage door hinge, headlights, aluminum radiator shell, and a motometer to top it off. The front-engine kit includes a custom frame designed for Pinto running gear.

Assembling the 35B is made easier by the steel frame provided in the kit, with holes already drilled to match those in the floorpan. The pedal assembly, gear shift lever, and the seat all are mounted rearward. A stock VW gas tank can be mounted under the luggage compartment in front. The kit takes approximately 100 hours to assemble, using common hand tools in front or rear engine versions.

PIPER BUGATTI



Motorcar Classics
1925 Francisco Blvd.
Dept. KCG
San Rafael, CA 94901
(415) 459-7940

Specifications

Length	157 in.
Width	65 in.
Height	52 in.
Weight	1500 lbs.
Road clearance	6.5 in.
Seating capacity	2
Storage space	13 cu. ft.
Powertrain	VW

Put on a leather cap, goggles, and white silk scarf, and you are off for an afternoon of motoring in the Piper Bugatti, a look alike replica of the Bugatti type 35B, seats two in an airplane style cockpit. The 35B makes use of a narrowed VW floorpan, engine, and transmission. The spare tire mounts outboard of the body forward of the cockpit, and is held on with leather straps, just like the original. Entry is made into the cockpit via steps mounted on the rear fenders.

The Deluxe Bugatti kit includes the complete fiberglass body, Brooklands style windscreen, chromed radiator shell, cycle fenders, steel structural supports, brackets, hinges, and hardware. Options include classic gauges, upholstery, and a variety of gelcoat finishes.

Putting together the Bugatti requires relocating the gear shift lever and pedal cluster rearward on the VW floorpan using a bracket supplied in the kit. Longitudinal stiffeners are installed to strengthen the floorpan where it is narrowed. Next a lengthened steering column is installed. Then mount and connect a gas tank, mount the body and the car is virtually finished. The factory recommends allowing up to 200 hours to construct a 35B.

The Bugatti should corner as well as a VW, since the gas tank of the replica is located in the front. This would move the CG forward, concentrating some weight over the front wheels.

CALIFORNIA SPEEDSTER

The California Speedster kit turns the stock VW type I or a 71-72 Superbeetle into a two place, rakish convertible with the "California look." The narrowed windshield and abbreviated convertible top give the car the appeal of a Porsche Speedster.

The kit includes the rear body shell with trunk lid already hung, convertible top, windshield and frame, side windows, and all interior panels. Options include a smooth-nosed Speedster hood that fits stock hinges, and flared fiberglass fenders.

The top of the VW must be cut away and replaced by the rear body shell. The custom top consists of more than 30 pieces, which must be welded together. The fiberglass pieces are gelcoated and ready for paint.

Visibility in the California Speedster may be hampered compared to the original VW. But once the Speedster's top comes down, it allows the driver to enjoy the weather as well as the practicality of a stock VW. With a large displacement VW engine (big bore kit) and dual carburetors, this car should live up to the name, "Speedster."



BGW, Ltd.

P.O. Box 498, Dept. KCG
Milwaukee, WI 53201
(414) 783-4550

Specifications

Length	146 in.
Width	67 in.
Height	55 in.
Weight	1950 lbs.
Road clearance	7 in.
Seating capacity	2
Storage space	7 cu. ft.
Powertrain	VW

CHALON

Mitcom, suppliers of track and road equipment for Porsches, also offers the Chalon kit, transforming a stock 914 Porsche into a longer, sleeker GT car with flared fenders, front air dam, and front and rear bumper valences. The ideal 914 for the conversion would have body damage, because the kit requires removal of the fenders, bumpers and rocker panels anyway.

The Chalon kit includes the fiberglass front fenders, rear quarter panels, a front bumper and spoiler, rear bumper, hood and deck lid extensions, cable trunk release, and a Porsche reflector. Options include Porsche side markers, turn signals, and electric trunk release.

Once the fenders and bumpers are removed, the Chalon panels are bonded and blended into position, using ordinary bodywork techniques. Assembly takes 40 hours or longer. Final painting is required. After installation, the flared fenders can fit 8" tires in the front and 9" tires in the rear. An illustrated assembly manual and alignment templates are included.



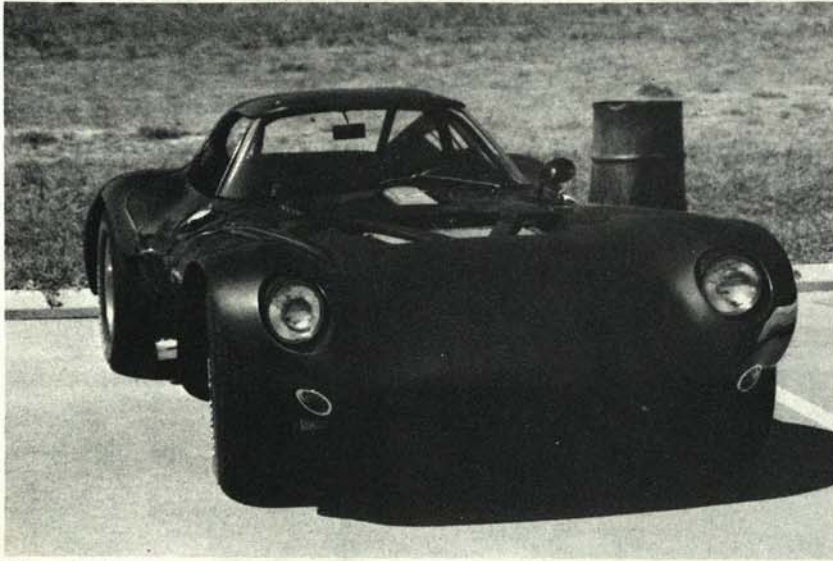
Mitcom, Inc.

12621 Sherman Way
Dept. KCG
North Hollywood, CA 91605
(213) 875-0620

Specifications

Length	167 in.
Width	68 in.
Height	46.5 in.
Weight	2070 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	8 cu. ft.
Powertrain	Porsche

CHEETAH



Elegant Motors

P.O. Box 30188, Dept. KCG
Indianapolis, IN 46230
(317) 253-9898

Specifications

Length	155 in.
Width	72 in.
Height	43 in.
Weight	2100 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	8 cu. ft.
Powertrain	V8

Elegant Motor's Cheetah, a two place hardtop based on a Corvette chassis and drivetrain, features a cockpit area that has been lengthened at the doors, making it 7.5" longer than the original Bill Thomas design. It uses the stock Corvette wheelbase, capitalizing on the advanced engineering of America's first sports car. An inner birdcage has been fabricated into the gullwing body to provide additional strength.

The kit contains all components to build this coupe, including seats, upholstery package, instruments, wiring harness, and body shell. The builder needs only to supply the engine, transmission, suspension, and frame. Power windows and other amenities are available as options.

Unless the builder chooses to modify or construct his own chassis, standard mechanical tools are all that is required to build a Cheetah. The body is finished in gelcoat primer ready for paint.

At 2100 lbs, the light weight Cheetah promises acceleration and handling at least as good as the Corvette. With its plexiglass covered headlights, lake pipes, and its unusual wiper arm location, the Cheetah distinguishes itself as unique among a myriad of production sports cars.

✓ Cimbria SS



Amore Cars Ltd.

3841 W. Wisconsin Ave.
Dept. KCG
Milwaukee, WI 53208
(414) 344-6633

Specifications

Length	178 in.
Width	72 in.
Height	43 in.
Weight	1700 lbs.
Road clearance	5 in.
Seating capacity	2
Storage space	7 cu. ft.
Powertrain	VW

The Cimbria SS ranks among the top original design kit cars, with its futuristic styling and gullwing doors. A two place coupe based on the VW floorpan, the SS can use a full range of powerplants from the stock VW to a V8/Toronado transmission. The factory offers the SS completely assembled or in several component packages.

The Cimbria kit features electric pop up headlights, gas cylinder assisted doors, complete body with Ferrari 308-style rear window, rear bumpers, instrument pod, console, windshield, and taillights. As options a custom chassis and a deluxe interior package are available.

The Cimbria body is primed and ready to paint. All body seams are filled and finished at the factory. A step-by-step assembly manual takes the builder through construction which can be accomplished in as little as 120 hours, using the Deluxe kit. The monocoque body with the doors already hung bolts directly onto the VW floorpan, with only minor modifications to the steering box.

Even using the workhorse of kit cars, the VW dual carburetor 1600cc engine, the Cimbria SS turns 0-60 mph in a respectable 10 seconds. A modified 2000cc Pinto turns 0-60 in 5.9 seconds. The imagination runs wild thinking of what the SS can do with a V8.

CLASSIC SPEEDSTER

The legend of Dr. Ferdinand Porsche lives on in the form of the Classic Speedster. Based on a shortened VW chassis, the Speedster is a look-alike replica of the type 356 that Porsche built with the California market in mind. Using a VW engine, transmission, and suspension, the Speedster is not susceptible to rust out, a fate which afflicted many originals.

The Speedster kit includes a fiberglass body, hood, engine cover, bucket seats, doors, gas tank liner and inner fender liners, convertible top, front and rear bumpers, side curtains, upholstery, windshield, headlights, taillights, exterior trim, and hardware. An all leather interior and instrumentation are available as options.

The VW floorpan must be made shorter by 11.81". This is accomplished by cutting and welding. In addition, the throttle and clutch cables must be shortened, along with the shift torque tube. Next comes installation of the Speedster body which already has the doors and interior fiberglass panels hung. An assembly manual with detailed illustrations is included in the kit.

The Speedster can actually out-accelerate the original, and has a higher top speed. With its dual carb, 1600cc VW engine, the Speedster weighs 200 lbs. less than the original, making it a practical alternative from a performance and economy standpoint.



Classic Motor Carriages

16650 N.W. 27th Ave.
Dept. KCG
Miami, FL 33054
(305) 625-9700

Specifications

Length	155 in.
Width	65 in.
Height	48 in.
Weight	1585 lbs.
Road clearance	8 in.
Seating capacity	2
Storage space	5 cu. ft.
Powertrain	VW

CLASSIC SPEEDSTER C

The Speedster C is a customized version of the Porsche Speedster, with flared wheel wells to accommodate wider tires. The C also sports a chromed roll bar and nerf bars instead of bumpers. Otherwise the C is identical to Classic Motor Carriage's Speedster replica, which in turn is nearly identical to the Porsche 356 Speedster, so much so that 90% of the parts in the kit are interchangeable with the original.

The C kit includes a fiberglass body with inner fender and interior panels already installed. Also included are doors, hood, engine cover, steel tube subframe, seats, upholstery, windshield, chrome exterior trim, and carpeting. Among the options available are a custom wood steering wheel, VDO gauges, roll bar, nerf bars, convertible top, and side curtains.

The VW floorpan must be shortened to fit the C body. If the builder does not have the facilities to cut and weld steel, the work should be farmed out to a competent shop. Although some fiberglassing is required, the rest of the assembly can be done using ordinary hand and power tools. The body is gelcoated and ready for paint.

Driving the Speedster C is a real pleasure. The steering and handling, due to the shorter wheelbase, are tight and responsive. But what many owners like best is the attention this car receives from others. As one owner said, "I discovered that the whole world smiles at you in a car like this."



Classic Motor Carriages

16650 N.W. 27th Ave.
Dept. KCG
Miami, FL 33054
(305) 625-9700

Specifications

Length	155 in.
Width	67 in.
Height	48 in.
Weight	1585 lbs.
Road clearance	8 in.
Seating capacity	2
Storage space	5 cu. ft.
Powertrain	VW

CLASSIC TD



Classic Motor Carriages

16650 N.W. 27th Ave.
Dept. KCG
Miami, FL 33054
(305) 625-9700

Specifications

Length	149 in.
Width	59 in.
Height	52 in.
Weight	1400 lbs.
Road clearance	8 in.
Seating capacity	2
Storage space	8 cu. ft.
Powertrain	VW

Classic Motor Carriages, largest replicar maker in the States, now produces the Classic TD, a replica of the 1949 MG-TD. The two place roadster is offered in front or rear engine configurations, using Chevette, Pinto or VW drivetrains. Authenticity of the car is evident from the leather hood strap and badge bar on the grille to the suicide doors and originally styled bumpers.

The TD kit includes the fiberglass body, cowl, hood tops and sides, fenders, doors and rear cover. The front engine model features a fabricated steel tube frame. In addition, all kits contain a solid mahogany dashboard, chromed metal radiator shell, full upholstery, bumpers and convertible top. Options include wire wheel covers, fog lamps, side view mirrors, and spare tire cover.

Some fiberglassing is required in bonding the inner liner to the main body. The exterior is finished in gelcoated color. The manufacturer estimates 200 hours to assemble a TD, and no special skills are required.

Classic Motor Carriages also produces the Gazelle, Speedster, Speedster C, and Custom Bugatti. They operate out of a 250,000 square foot factory and showroom in Miami. Replacement parts are in stock for their entire line of replicars.

AYERS COBRA



Ron Ayers Classic Cars

Rt. 4 Box 200A, Dept. KCG
Simpsonville, SC 29681
(803) 963-8917

Specifications

Length	155 in.
Width	68.5 in.
Height	44 in.
Weight	2250 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	9 cu. ft.
Powertrain	Ford V8

The Ayers Classic, modelled after the 427 Cobra, is for the enthusiast who wants more comfort than the original offered. Although it is hard to believe, the facsimile uses an MG center section with doors. Sure enough, proof of the MG is the triple windshield wipers on the cowl. Its suspension uses a Mustang II front end with disc brakes and a Ford straight axle rear end with drum brakes.

Ayers sells partially and completely assembled kits. They include a box steel tube frame with engine and transmission mounts installed by the factory. Rack and pinion steering is used. The trunk is double walled, and the fiberglass is steel reinforced. Passenger comfort is a high priority with this Cobra and the interior features deep bucket seats, a full console and padded dash.

The factory assembles the body to the frame, installing brake and fuel lines, upholstery, shocks, windshield, wiring, and gauges. The use of the MG center section greatly simplifies assembly. The car must be painted by the builder.

The Cobra's length is the same as the original, making its resemblance to the original uncanny. With the Ford 302 and a C4 automatic, the driver won't be making too many chiropractic appointments to treat neck injuries from overacceleration. But what the car lacks in performance it makes up for with the comfort of roll up windows and a roomier all-weather cockpit.

BUTLER COBRA

Ron Butler, designer/builder of a replica 427 Cobra, was with Shelby-American back in the days of the original Cobra. Not surprisingly, he has produced a car that is a dead ringer for the Cobra, at least on the exterior. But inside, the cockpit deviates from the original with a shallower dash panel and a raised steering column, which necessitated moving the instruments to the center of the dash. This powerful roadster uses a Chevy 350 and an automatic transmission, although other engine options are available.

The rectangular steel tube frame carries a Jag "E" type rearend and a mixture of Camaro and MG front suspensions. The builder orders the kit with his own choice of powerplant, and the factory installs the motor and transmission mounts accordingly. The Cobra is sold in a basic body and frame kit, or as a complete car.

The factory attaches all body hinges, which are adjustable to ensure proper fit. The basic kit requires complete assembly of everything else, including final painting.

The Chevy powered Cobra goes from 0-60 in 6.43 seconds, and does a quarter mile in 14.70 seconds at 92 mph, according to one test. Though the Butler Cobra may not be the most authentic of all replicas, due to its non-standard dash layout, it still ranks highly for the quality of its construction and performance capabilities.



Butler Racing Inc.

11811 Major St., Dept. KCG
Culver City, CA 90230
(213) 391-1785

Specifications

Length	158 in.
Width	69.5 in.
Height	44 in.
Weight	2600 lbs.
Road clearance	NA
Seating capacity	2
Storage space	NA
Powertrain	V8

CONTEMPORARY COBRA

The Contemporary Cobra, a replica of the famous 427 Shelby race car, features the Jaguar XKE front and rear suspension and Ford V8 engines. Exhaust side pipes and headers match original specifications. It is perhaps the most authentic Cobra replica and the company even sells reproduction parts to owners of originals.

There are three kit options. The BF kit includes the body shell, inner panels, doors, hood, trunk liners, plus a chassis with all mounts welded in place. The BHB kit includes the above plus the windshield and frame, hood hinges, gas tank, radiator and fan, dash panel steel cowl, and substructure hoop package. The DHB kit adds instruments, lights, wiring harness, side vents, steering wheel, leather upholstery, carpeting, side exhaust pipes, front and rear bumpers, and overriders.

Building a Cobra can be easy or very difficult, depending on which kits are selected. The average kit car builder would probably want to start out with a factory made steel tube chassis. The remainder would be a matter of cleaning, painting and bolting.

Contemporary Classics, the largest manufacturer of Cobras, has produced over 250 cars to date. This company also reproduces the original Hallibrand wheel. Great care has gone into manufacturing the Cobra, as exemplified by the factory's practice of trial fitting suspensions to chassis before shipping to assure proper alignment.



Contemporary Classic Motor Car Co.

5-7 Tecumseh Ave.
Dept. KCG
Mt. Vernon, NY 10553
(914) 664-8906

Specifications

Length	157 in.
Width	70 in.
Height	46 in.
Weight	2450 lbs.
Road clearance	NA
Seating capacity	2
Storage space	NA
Powertrain	V8

COBRA DUNE BUGGY



Fiber Jet Industries

811 Atlantic St.
Dept. KCG
Roseville, CA 95678
(916) 783-3198

Specifications

Length	144 in.
Width	72 in.
Height	48 in.
Weight	1300 lbs.
Road clearance	12 in.
Seating capacity	4-5
Storage space	NA
Powertrain	VW

The Cobra dune buggy is a four place, open all-terrain vehicle with a snub nose and square "bugeye" headlights. Fenders and engine are completely covered, making it more practical to drive in the rain. Low cut sides allow for ease of entry.

The Cobra requires a shortened VW floorpan. The body is finished either in standard paint or Mylar Flake. Removable fiberglass hardtops also are available in both finishes. All parts can be purchased separately. Fiber Jet offers a wide variety of accessories for the Cobra, including skid plates, chromed tubular front and rear bumpers, custom exhaust systems, and roll bars. A wiring harness is also available.

Assembly requires shortening the VW floorpan by approximately 14". No other welding is required. Once the chassis is complete, assembly is basically a bolt-together operation.

ELEGANT COBRA



Elegant Motors Inc.

P.O. Box 30188, Dept. KCG
Indianapolis, IN 46230
(317) 253-9898

Specifications

Length	165 in.
Width	77 in.
Height	49 in.
Weight	2500 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	8 cu. ft.
Powertrain	V8

The Elegant Cobra, built by the makers of the Auburn Boattail replica, is available this year in a Bignotti edition. Featuring skirted rear fender openings, chromed headlight stoneguards, and upgraded seats, among other luxury items, this Cobra offers a versatility of engine/transmission configurations. It also offers a choice of Ford, Corvette or Jaguar suspensions.

The Elegant kit features a fully caged body made of double walled fiberglass, and a steel tube, ladder-type frame. A Corvette frame may be substituted. Motor mounts are available for small or big block Ford or GM V8s. The kit is offered in standard and stretched wheelbase versions.

Elegant Motors expends much effort making their kits easy to assemble. Wherever the builder might run into problems, the factory has either designed the kit to make assembly easier or done it themselves. The body receives a gelcoat exterior, ready for final priming and paint.

The Elegant 427 is the largest of the kit Cobras, both in length and wheelbase. This results in stability and smooth riding characteristics and benefits taller drivers by providing extra leg room.

ERA COBRA

The ERA Cobra, modeled after the Shelby 427 SC competition car, is characterized by flared rear fenders, Lucas taillights, knock-off wheels, and a special dash with Smiths or SW gauges. Using a Jaguar rear suspension, Camaro disc brakes, and Datsun Z steering box, it gets its neck-snapping acceleration from a small or large block Ford V8.

When describing the ERA Cobra kit, it is simpler to list what the kit doesn't include. There is no battery, no coolant, no oil, no engine, or transmission. The builder also supplies the brakes and steering box. All the rest is there, including steel reinforced doors, gas tank, gauges, oil cooler, side exhaust pipes, riveted hood (the original had a riveted hood to prevent the wind from ripping it off its hinges), hood scoop, and interior package. A tonneau cover, convertible top, leather upholstery, and roll bar are offered as options.

ERA sells the Cobra kit only one way. The body has been mounted to the chassis, all inner panels are installed, doors and deck lid fitted, pedals, hydraulic lines, wiring, fuel and cooling systems installed. Even the interior is installed. Building time is estimated at 125 hours.

Motor Trend magazine tested four of the best replica Cobras, including the ERA. It found the ERA to be one of the best, considering all-around performance, completeness of the kit, and authenticity.



E.R.A. Replica Automobile Co.

612 E. Main St., Dept. KCG
New Britain, CT 06051
(203) 229-7968

Specifications

Length	157 in.
Width	67 in.
Height	47 in.
Weight	2200 lbs.
Road clearance	5 in.
Seating capacity	2
Storage space	11 cu. ft.
Powertrain	Ford V8

ESPRIT COBRA

The Esprit Cobra, inspired by the Shelby 427, can be powered by V6 or V8 engines, or by the ubiquitous VW engine and transmission. The front engine model utilizes Mustang II front suspension and a Ford straight rear axle. The rear engine kit is designed to accept VW type III front and rear suspensions with a 4-cylinder air-cooled VW motor.

The Stage I kit consists of body, hood, doors, trunk lid, and windshield. The builder supplies suspension and transmission. The Stage II kit (VW only) includes all of the above, plus a VW floorpan without suspension. The Stage III kit (V8 only) includes the Stage I kit with hood, doors, and trunk installed, plus a box steel tube frame including suspension. The four coil suspension allows room for the largest V8 engine.

The Esprit body is finished in a wide variety of gelcoat colors. The basic body requires fiberglassing the inner panels to the chopper gun-made body. For an additional charge, a hand-laid fiberglass body is provided with inner panels already glassed in place.

The VW-powered Cobra weighs less than most other VW powered kit cars. This roadster, with a large displacement VW or Porsche engine, certainly will not outperform its big brother with a V8, but it will get just as much attention. And it will not have to stop so frequently at the gas pump.



Esprit Coachworks

1037 S. Melrose Ave., Unit A
Dept. KCG
Placentia, CA 92670
(714) 630-6741

Specifications

Length	162 in.
Width	67 in.
Height	47 in.
Weight	1550/VW 2250/V8
lbs. Road clearance	6 in.
Seating capacity	2
Storage space	8 cu. ft.
Powertrain	VW/V8

GLASPAC COBRA



**Glaspac/G.C.E. Import
& Export Corp.**

316 Tideland Rd., Dept. KCG
Broussard, LA 70518
(318) 837-9963

Specifications

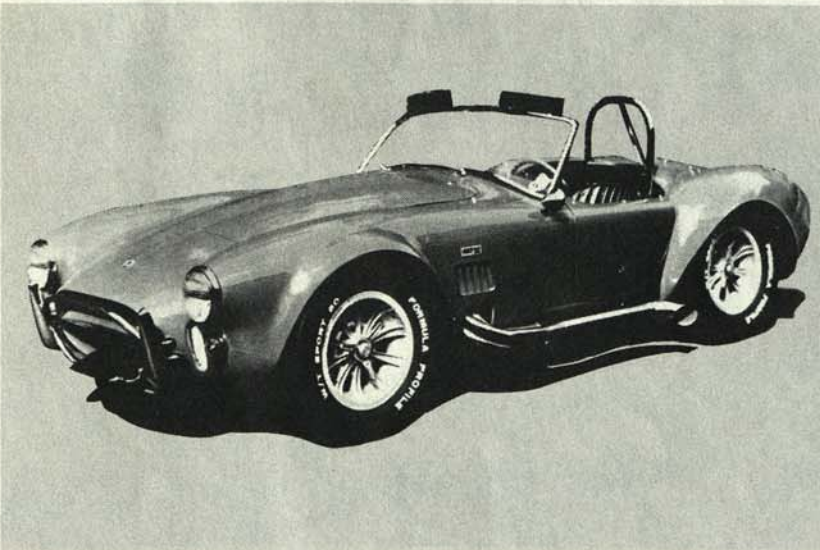
Length	157 in.
Width	70 in.
Height	46 in.
Weight	2800 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	8 cu. ft.
Powertrain	Ford V8

The Glaspac Cobra is made in Brazil and shipped to the States complete, minus engine, transmission, and wheels. It features a Ford LTD limited slip rear axle, Chevy front suspension with vented disc brakes, and a tubular steel frame. The rear body has been widened to accommodate the Ford rear axle. The doors are exceptionally sturdy (Mercedes hinges), so much so that you could actually sit on them.

Standard features include plexiglass sliding side windows, leather interior, hardtop, softtop, tonneau cover, and 25 gallon fuel tank. The body is a ruggedly built composite of foam and fiberglass, a technique widely used in homebuilt aircraft. Typical of the Brazilian cars, the fender beads often are over 1/4" thick, and the body contours are flawlessly shaped.

One of the heaviest Cobras at 2800 lbs, the Glaspac version with a Ford 302 V8 may not accelerate as fast as the 427 Cobra, but the added weight contributes to solid road feel inherent in this roadster. Completed cars are available as well as kits.

HOLLIDAY COBRA



Daryl Holliday Cobra Enter.

2020 Tower Rd., Dept KCG
Aurora, CO 80011

Specifications

Length	157 in.
Width	70 in.
Height	47 in.
Weight	2250 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	8 cu. ft.
Powertrain	V8

The Daryl Holliday replica 427 Cobra features a NASCAR-type subframe that surrounds the interior and attaches directly to the frame for safety and rigidity. This replicar uses a Jag "E" type rear suspension and an MGB front suspension, including two shocks per wheel to soften the ride without losing road feel.

The kit offers the builder four stages of completion, from complete body with inner four panels bonded, all the way to a finished, rolling car with the builder's choice of engine and transmission. Stage II includes a rolling chassis with tires and wheels, windshield, control pedals, and body mounted. The chassis has been constructed of 3" and 4" steel box tube. It is a parallel ladder type, similar to the original, but with added cross bracing.

The body requires a little block sanding and filling in preparation for paint. Holliday recommends using Imron paint, which is as flexible as the fiberglass itself. The different stages of completion offer builders with varying levels of tools and skills a choice of how much work they want to do.

The manufacturer tested several special replicas with open exhausts and no windshields and achieved surprising results. Using 289 Fords up to 454 Chevys, the cars all turned 0-60 under 4 seconds, with quarter mile times under 13 seconds and speeds over 115 mph.

McCUTCHEN COBRA

The McCutchen Cobra is a hybrid using a Chrysler 426 Hemi, a Corvette rear axle, and a Mustang II front suspension with disc brakes. The body duplicates the original 427 Cobra using a composite of fiberglass, wood and steel. The doors are balsawood/fiberglass composites that are stronger than steel, according to McCutchen Manufacturing. The fiberglass cowl is so strong that the door hinges and windshield frame bolt directly to the body inner panels, affording more interior leg room.

The McCutchen kit is sold in 20 separate subassemblies so that it may be purchased in any stage of completion from a bare body to a complete car. Similar to the composite doors, the body, hood and trunk lids are all fiberglass and balsawood "sandwich" construction and include mounted steel hinges. The frame is MIG-welded from 3" and 4" box steel tube. All engine and suspension mounts have been welded at the factory. Mounts are available for any big block Ford, Chevy or Chrysler.

The body is gelcoated, ready for final painting. Any subassemblies ordered with the kit are installed at the factory.

The virtue of the subassembly plan is that the builder can save money and do more work himself. A straight rear axle may be substituted for the Corvette rear axle in order to save money.



McCutchen Manufacturing, Inc.

4607 S. Santa Fe, Dept. KCG
Englewood, CO 80110
(303) 762-1874

Specifications

Length	157 in.
Width	68 in.
Height	43 in.
Weight	2410 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	8 cu. ft.
Powertrain	V8

NAF COBRA

The NAF Cobra offers many drivetrain options. A replica of a Shelby 427 Cobra, it accepts small or large block V8 engines, MGB or Mustang II front suspension, and Jaguar, Corvette, or straight rear axles. NAF offers the car in several different stages from a basic kit and frame to a completed vehicle.

The NAF Cobra kit supplies the builder with a hand-laminated, jig-bonded body, doors, hood and trunk all mounted, a box steel heli-arc welded frame, steel door hinge pillars, cowl brace, two bucket seats, and dash. All suspension, body, transmission, engine and radiator brackets are welded to the frame.

The body can be ordered either in gel-coated colors or in primer. No welding or other special skills are required. One of the lowest priced kits, this one is ideal for the kit car homebuilder who wants to do most of the work.

Rack and pinion steering and vented disc brakes are standard equipment on the NAF Cobra. Other NAF products include the Shrike GT, a mid-engine coupe, and the Dolphin, a Super Seven look-alike.



North American Fiberglass

1346 E. 8th St., Dept. KCG
Tempe, AZ 85281
(602) 966-9906

Specifications

Length	153 in.
Width	64 in.
Height	43 in.
Weight	2250 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	8 cu. ft.
Powertrain	V8

PACIFIC COAST COBRA



Pacific Coast Cobra
500 W. Stuart, Dept. KCG
Redlands, CA 92373
(714) 793-2967

Specifications

Length	156 in.
Width	68 in.
Height	49 in.
Weight	2875 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	8 cu. ft.
Powertrain	V8

The Pacific Coast Cobra, modelled after the Shelby 427 Cobra, features a 4-bar NASCAR-type live rear axle, independent front suspension with vented disc brakes, and a space frame made of rectangular steel tubing. The Cobra uses a small or large block Ford V8 engine. A 23 gallon fuel tank can be supplemented with optional fuel cells, giving the car a longer range.

The kit features a chassis with these items already installed: heater system, brake and fuel lines, pedal cluster, roll bar, motor mounts for a Ford 429 V8, bumper guards and horns. The one piece fiberglass body contains reinforced hinge points. Hood, doors, and trunk are all of double wall construction.

Pacific Coast Cobra sells the kit at any level of completion from a basic body to a completed car. The body finish is in gelcoat. The complete kit requires only bolt and fit assembly. No modifications are required if a large block Ford V8 is used.

Three different models are available: a stretched version with a 96" wheelbase, a stock 427 model, and a 289 FIA. This combined with its weight of 2875 lbs. (the heaviest Cobra) gives the car a smooth ride, while not destroying its 50/50 weight distribution.

SHELL VALLEY COBRA



Shell Valley Fiberglass
Rt. 1, Dept. KCG
Platt Center, NE 68653
(402) 246-5775

Specifications

Length	156 in.
Width	68 in.
Height	48 in.
Weight	2200 lbs.
Road clearance	5 in.
Seating capacity	2
Storage space	NA
Powertrain	Ford or GM V6/V8

Shell Valley Fiberglass has been making fiberglass agricultural components since 1971, and for the last two years they have entered the repicar business with a rendition of the Shelby 427 Cobra. It is available as a kit with a fiberglass body that fits over a custom ladder-type frame designed to employ Mustang II suspension and most V8 engines.

The Cobra kit includes a steel frame, the fiberglass body with molded-in cockpit, cowl hoop, doors and liners, trunk and liner, hood and liner, all handles, hinges, walnut dashboard, Stewart Warner gauges, windshield and frame, bumper uprights, fiberglass bucket seats, lighting and trim. Options are a 4-bar independent suspension with coil-over shocks, convertible top and upholstery.

The builder must weld his engine, transmission and rear axle mounts in place, or the factory will install all frame mounts as an option. The body is primed in gelcoat. Block sanding and painting is required. No fiberglassing is necessary because all liners are factory-installed.

The Shell Valley Cobra is one of the lowest price Cobra kits on the market. It is designed for the builder who wants to save money by doing much of the parts scrounging and metal fabricating. Shell Valley offers a money-back guarantee on the kit.

UNIQUE COBRA

One of the lightest Cobra replicas, the Unique Cobra is manufactured by the oldest replica Cobra producer, now entering their sixth year of production. This highly authentic roadster incorporates a popular MGB front suspension and a Jag "E" type rear suspension. Unique recommends powering the Cobra with a Ford 289 V8.

The Cobra kit includes a hand-laminated fiberglass body, featuring steel reinforced sides to ensure solid door mounting, as well as passenger safety. The ladder-type square steel tube frame has been MIG-welded. MGB and Jag suspension parts must be supplied by the builder. Other kit components include headlights and taillights, bumperettes, windshield, leather seats, carpeting, and pedal cluster. A Cobra reproduction hardtop, and motor mounts are only some of the options available.

The frame of the Unique kit has been MIG-welded using factory bolt points, so it should be easy to line up the suspensions for assembly. The body is finished in primer, ready for paint. The doors, hood, and deck lid are mounted on the body along with all lights. A 16 gallon fuel cell is already installed in the trunk, requiring only fuel lines and a gauge sending unit. The upholstery pieces have been cut to fit and clearly marked to ensure correct installation.

Unique guarantees its kits against defective materials or workmanship for one year.



Unique Motorcars

230 E. Broad St., Dept. KCG
Gadsden, AL 35901
(205) 546-3708

Specifications

Length	153 in.
Width	67 in.
Height	47 in.
Weight	2200 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	12 cu. ft.
Powertrain	Ford V8

WEST COAST COBRA

The West Coast Cobra is slightly larger than the original 427. It features 4-wheel disc brakes and dual master cylinders, an engine oil cooler, and a steel tube space frame. Small or big block V8s provide the power. This replica of the AC 427 Cobra affords an added degree of safety to passengers, due to an inner door subframe and an anti-rollover structure.

West Coast offers a deluxe kit which supplies everything except the engine and transmission. The kit includes the hand-laid fiberglass body and space frame, Ford front suspension, NASCAR-type 4-bar live rear axle, rack and pinion steering with steering wheel, 25 gallon fuel cell, radiator and fan, wiring harness, heater system, fuel lines, roll bar, and motor mounts.

The builder installs motor mounts, engine, transmission, bumpers, and inner fender wells. The rest has been done at the factory. No painting is required as the bodies have been factory-buffed.

The West Coast Cobra provides 6" more leg room and 4" more width than the original. This replica also features outside door handles, side marker lights, and chrome trim.



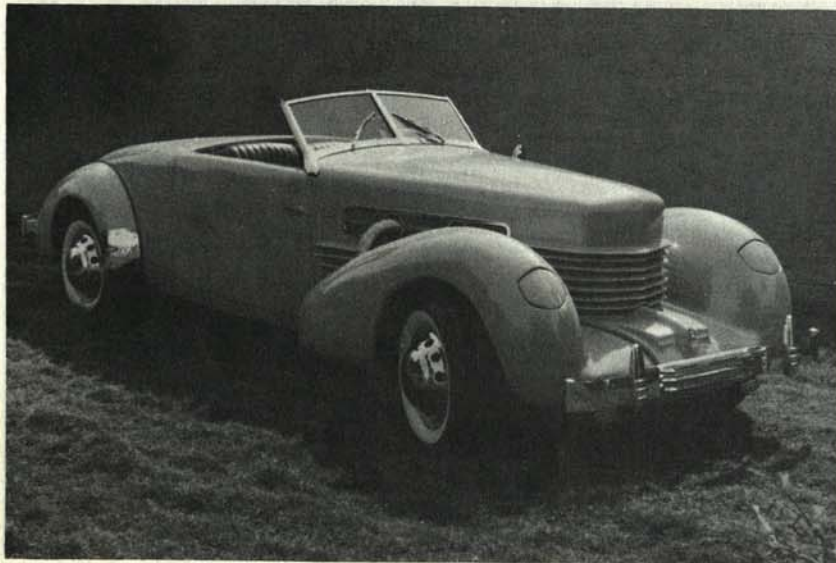
West Coast Cobra

8074 Ashton, Dept. KCG
Detroit, MI 48228
(313) 965-4120

Specifications

Length	156 in.
Width	62 in.
Height	NA
Weight	2250 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	10 cu. ft.
Powertrain	V8

CLASSIC FACTORY CORD



Classic Factory

1454 E. Ninth St., Dept. KCG
Pomona, CA 91766
(714) 629-5968

Specifications

Length	195.5 in.
Width	68 in.
Height	54 in.
Weight	3000 lbs.
Road clearance	7 in.
Seating capacity	2
Storage space	10 cu. ft.
Powertrain	GM V8

The Classics Factory Cord, a look-alike replica of a Cord 812 Sportsman, is a rear wheel drive car. Ironically, the 1932 Cord was heralded as one of the first production front wheel drive cars. The factory owns an original, which was used to make the molds to produce the replica. Originally, the Classic Factory offered the car only as a turnkey model, but now kits are available as well.

The kit includes the complete body and exterior trim. Factory rebuilt GM chassis and running gear are also available. The chassis has been extended, with a cross member added for torsional rigidity, making this convertible as rattle free as an original. All metal parts have been replicated from original castings or built from raw materials.

The dash has been altered to accommodate Stewart Warner gauges. The body features a bird cage structure to strengthen hinge mounting points. Used chassis that have been modified also are available with rebuilt Chevy or Ford engines.

The factory claims this is not an easy car to build. Often kit car manufacturers' claims or construction time underestimate the number of hours required. But Classics Factory gives this fair warning: A good looking kit car sometimes takes hundreds of hours. And this author gives a warning, even hundreds of hours is no guarantee of a good looking finished product. However, with time and care, this Cord can be made into a valuable collector's item.

CORSAIR MG-TD



Corsair

P.O. Box 86, Dept. KCG
Ontario, CA 91761
(714) 627-3116

Corsair Sales
Box 180, W. Hwy 34, Dept. KCG
Madison, SD 57042
(605) 256-3251

Specifications

Length	153 in.
Width	64 in.
Height	52 in.
Weight	1610 lbs.
Road clearance	7.5 in.
Seating capacity	2
Storage space	13 cu. ft.
Powertrain	VW

The Corsair MG-TD, a replica of a 1952 Morris Garages MG-TD, features a body made of hand-laid fiberglass and epoxy resins molded over a steel tube subframe. The use of epoxy resins assures a warp-free and rigid body shape. The fenders have been slightly widened to accommodate wire wheels in the VW conversion, as well as Pinto running gear for a front engine model.

The TD kit includes the one piece fiberglass main body, doors, trunk, hood and sides, windshield and fold-down frame, convertible top, grille, all lighting, dash and antique gauges, spare tire mount, and integral fiberglass floorpan. It is the only TD replica with a one-piece main body section incorporating the fenders.

The doors, hood, and trunk are installed by the factory. The body is available in finished gelcoat colors. All assembly operations have been simplified to assure a minimum assembly time.

The TD is built so airtight the factory claims the body will float on water. The convertible top bows mount on the frame instead of the body, making the top more solid. The top also has hidden snaps and fasteners. Steel spring seats, rather than foam cushions, are standard.

CREIGHTON

Influenced by classic lines of automobiles of the Thirties, the Creighton is a four place hardtop powered by a front-mounted Pinto 2300cc engine. It owes much of its styling to the '32 Ford Phaeton, evident in the Creighton's radiator shell, fender and running board detail. Sidemounted spare tire, landau bars, and chromed spare pipes enhance the Creighton's luxurious appeal.

The Creighton kit is comprehensive, supplying the builder with the fiberglass body, hood, doors, fenders and running boards, top, tubular steel chassis and coil springs, rear axle, chrome wire style wheels, gauges, all interior items, stereo, air conditioning and mahogany steering wheel. Also included are lighting, chrome trim, oak dashboard, and windshield.

The builder will need to produce the following Pinto components: 2300cc engine, automatic transmission, driveshaft, radiator, front suspension and brake pieces. The Creighton body is gelcoat finished, and requires no painting. It is mounted to the chassis at the factory.

The Creighton was designed with economy in mind. The car is heavy enough to give a solid road feel, but not any heavier than its parts donor, the Ford Pinto. Thus the Creighton should attain comparable mpg and performance figures.



Bremen Motor Corporation

425 Industrial Drive
Dept. KCG
Bremen, IN 46506
(219) 546-3791

Specifications

Length	156 in.
Width	68 in.
Height	61.5 in.
Weight	2350 lbs.
Road clearance	6 in.
Seating capacity	4
Storage space	NA
Powertrain	Ford Pinto

DAYTONA MIGI

Styled after the 1952 MG-TD, the Daytona MIGI is a fiberglass replica that fits over a stock VW chassis. A front engine Chevette model with custom frame also is available. The only changes required in the floorpan on the VW model are pedal and shifter relocation, as well as clutch/throttle cable shortening. A stock gas tank mounts in the front on the VW model, improving the weight distribution of this rear engine roadster.

The standard Daytona kit furnishes the builder with all the fiberglass body components, windshield and frame, convertible top, fender supports, hinges, latches, hardware, shortening kits for cables, bumpers, steering and brake extensions. Options include chromed steel grille, TD door handles, TD front directional lights, defroster, and VDO gauges.

No floorpan shortening or narrowing is needed. The fiberglass panels are trimmed and ready to bolt together, requiring no fiberglassing. The body is gelcoat finished in a choice of 10 colors. Assembly time is approximately 100 hours.

Daytona offers the MIGI body separately, without accessories or wiring, as well as a complete, assembled body with accessories hooked up, ready to install on the floorpan. Interiors are covered in a choice of vinyl, crushed velour or buckskin.



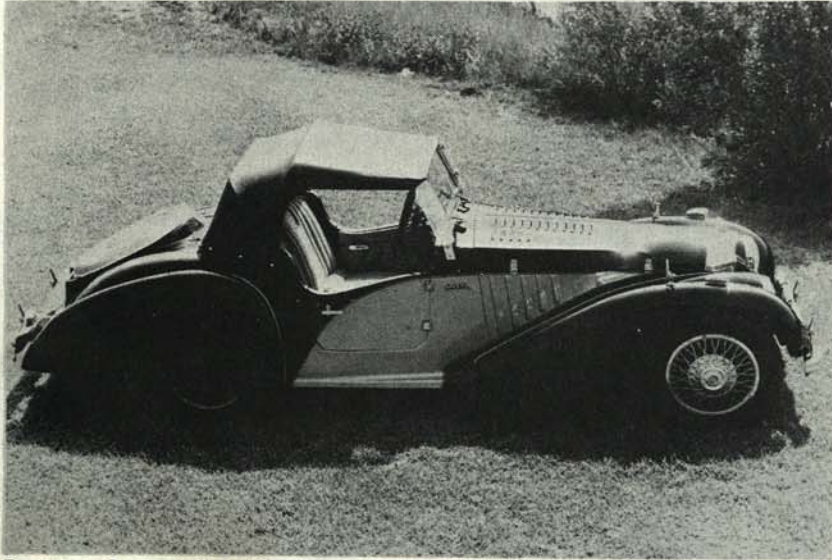
Daytona Automotive

819 Carswell Avenue
Dept. KCG
Holly Hill, FL 32017
(800) 874-0138

Specifications

Length	137 in.
Width	60 in.
Height	54.5 in.
Weight	1375/1700 lbs.
Road clearance	10 in.
Seating capacity	2
Storage space	5 cu. ft.
Powertrain	VW/Chevette

DAYTONA MOYA



Daytona Automotive

819 Carswell Avenue
Dept. KCG
Holly Hill, FL 32017
(800) 874-0138

Specifications

Length	145 in.
Width	60 in.
Height	50 in.
Weight	1650 lbs.
Road clearance	7 in.
Seating capacity	2
Storage space	7 cu. ft.
Powertrain	VW/Chevette

The Dayton Moya synthesizes designs of several Thirties' classics into a two place open roadster. It is available in front and rear engine models. The influence from such sports classics as the Morgan, Jaguar, or the Bugatti are clearly evident in its styling. The Moya features a fold-down windshield and stainless steel door hinges.

The basic Moya kit offers the builder who wants to do all his own work the fiberglass body, doors, fenders, hood, and deck lid, plus steel structural supports and hardware. The deluxe kit includes all the accessories to complete the basic kit, including windshield, stainless steel grille, wiring harness, classic gauges, bench or bucket seats, wood dash, all lighting and convertible top. Six different interior color combinations are available.

The VW floorpan needs no cutting, but it requires pedal and shift level relocation. The kit includes the necessary brackets and hardware and the front engine model adds a custom frame set up for Chevette running gear. The body is offered in 10 different gelcoat colors.

The rear engine compartment leaves enough room to install a VW or Porsche with dual carburetors. The 70-90 hp these engines can deliver in concert with the Moya's light weight and low center of gravity add up to an enjoyable ride and superior performance.

DIAMANTE



Matco, Inc.

4741 Ortega, Dept. KCG
Ventura, CA 93003
(805) 654-8377

Specifications

Length	222 in.
Width	72 in.
Height	51 in.
Weight	3960 lbs.
Road clearance	7.5 in.
Seating capacity	2+2
Storage space	8 cu. ft.
Powertrain	Cadillac V8

The Diamante is a 2+2 neoclassic cabriolet based on late model Cadillac running gear. The Diamante can be as luxurious as a Cad, using its power steering, power brakes, air conditioning, tilting steering column and automatic transmission. Due to its lighter weight, it stops better than the Cad, using the same brakes.

The basic kit includes the fiberglass body, fenders, cowling, doors, hoods, rumbleseat deck lid, louvered hood sides, grille, radiator shell, bumpers, headlights, frame rail covers, top bows and landau bars, and a 2x6" custom chassis. Optional accessories include a hardtop, power window kit, and chromed side pipes.

The Diamante takes around 600 hours to complete, so it is not one of the easiest kits to build. The only modification to the running gear is at the rear axle, where spring perches must be installed to accept leaf springs instead of the Cad's coil springs. All other Cad parts, including the engine, transmission, suspension, disc brakes and steering column can be bolted on. The body is gelcoated and ready to paint.

The Diamante has near perfect 50-50 weight distribution. It rides well over bumps because of its 136" wheelbase and its 4200 lb. weight. The car can get more than 16 mpg, but the real thrill of driving a Diamante is the attention it gets wherever it goes. "Diamante" is the Italian word for the diamond, a symbol of wealth and perfection. This car is aptly named.

DOLPHIN

The Dolphin, with its two place, open cockpit, long hood and front fenders, is plainly inspired by the Lotus Super Seven. Its two bug-eye headlights locate between the monocoque body and the fenders of this front engine roadster. A straight rear axle or a Datsun 510 IRS can be used. The front suspension is taken from an Opel Manta. Although the car has been designed around the Datsun 210 engine, any 4- or 6-cylinder will fit.

The basic kit includes the hand laminated body, box steel tube frame, cowl brace, floorpan, seat shells, and hood mount. The deluxe kit includes all of the above, plus an interior package with carpeting, linkage, windshield and frame.

The body is available in gelcoat white, red, green, black, blue, yellow, or orange. Engine, suspension, and transmission mounts have already been installed and drilled by the factory, according to whatever drivetrain combination the builder chooses. Thus, no special tools or skills are required.

The original Lotus Super Seven was noted for its great performance and handling. A Dolphin employing a Datsun L-16 engine, transmission, and IRS promises equal or better performance than the original Super Seven.



North American Fiberglass

1346 E. 8th St., Dept. KCG
Tempe, AZ 85281
(602) 966-9906

Specifications

Length 138 in.
Width 67 in.
Height 48 in.
Weight 1150 lbs.
Road clearance 6 in.
Seating capacity 2
Storage space 5 cu. ft.
Powertrain 4-cylinder/V6

DUCHESS

The Duchess, a replica of a 1952 MG-TD, is offered in front or rear engine models. A wide variety of engine configurations are available besides the VW, notably the water cooled Chevette, Rabbit, or Pinto. A ragtop or removable hardtop converts this roadster into an all weather machine.

Three different kit plans are available. The basic kit includes fiberglass fenders, body, running boards, hood side panels, front and rear bumpers, woodgrain dash, rear sub-frame, spare tire rack, headlights, and chrome plated hardware. Optional kits include antique gauges, walnut dashboard, stereo cassette, stainless steel wire wheels, and original windshield mounts. Plush upholstery also is available.

The VW-based Duchess requires relocating the shifter and pedal cluster. With the front engine models the frame is already modified by the factory to accept the builder's choice of drivetrain. Each Duchess body has received more than 24 man-hours of sanding, finishing and buffing before leaving the factory. They are finished in colored gelcoat.

The Duchess features flange-to-flange construction. Hidden flanges of the body pieces butt up against each other and are bolted together, forming concealed flange lines. This assures a perfect body fit as well as superior strength.



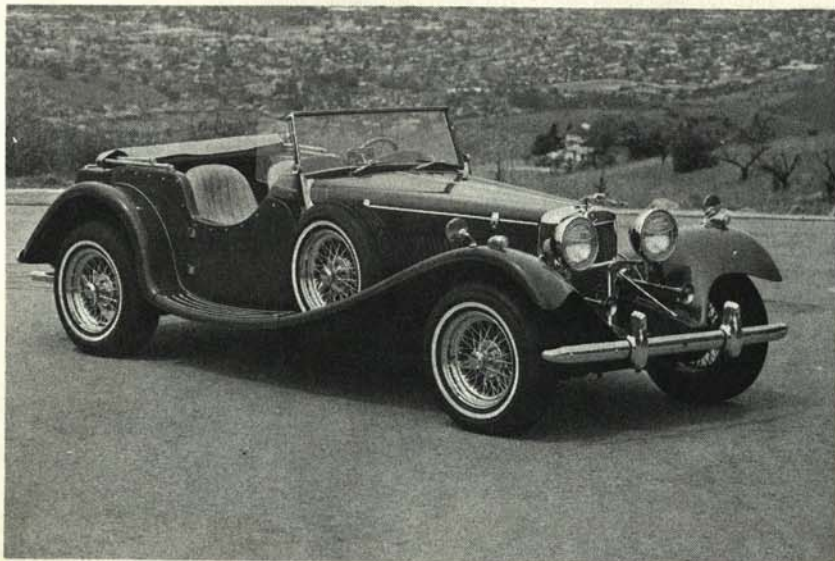
Classic Roadsters

1617 Main Ave., Dept. KCG
 Fargo, ND 58103
(701) 293-8866

Specifications

Length 149 in.
Width 59 in.
Height 52 in.
Weight 1400 lbs.
Road clearance 8 in.
Seating capacity 2
Storage space 8 cu. ft.
Powertrain VW/Pinto/Chevette

DUKE



Classic Roadsters

1617 Main Ave., Dept KCG
 Fargo, ND 58103
 (701) 293-8866

Specifications

Length 163 in.
 Width 62 in.
 Height 54.5 in.
 Weight NA
 Road clearance 6 in.
 Seating capacity 2
 Storage space 8 cu. ft.
 Powertrain Pinto/Chevette

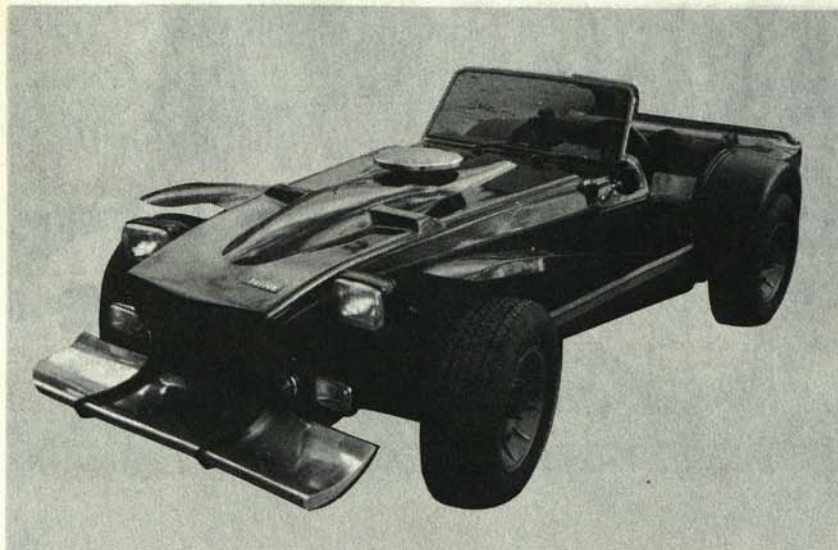
The Classic Roadster's Duke is inspired by the 1937 Jaguar SS-100, but offers more passenger comfort than the original. The Duke wears large 11" original style headlamps, dual side-mounted spare tires, and a chromed Jaguar hood ornament atop the chromed radiator shell, giving it the appeal of an English classic. True to SS form the doors are the suicide type, that is, they rip off the hinges if they are opened at high speeds.

The kit accommodates Chevette or Pinto engines. It includes all body pieces, hardware and supports, bumpers, grille, 9" headlamps, hinges, taillights, seats, upholstery, convertible top, steel frame, including floorpan and firewall, running board pads and weltings. A deluxe kit adds a hardwood dash, steering wheel, wiring harness, gauges, chrome hardware, and radiator fan. Options include side mounted spare tire, 11" headlamps and glass lenses, and wire wheels.

For around \$1,000 the factory will assemble the body ready to install on the frame. The front suspension consists of coil springs and independent control arms with disc brakes. A straight rear axle with drum brakes comprises the rear suspension. The Pinto kit includes a custom radiator and other components.

Classic's Duke is larger than the original, with a wheelbase of 108". This provides a solid highway ride, but still produces respectable handling capabilities on twisty roads.

DUTTON PHAETON



Budget Racing & Restoration

1115 Dayton St., Dept KCG
 P.O. Box 183
 San Carlos, CA 94070
 (415) 593-4802

Specifications

Length 139 in.
 Width 62 in.
 Height 45 in.
 Weight 1000 lbs.
 Road clearance 6 in.
 Seating capacity 2
 Storage space 4 cu. ft.
 Powertrain Pinto/Mustang

The Dutton Phaeton, a replica of the Lotus Seven, is one of the best selling English kit cars. An open-air two seater, the Dutton is rumored to have been powered by engines as small as 1100cc or as large as a V8. A Capri V6 powered Dutton was reported to have gone from 0-60 mph in 6.4 seconds, making it one of the fastest, straight line cars in the kit industry.

The kit supplies the builder with the body mounted on the chassis and all inner panels fitted. The hood, firewall, dash, windshield and frame, bucket seats, floorboards, tail section and trunk also are included. All mounting holes have been drilled by the factory. The space frame features sleeve location points to fit Triumph Spitfire front suspension and a Capri rear axle. Other kit components include a roll bar, hard and soft top, and partial interior.

The Dutton body is offered in primer or in gelcoat colors for an extra charge. Construction entails cutting the driveshaft and coil springs, as well as critical structural welding. These tasks should be entrusted to an expert, if tools and skills are unavailable. The optional wiring harness saves construction time, which is estimated at 60 hours.

The Dutton brings back the joy of wind-in-the-face, seat-of-the-pants motoring, the kind that relegates comfort secondary to performance. Powering through corners produces oversteer, but it remains responsive and stable throughout the entire range of driving.

EAGLE GT

The Eagle GT body conversion kit assembles over a Porsche 914 or 914-6, to give the ugly duckling mid-engine Porsche a bit of Italian styling. The conversion trims 142 lbs. from the 914, while using the stock suspension, brakes, steering and engine.

The kit includes a complete fiberglass body shell and interior reinforcement, dashboard, side and rear glass, two fiberglass seats, and wiring harness. Other components include hardware and brackets, grille, headlights, taillights, inner wheel wells, and an adhesive kit.

Inner panels require cutting which can best be accomplished with an air chisel or a cutting torch. After the fenders, hood, and deck lid are removed from the 914, the builder can bond all Eagle panels in place with Reid's Adhesive. The body is primed and ready for paint. Complete cars are also available.

The only thing automotive magazines like Road and Track and Motor Trend could find wrong with the 914 when it was introduced in 1970 was its styling. Otherwise, everyone had nothing but praise for the 914's handling, braking, acceleration, and comfort. Motor Trend even bestowed the 914 with the 1970 Import Car of the Year Award. Now it is possible to enjoy great handling as well as Ferrari-like styling with an Eagle GT.



Eagle Manufacturing

864-A McGlincey Lane
Dept. KCG
Campbell, CA 95008
(408) 377-2100

Specifications

Length	169 in.
Width	67 in.
Height	46 in.
Weight	1965 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	12 cu. ft.
Powertrain	914 Porsche

ESQUIRE

The Esquire is the largest 1929 Mercedes replica, enabling taller drivers to sit in comfort. Outrigged chrome pipes and leather strapped hood give this four seater the outward appearance of the Mercedes. But underneath the hood an inline 4 or V6 engine provides proof of modern, reliable machinery. A rear engine VW model is offered as well.

The Ford kit is built over a custom box steel tube frame. Steering, brakes, and suspension are salvaged from a Pinto or Mustang II. The kit includes main body, doors, trunk, hood, fenders, and cowl cover, with inner liners installed by the factory. The builder who wants the VW kit must supply a complete VW floorpan. Options include non-functional side pipes, hood straps, and horns.

Only minor welding is required on the exhaust system and small brackets. All other operations can be done with basic hand tools and skills. The body is offered in a variety of gelcoat colors.

One seasoned builder we know of reported the Esquire was one of the most complete and well-built kits he had ever seen. The body fit perfectly, he said, and the stainless steel hardware was of the highest quality.



Liberty Classics

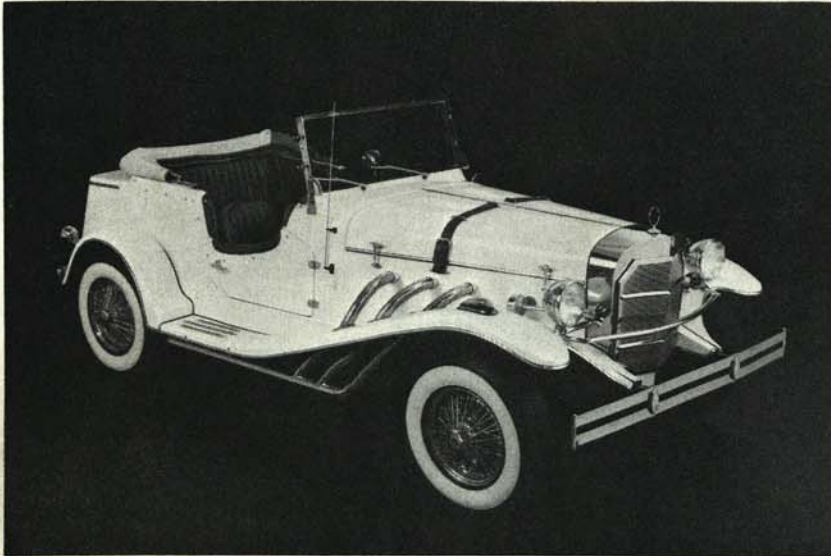
1215 Lilac Drive North
Dept. KCG
Golden Valley, MN 55422
(612) 545-2856

Liberty Classic Sales
Box 180, W. Hwy 34, Dept. KCG
Madison, SD 57042
(605) 256-3251

Specifications

Length	159 in.
Width	68 in.
Height	56 in.
Weight	1650/2250 lbs.
Road clearance	7 in.
Seating capacity	4
Storage space	12 cu. ft.
Powertrain	VW/Ford

FIBERFAB '29 MERCEDES



Fiberfab, Inc.
8800 W. Highway 7
Dept. KCG
Minneapolis, MN 55426
(800) 328-5671

Specifications

Length	156 in.
Width	68 in.
Height	50 in.
Weight	1650/2250 lbs.
Road clearance	7 in.
Seating capacity	4
Storage space	12 cu. ft.
Powertrain	Pinto, VW

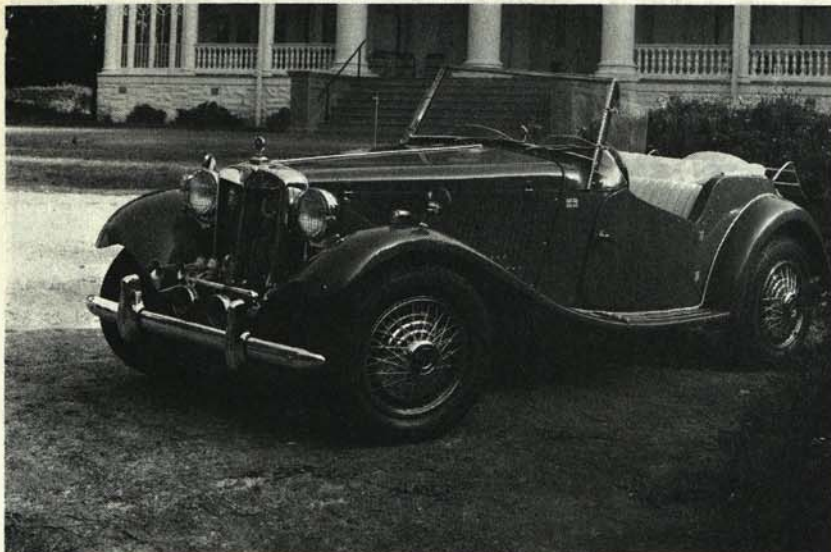
The Fiberfab '29 Mercedes is a four-place replica of the 1929 Mercedes Benz. The replica is based on a custom steel frame which employs Pinto suspension and engines, or a VW-based model is available using the stock VW floorpan and drivetrain. A full convertible top and zip-in side curtains provide all-weather driving capability. The front engine Pinto model uses a rear trunk for storage. The rear engine VW model features a larger front luggage area.

The Fiberfab kit supplies the builder with the fiberglass body, hoods, doors, trunk, lighting and wiring, chrome grille and trim, complete upholstery package, convertible top and side curtains, top boot, new gas tank, windshield and wind wings, wiper arms and hardware. The Pinto kit includes a steel frame that fits the Pinto engine, transmission, suspension, rear axle and steering column. The VW kit is furnished with chassis extenders.

No fiberglassing or welding are needed for either model. The fiberglass is gelcoated in five different two-tone colors. Assembly time is estimated by Fiberfab at 125-150 hours for the Pinto model, and 85-100 hours for the VW model.

The body on the Fiberfab '29 Mercedes is accentuated by chrome strips along the fender edges. The dashboard is walnut wood, with brass-handled glove box and classic gauges. The interior is fully upholstered or carpeted, and even the cockpit edges are lined with upholstery trim strips.

FIBERFAB 1952 MGTD



Fiberfab, Inc.
8800 W. Highway 7
Dept. KCG
Minneapolis, MN 55426
(800) 328-5671

Specifications

Length	149 in.
Width	52 in.
Height	59 in.
Weight	1400 lbs.
Road clearance	8 in.
Seating capacity	2
Storage space	8 cu. ft.
Powertrain	VW

Fiberfab, one of the oldest manufacturers of fiberglass kit cars, produces the Fiberfab MG-TD, a near-exact rendition of the 1952 MG-TD. The overall height, length, width and wheelbase of the replica are within an inch of the original. The replica is almost 400 lbs. lighter than its base car, the VW Beetle, and the replica's fuel economy is better than the Beetle.

Fiberfab offers a comprehensive kit, including steel reinforced fiberglass body, doors, hood and sides, engine cover, convertible top, lighting, VDO gauges, dash, wiring and all electrical components, windshield and frame, bumpers interior, trim and hardware. Options are a wood dash, chrome wire wheels, headlight brackets, removable hardtop, leather hood strap, trumpet horns, air conditioning, stereo, and more.

Assembly requires only ordinary home workshop tools. All panels are trimmed and require no further fiberglassing. The body is finished in a choice of six different gelcoat colors, including two-tones. Pedal and shifter on the VW floorpan must be removed; otherwise the chassis is unaltered.

The Fiberfab MG-TD's rear engine cover hinges up for ample access. The front hood hinges open along its side, allowing entry to a large storage area. A stock VW gas tank is mounted ahead of the passenger compartment.

FIERRO 600

The Fierro 600 is a hybrid of sorts, using a VW drivetrain, Pinto doors, Vega hatchback, Fiat air vents, Pontiac steering column and Datsun 280 Z taillights. The one piece fiberglass body features a chrome moly steel cage around the occupants. Drivers up to 6'5" fit in the Fierro comfortably. The body bolts onto a VW chassis.

The Stage I kit includes the fiberglass center body, steel cage with inner panels installed, hood, wiring harness, dash, console, grille, and rear scraper bar. Stage II adds the doors, hatchback, windshield, and upholstery. Stage III provides a car ready to bolt onto the chassis, needing only a gas tank and wiper motor.

The floorpan must be altered to move the shifter 6" to the rear. The battery remains in the stock location. The body is gelcoated in primer. The hood and the hatchback are installed in the Stage II and III kits.

The engine compartment of the Fierro is insulated from the passenger cabin. This keeps sound and heat out of the interior. Using 1975 or later Pinto doors adds 55 lbs. to the weight, but affords more crash protection.



Joe Fierro

24105 Silver Spray Drive
Dept. KCG
Diamond Bar, CA 91765
(714) 869-2518

Specifications

Length	175 in.
Width	73 in.
Height	46 in.
Weight	1900 lbs.
Road clearance	7 in.
Seating capacity	2
Storage space	10 cu. ft.
Powertrain	VW

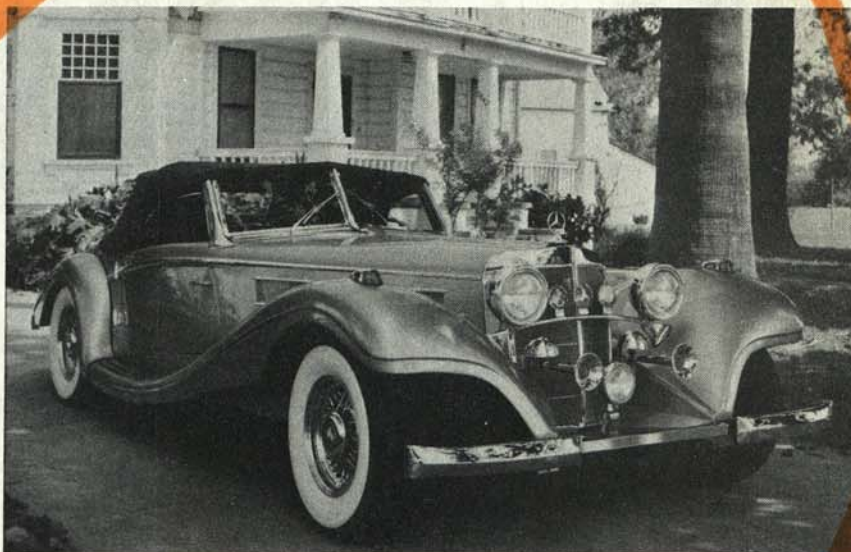
CLASSIC FACTORY 500K

H.T. Price of the Classic Factory has produced a two place cabriolet inspired by the highly valued 1936 Mercedes Benz 500-K. One of the most elegant kits on the market, this Ford 302 powered 500-K features a hand-laminated fiberglass body reinforced with a steel birdcage to eliminate rattles. The spare tire mounts on the rear deck. Chromed exhaust headers go through the hood sides into the front fenders. The split windshield and the roll-up side windows are authentically reproduced.

The 500-K basic body kit includes the fiberglass body, steel birdcage, aluminum hoods, steel bumpers, windshield frame and trim, top bows, hinges, hardware and chrome trim. A rebuilt chassis and a reconditioned powertrain is available. Options include gauges, cowl spotlight, chrome horns, wire wheels, oak dash, air conditioner/heater, and a wood steering wheel.

The body is in primer and ready for paint. Hand-rubbed lacquer paint jobs are available, as well as completed cars. Classic Factory wants to make sure the builder understands their kits are not easy to build. In their brochure they state, "... it takes a lot of hard work and patience to turn out a fine product. There are no shortcuts."

But the finished product is well worth the effort. The standard turnkey 500-K is equipped with a leather interior, deep pile carpeting, oak or burlwood dash, stereo, air conditioning, wire wheels and wide whitewalled tires, and hand-rubbed lacquer.



Classic Factory

1454 E. Ninth St., Dept. KCG
Pomona, CA 91766
(714) 629-5968

Specifications

Length	195 in.
Width	76 in.
Height	56 in.
Weight	NA
Road clearance	NA
Seating capacity	2
Storage space	NA
Powertrain	Ford V8

THOROUGHBRED 540-K



Thoroughbred Motorcars, Inc.

4400 220th NE
Dept. KCG
Redmond, WA 98052
(206) 883-3503

Specifications

Length 170 in.
Width 70 in.
Height 55 in.
Weight 2200 lbs.
Road clearance 6 in.
Seating capacity 2/3
Storage space 8 cu. ft.
Powertrain 4/6/8 cylinder

The 540-K is a variation on the theme of a Mercedes Benz 540-K. This elegant replica is powered by a Ford or GM V6 or V8. It is assembled on a custom chassis with a Mustang II suspension. The 540-K also employs many brake, interior and fuel system pieces from the Pinto, Mustang II or Bobcat. This two seat cabriolet with dual side-mounted spare tires is outfitted with dual horns, cow lamps, and a center spotlight.

The 540-K kit includes the fiberglass body, jig-welded chassis, steering mechanisms, bumpers, radiator shell, seats and vinyl covers, convertible top, windshield frame, gauges, all lights, and header pipes. Optional equipment includes a leather interior, spare tire covers, wood dash, hardtop, wire wheels, air conditioning, rear jump seat, and a tonneau cover.

No fiberglassing is required. No special skills or welding is required. Assembly consists of bolt-it-together procedures. An engine hoist would be helpful mounting the engine and transmission. The inner body has already been laminated in place and the doors hung by the factory. The body is primed and ready to paint.

Thoroughbred Motorcars, manufacturer of the 540-K, recommends using the small block V8 engine. The 540-K at 2600 lbs. can get up to 20 mpg using this powerplant. Other drivetrain possibilities might include an inline 6 by Mercedes or Datsun.

FORMULA FUN + 1



Crosby Metal Products

1227 W. Brooks Suite C
Dept. KCG
Ontario, CA 91761
(714) 988-9355

Specifications

Length 154 in.
Width 66 in.
Height 40 in.
Weight 1030 lbs.
Road clearance 6 in.
Seating capacity 1+1
Storage space NA
Powertrain VW

Imagine the look on the policeman's face after he has pulled over a Crosby Formula Fun. He wouldn't know where to start writing equipment violations. Let's see, headlights, rats, there they are! How about fenders? Nope, there they are! Windshield? It's there! In fact the Formula Fun only looks like a formula race car. It is completely street legal.

The basic kit features the fiberglass body and scoop, steel inner structure with roll bar, headlight brackets, shifter mechanism, two seats with upholstery, and a custom steering wheel. The deluxe kit includes the basic kit plus gauges, plexiglass windshield, spoiler, and side mirrors.

The kit assembles over a stock VW floorpan and uses a wide variety of VW engines. Seating is tandem, driver in the front and passenger in the rear. Visibility is excellent, and air conditioning is not required!

GATSBY CABRIOLET

The front engine, two place Gatsby captures the spirit of the Thirties motoring. This convertible features roll-up windows, side-mounted spare tires and external header pipes. Designed to fit on a full size Ford or GM chassis, the Cabriolet uses a 1967-80 MG Midget center body section modified to accept the Gatsby body panels.

The kit includes fiberglass fenders, hood, rear panels, firewall, bumpers, dash, spare tire cover rings, and the choice of a fiberglass or all-steel body. The factory claims 80 percent of the parts needed to build a Gatsby can be purchased over-the-counter at Ford and GM dealers. Options include a burlwood dash, VDO instrumentation, leather-covered steering wheel, electric antenna, and deluxe interior.

The kit requires extensive cutting, fitting and assembling. Many parts can be found at the local salvage yard, although the grille, for example, is from a 1980 Mercury Cougar, and can be purchased new. The car should require 200 or more hours to construct. Welding is required on the steel body, and painting is required.

There are several advantages to using the MG Midget center section. In the first place, the wiper and gauge assemblies are already installed. In addition, the roll-up window and wind wing mechanisms are already there, making construction a little simpler.



Gatsby Production

P.O. Box 23099, Dept. KCG
San Jose, CA 95153
(408) 295-8092

Specifications

Length	187 in.
Width	72 in.
Height	53 in.
Weight	3600 lbs.
Road clearance	9 in.
Seating capacity	2
Storage space	9 cu. ft.
Powertrain	Ford V8

GATSBY GRIFFIN

The Griffin is an originally styled neo-classic two place cabriolet designed around the Ford LTD chassis and running gear. It features Austin Healey Sprite steel doors with roll-up side windows and wind wings. An MGB convertible top and frame provide all-weather protection. Triple windshield wipers and a windshield from the Sprite are mounted in the steel-reinforced fiberglass cowling. The gas tank is filled under a hubcap on the rear-mounted spare tire.

The Griffin kit includes a lengthened Ford LTD frame, fiberglass body and fenders, body mounts, bumper brackets, windshield and frame, burlwood dashboard, all trim and hardware. The builder supplies Sprite doors, Ford V8 engine, 4-speed or automatic transmission, leather interior, wheels, tires and gauges. Options are a tilting steering column, stereo, air conditioning and Classic-styled gauges.

For builders with their own Ford LTD, Gatsby lengthens the frame, remounts the engine forward, mounts the steering column, and sets the fiberglass body on the frame. The builder then tows the car home and finishes it. The fiberglass is primed in gray gelcoat. The Griffin is a relatively large and complex kit, and more building time should be allotted.

A 351 Cleveland powered Griffin with an automatic is a good straight line machine. Acceleration is much better than that of a Cad or Lincoln.

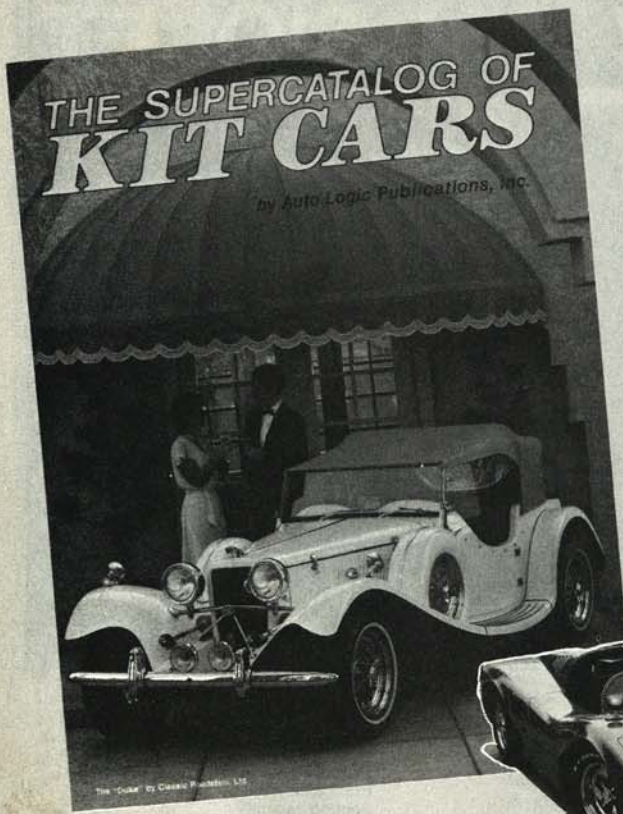


Gatsby Productions

P.O. Box 23099, Dept. KCG
San Jose, CA 95153
(408) 295-8092

Specifications

Length	178 in.
Width	70 in.
Height	52 in.
Weight	3300 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	NA
Powertrain	Ford LTD



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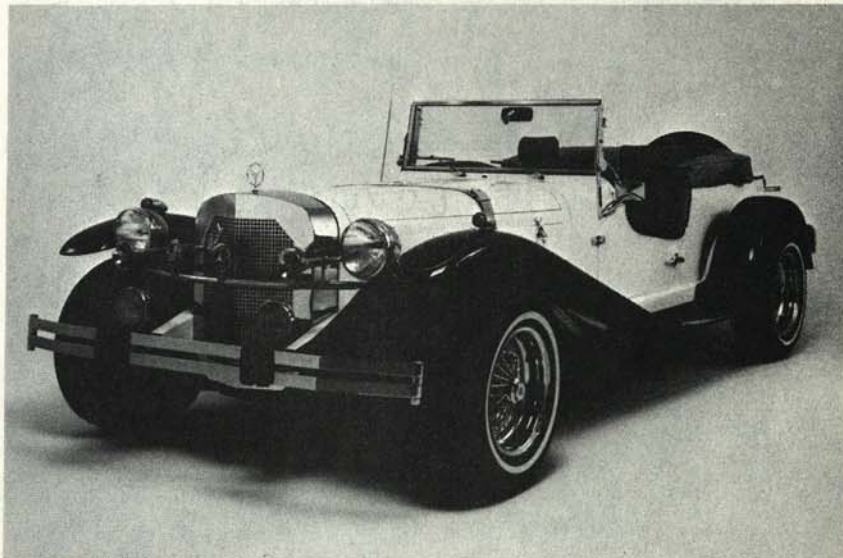
GAZELLE

The Gazelle is a two or four place open roadster inspired by the 1929 Mercedes Benz. The builder has a choice of either a VW or Pinto powertrain. Thus it offers both nostalgic styling and reliable running gear. The two seater places a storage tray where the rear seat would normally be.

The standard kit includes all fiberglass body panels, inner liners, steel brackets, chromed radiator shell, fold-down windshield, headlights, and mahogany dash. The deluxe kit includes bumpers, upholstery, carpet, seats, tonneau cover, convertible top, molded doors, and for the Pinto version, a custom frame.

Construction of the VW based Gazelle requires no shortening, lengthening, or welding. The Pinto based car is more complex, taking up to 100 hours to construct. The bodies are finished in the builder's choice of gelcoated colors.

The Gazelle offers a variety of options, among them leather interior, chrome plated horns, old-style custom gauges, luggage rack, chrome wheels with wire baskets, and wind wings.



Classic Motor Carriages

16650 N.W. 27th Ave.
Dept. KCG
Miami, FL 33054
(305) 625-9700

Specifications

Length	156 in.
Width	68 in.
Height	50 in.
Weight	1550/1975 lbs.
Road clearance	6.5 in.
Seating capacity	4
Storage space	12 cu. ft.
Powertrain	VW/Pinto

HUNTER

The Hunter, formerly the Hathaway roadster, is now being produced by Chuck Hunter, an experienced aircraft mechanic and flight instructor. He has built many WWI aircraft replicas and done aerobatic flying for movies and others. Now he has turned his talents to the Hunter roadster. The two seat open roadster uses an unaltered-length Triumph chassis, transforming it into an English-like motorcar with a Jag-inspired grille and VW headlamps.

The Hunter kit leaves little for the builder to supply except the chassis and running gear. It includes the fiberglass body components, windshield and frame, wipers, hard-wood dash, bumperettes, ragtop and frame, fuel tank, lighting, carpeting and interior kit. Options include a leather interior, wool carpeting and windwings. Fully assembled Hunters also are available.

Assembling a Hunter is simple. Basically all the builder does is lift off the old Triumph body and bolt on the new one. All Triumph running gear remains stock. The factory recommends allowing 100-200 hours of building and finishing time. The body is shipped in gray primer ready for sanding and painting.

Later model Triumphs, such as the TR6, feature disc brakes and larger engines. These models make highly desirable base cars for the Hunter due to their increased power and greater road clearance.



Vintage Motor Works

P.O. Box 884
Dept. KCG
Sonoma, CA 95476
(707) 938-2309

Specifications

Length	152 in.
Width	58 in.
Height	48 in.
Weight	1900 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	7 cu. ft.
Powertrain	Triumph

JAGUAR SS-100



Antique & Classic Automotive

100 Sonwil Dr., Dept KCG
Buffalo, NY 14225
(800) 245-1310

Specifications

Length	159.5 in.
Width	62 in.
Height	52 in.
Weight	1630 lbs.
Road clearance	7.2 in.
Seating capacity	2
Storage space	18 cu. ft.
Powertrain	VW/Ford

The Jaguar SS-100 replica by Antique & Classic Automotive can be built around a VW engine and floorpan or on a custom frame designed for Pinto running gear. The open two seater features specially fabricated 12" headlamps, fold-down windshield, and doors that hinge in the right direction (which is opposite that of the original suicide doors).

The deluxe kit consists of the body, windshield with die cast frame, headlamps, convertible top, side curtains, top boot, Classic gauges, and a complete interior. The Pinto-powered SS-100 has a 2x3x3/16" thick steel tube frame with engine mounts welded in place. The VW-powered SS-100 features a frame extender for the floorpan, making the wheelbase of both cars identical to the original. Frame options include strut bushings, master cylinder brackets, dash braces, steering column supports and leaf springs.

The instruction manual in the kit is one of the best in the industry. Special operations are noted and illustrated with drawings, photos, and well-written explanations.

Fuel efficiency has not suffered in the replica, ranging from 25-30 mpg. Handling and acceleration are comparable with other replicas, and its slightly heavier weight and longer wheelbase contribute to a solid, stable road feel.

JAGUAR SS-100G



Eagle Coach Work, Inc.

86 Gunnville Rd.
Dept. KCG
Lancaster, NY 14086
(716) 759-6650

Specifications

Length	165 in.
Width	64.5 in.
Height	51 in.
Weight	2000 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	2 cu. ft.
Powertrain	Ford Pinto

The Eagle Jaguar SS100, a replica of the legendary 1937 Jaguar roadster, employs a front-mounted Pinto engine, transmission, and suspension on a tubular steel frame. Standard equipment includes classic instrumentation, wood dash and steering wheel, adjustable bucket seats, and carpeting.

The builder must save from a '75 and up Pinto the following items: engine, transmission, radiator, driveshaft, rear axle, front suspension, brakes, steering box, exhaust system and wiring harness. The kit includes the fiberglass body panels, firewall, frame, all brackets and braces, rear leaf springs, complete interior with tonneau cover, all lighting, wiper mechanism, and miscellaneous trim.

All major hole locations have already been marked by the factory. The body is finished in gelcoated colors, requiring no painting. An engine hoist is needed to remove and reinstall the Pinto engine.

Attention to detail is not a new phrase around Eagle Coach. They have manufactured replicas of Bugatti, Alfa Romeo, Frazer Nash and Bentley. The experience they got manufacturing these replicas taught them attention to details does not stop with appearance items, but carries over into details like safety. For example, the SS100's firewall and floorpan are made of fire retardant materials. All welding has been done in jigs by professionals at a structural steel fabricating company to ensure uniformity.

JAGUAR XK-120

The Jaguar XK-120 is Antique & Classic Automotive's second Jaguar replica. This front engine replica is designed to use Pinto or Mustang II running gear. These readily available components give builders a wide choice of engines including 4-, 6- or 8-cylinder motors.

This is a very complete kit that includes a full fiberglass body, split windshield with safety plate glass, adjustable seats plus all upholstery and carpeting, instrumentation, a top assembly with bows, matching side curtains, and boot. Standard equipment also includes fender skirts, double-tiered wire wheel covers, bumpers and a comprehensive instruction manual. Options are leather seats, windwings, wood dash, trunk carpeting, mirrors and other items.

The completeness of the kit makes it fairly simple to assemble. There is no welding or fiberglassing required and all the steel components are pre-drilled. The bodies are finished in fiberglass and are offered in six gelcoat colors.

The original XK-120 was certainly one of the most beautiful English sports cars of all time. No doubt this new replica will appeal to both performance and style minded owners. With its rugged frame and a V8 motor, the XK-120 will certainly please the performance minded enthusiast. And the styling will capture the hearts of any classic sports car fan.



British Motor Cars, Ltd.
affiliate of **Antique & Classic Automotive, Inc.**

100 Sonwil Dr., Dept. KCG
Buffalo, NY 14225
(800) 222-9600

Specifications

Length	176 in.
Width	64 in.
Height	48 in.
Weight	2400 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	12 cu. ft.
Powertrain	Ford Pinto/ Mustang II

JAGUAR XK-120G

Eagle Coach Work, which has manufactured over 4,000 replica cars, has now introduced their replica of a Jaguar XK-120. It uses Pinto or Mustang II running gear bolted to a 2"x4"x3/16" thick rectangular steel tube frame. The XK-120G provides a fold-down top with rigid side windows, adjustable bucket seats, and a roomy interior.

The standard kit includes the following: fiberglass body, steel frame, complete interior with carpeting, ragtop and side windows, lighting instruments, wiper mechanism, grill, bumpers, mirrors, trunk handle, dash and hardware. With minor alterations the kits accommodate the 2800cc Ford V6, as well as a choice of automatic or stick. Options include eight different gelcoated colors that have been buffed and finished at the factory.

No special skills or tools are required. The frame already has all holes drilled, all brackets and hinges mounted, and all welding done. No painting is required as the body is finished in gelcoat.

The factory claims the frame weighs 538 lbs. Not only does this insure longitudinal rigidity, but it concentrates much of the car's mass close to the ground, where it contributes to the sports car-type handling of this authentic replica.



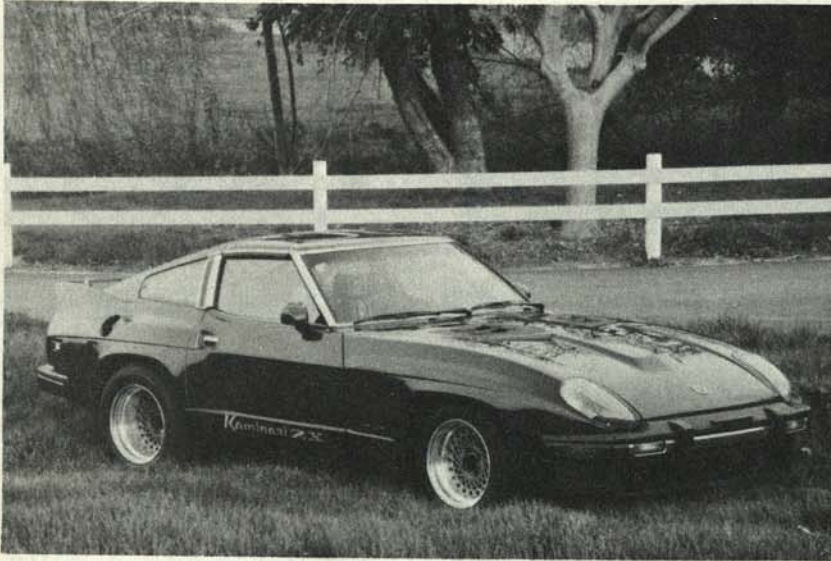
Eagle Coach Work, Inc.

86 Gunnville Rd.
Dept. KCG
Lancaster, NY 14086
(716) 759-6650

Specifications

Length	176 in.
Width	64 in.
Height	48 in.
Weight	2400 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	12 cu. ft.
Powertrain	Ford Pinto

KAMINARI ZX



Fiber Designs

515-A West Lambert, Dept. KCG
Brea, CA 92621
(714) 529-6399

Specifications

Length 173 in.
Width 68.75/69.25 in.
Height 49 in.
Weight 2972 lbs.
Road clearance 6.5 in.
Seating capacity 2/2+2
Storage space NA
Powertrain Datsun 280ZX

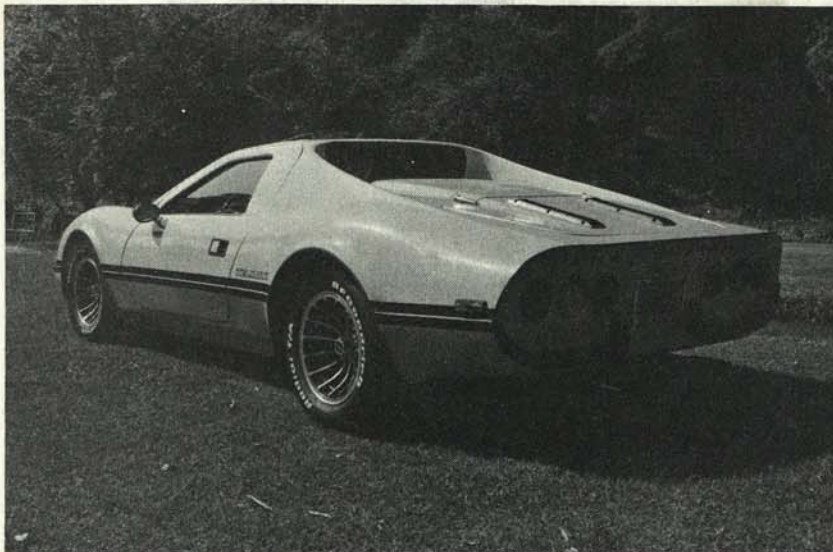
The Kaminari ZX fiberglass package transforms a Datsun 280ZX into an exotic, Imsa inspired sports car. The aerodynamic styling kit includes flared wheel wells for wider tires. The package, any part of which can be purchased separately, features inner fender stiffeners, inner wheelwells, a choice of two hood modifications, and a 3-piece rear wing.

The fiberglass kit consists of front fenders and integrated air dam, rear fenders, hood panels, door extensions, and four inner fender wells. An optional aircraft aluminum wing can be molded in or bolted on the rear body outside the hatch. Other options available include black window trim, tail-light center section, rear louver, plexiglass headlamp covers, and competition suspension package.

Installing the ZX package involves cutting and bonding, accomplished by drilling holes for the bonding material to seep into and anchor the rear quarter panels and door extensions. The front fenders and air dam simply bolt on, and the hood panels fit with no alteration. Any choice of hand-rubbed acrylic urethane color is available.

All fiberglass panels are made in hand-laid sandwich Hetrion resins, which are fire retardant. The fiberglass cloth is a type used in aircraft construction.

KELMARK GT



Kelmark Engineering, Inc.

P.O. Box K, Dept. KCG
Okemos, MI 48864
(517) 694-6888

Specifications

Length 174 in.
Width 72 in.
Height 45 in.
Weight 1700 lbs.
Road clearance 7 in.
Seating capacity 2
Storage space 9.9 cu. ft.
Powertrain VW/Mid-engine V8

Inspired by the Dino Ferrari 246 GT, the Kelmark GT features roll up windows and can accommodate drivers up to 6'-2" or taller. The two place coupe can be assembled over a VW floorpan and running gear, or a custom mid-engine frame to accept a V6 or V8 powerplant. Kelmark will also build a MK III to order, using high performance engines and leather interior.

The following Kelmark kit components are all installed by the factory: doors and side windows, instruments, wiring harness, lights, windshield, ventilation system, deck lid, bumpers, mirrors and side stripes.

The builder mounts the body to his floorpan, installs the seats, carpeting, steering, wiring and fuel lines. No floorpan modifications or welding is required. The bodies are gelcoat finished or painted at the factory and require no further work.

A Kelmark powered by an 1835cc VW with dual carbs can run circles around most Porsches or other sports cars. Owing to its light weight, low-drag body and its low center of gravity, the MK II incorporates race car handling and VW economy in one beautiful package.

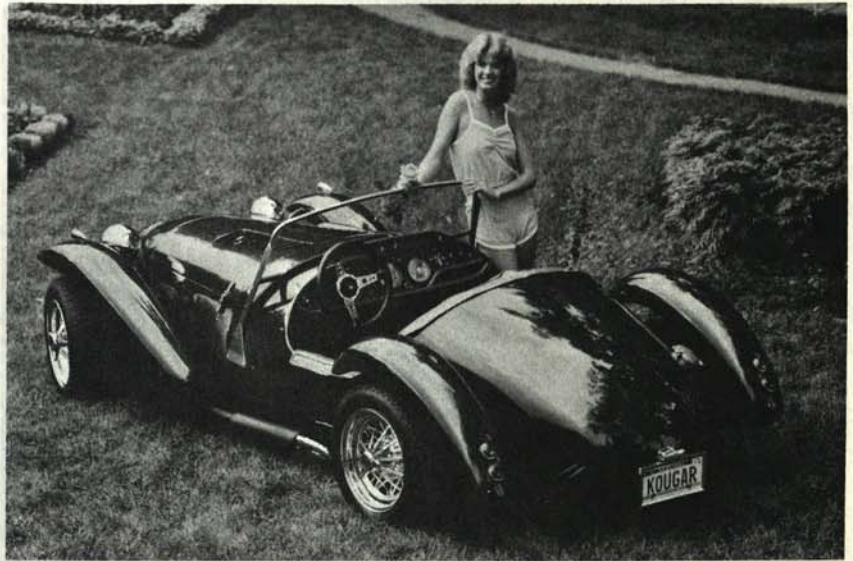
KOUGAR SPORTS

In keeping with its feline brethren, the Kougar breeds all the best features of the Jaguar into a two place, open roadster reminiscent of an earlier automobile epoch characterized by Blower Bentleys and SS-100s. The Kougar bonds its glass fibre body to a steel chassis and it uses a Jaguar Saloon engine, transmission and gauges.

The Kougar kit is comprised of a fully trimmed fiberglass body mounted to a steel tube chassis, wiring loom and lights, fuel and brake lines, pedals and hydraulic cylinders, co-axial coil sprung damper units, and MGB steering rack. Optional equipment includes a ragtop and bows, side curtains, leather interior, chromed exhaust, wire wheels, and a wiper mechanism.

The floorboards and seats are already fitted along with the carpeting. The suspension is mounted, including all brake lines and hydraulic cylinders. In addition, a roll bar, grille and dash are fitted at the factory. The body is finished in a choice of over 70 gelcoat colors. The builder must install gauges, engine, transmission, wheels and fluids.

When the editor of a magazine like Road and Track owns a certain type of car, it usually possesses all or most of the qualities of a truly exceptional sports car. Tony Hogg, former editor of R & T owned a Kougar, a tribute to this well conceived design.



Kougar America

P.O. Box 14080
Dept. KCG
Omaha, NB 68124

Specifications

Wheelbase	100 in.
Track f/r	56/56 in.
Height	36 in.
Weight	1750 lbs.
Road clearance	5 in.
Seating capacity	2
Storage space	6 cu. ft.
Powertrain	Jaguar

LAFER MP

The MP Lafer, a VW based replica of the 1952 MG-TD, is a Brazilian import. One hundred Lafers are produced there every month. These two place roadsters have as standard equipment brand new floorpans and suspension, and feature a rear enclosure for the spare tire. A TI model intended for sale in Brazil is now available with black trim in lieu of chrome.

There is no "kit" per se for the Lafer. It is sold almost completely assembled. It would be easier to list what is needed than what is in the kit. An engine and transmission need to be installed. Tires and wheels need to be mounted. The remainder is finished, including gauges, lighting, wiring, upholstery (vinyl or leather), and brakes. Options include fog lamps and spotlight.

The body is finished in a choice of 21 colors or two tone combinations. Other features include a wood dashboard, wood steering wheel, quartz clock, full carpeting and heater. The MP has sliding safety glass side windows.

Lafer also manufactures furniture in Brazil. This is why the MP is so luxuriously appointed inside, including vinyl door packets, and a fully carpeted trunk. The center console houses an ashtray and a lighter, and on the dash there is a locking glove box.



Bremen Motor Corporation

425 Industrial Drive
Dept. KCG
Bremen, IN 46506
(219) 546-3791

Specifications

Length	149 in.
Width	59 in.
Height	52 in.
Weight	1400 lbs.
Road clearance	7 in.
Seating capacity	2
Storage space	10 cu. ft.
Powertrain	VW

LANCE



Motorcar Classics

1925 Francisco Blvd.
Dept. KCG
San Rafael, CA 94901
(415) 459-7940

Specifications

Length 156 in.
Width 68 in.
Height 50 in.
Weight 1550/1975 lbs.
Road clearance 6.5 in.
Seating capacity 4
Storage space 12 cu. ft.
Powertrain VW/Ford Pinto/
Mustang II

The Lance, a look-alike replica of the Mercedes SSK, is offered in VW-based or front engine Ford powered models. The Ford version's suspension, brakes and steering are all Mustang II. An automatic transmission can be substituted for the manual. This open touring car seats four in comfort, surrounded by a wood dash and a double canvas top. The front engine version has six cubic feet of trunk space.

The fiberglass body, custom designed frame, fenders, hood, trunk lid, doors, floorboards, seats, hardware, brackets, 15 gallon gas tank and running boards all are included in the standard kit. On top of that, the deluxe kit offers full instrumentation, interior decor group, and exterior chrome package. Options range from simulated through-fender exhaust pipes to air conditioning.

A factory pre-assembled version is offered which takes just 40 hours to assemble, according to the manufacturer. Several two-tone gelcoat color combinations are available. Assembly involves align-and-bolt procedures, requiring only rudimentary tools and skills.

The factory lists specs on acceleration, top speed, and fuel economy, and they're nothing short of spectacular. The 302 V8 version goes 0-60 in 5.5 seconds, with a top speed of 143 mph and an estimated highway mpg of 24! Acceleration and top speed are slightly down in the V6 and inline-4 powered cars, but their mileage is higher.

LASER 49er



Elite Enterprises

P.O. Box A F, Dept. KCG
690 E. Third Street
Cokato, MN 55321
(612) 286-2660

Specifications

Length 173.5 in.
Width 72 in.
Height 57 in.
Weight 2200 lbs.
Road clearance 9 in.
Seating capacity 5
Storage space 12 cu. ft.
Powertrain VW

Who says kit cars don't cater to families? The Laser 49er accommodates up to five adults in comfort, allowing entry and exit via gullwing doors and a rear hatch lid. This fiberglass mini van assembles over a '66 or newer VW floorpan. In spite of its angular appearance, it has a much smaller frontal area than a conventional van, thereby reducing the wind resistance and improving fuel economy.

The kit is offered only in the deluxe version, which includes body, windows, doors with gas assisted cylinders, lights, gauges, bumpers, exterior trim, wiring harness, and hardware. Components installed at the factory include doors and glass. Air conditioning, stereo, heater, metal flake finish and a towing package are optional.

The factory estimates 120 hours to build a 49er, using only home tools. The factory finishes the bodies in gelcoat colors. No cutting, welding or floorpan modifications are required.

The 49er features double walled, laminated foam core sandwich construction for greater strength as well as sound and heat insulation. The sides and roof are box beam reinforced for side impact and roll over protection.

LASER 917

The styling of the Porsche 917 is evident in the lines of the Laser 917. From its gull wing doors and race car appointed cockpit to its sleek roofline and NASA ducts, the two place GT appears to be the genuine article. The fiberglass body fits over an unmodified VW chassis, employing a VW, Porsche, or Corvair powerplant without alterations.

The kit is available in three stages, depending on how much work the builder can do himself. The doors are fitted at the factory as is the windshield, rear window, gas tank, headlight buckets and plexiglass covers, and taillights. The kit also includes seats, fresh air vents and dash panel. Options include a wood grain dash, exhaust headers (VW only), shock tower adaptors for '65 or older VWs, upholstery, wiring harness, and tinted windshield.

Since the VW floorplan requires no alterations, there is no cutting or welding required unless the floorpan is '65 or older. Even then, welding is minimal. The gelcoated body requires no painting. The factory recommends allowing 60-80 hours for assembly.

All exposed interior surfaces have a black textured finish. Critical stress locations, like hinge points for the gull wing doors, have been reinforced, assuring that this carefully manufactured coupe will be around for a long time.



Elite Enterprises

P.O. Box A F, Dept. KCG
690 E. Third Street
Cokato, MN 55321
(612) 286-2660

Specifications

Length	173.75 in.
Width	77 in.
Height	43 in.
Weight	1950 lbs.
Road clearance	6.5 in.
Seating capacity	2
Storage space	5 cu. ft.
Powertrain	VW

LASER J2X

Originally the Allard was a kit car, since many were shipped to the States without engines or transmissions. Most builders favored Ford or Cadillac V8s. The Laser J2X Allard replica can use a 4-, 6- or 8-cylinder engine mounted in the front or a VW mounted in the rear. Thus the builder can outfit his car to his own taste in powerplant and transmission, just as Allard owners of the past could do with the originals.

The J2X kit consists of a one piece, fiberglass main body that differs from the original by having a flush fitting hood, trunk, and taillights. An optional universal frame is available to facilitate the use of a wide variety of powerplants and transmissions. All hardware, handles, lights, gaskets, hinges, and name tags, are included in the kit.

Since the inner panels are factory laminated to the main body, no fiberglassing is required. The rear engine model accepts a rear VW torsion bar suspension. If a front engine configuration is desired, either a Chevette or Mustang rear axle can be used. Both front and rear engine cars use a VW front axle. All mounting brackets are welded in place at the factory, requiring no further welding.

As one might guess, the power to weight ratio of this diminutive speedster is high. With a V8 the Laser J2X can deliver performance equal to the original Allard, which had so much power, it was hard to keep in a straight line when accelerating with full power.



Elite Enterprises

P.O. Box A F, Dept. KCG
690 E. Third Street
Cokato, MN 55321
(612) 286-2660

Specifications

Length	165 in.
Width	64.5 in.
Height	45 in.
Weight	1800 lbs.
Road clearance	7 in.
Seating capacity	2
Storage space	15 cu. ft.
Powertrain	V8/VW

LINDBERG A-36



Lindberg Engineering
35111 Lodge Rd., Dept. KCG
Tollhouse, CA 93667
(209) 855-8221

Specifications

Length	173 in.
Width	66 in.
Height	53 in.
Weight	1578 lbs.
Road clearance	7 in.
Seating capacity	2
Storage space	11 cu. ft.
Powertrain	VW/Pinto

The Lindberg A-36 is a three-quarter scale replica of the 1936 Auburn Boattail Speedster. Designed around the VW floorpan, it features all the traits of the Speedster: chromed exhaust pipes coming from the long, tapered hood, outboard fenders, convertible top, rear boattail, and a massive grille embellished with a hood ornament. It is also offered in a front engine Pinto-based model.

The basic kit contains all the fiberglass body panels, roll bar, bumpers, fuel tank, fender welting and bolt assortment. The remainder of the pieces required to complete the car are sold separately, including the grille kit, all lights, windshield, handles and locks, wheels, upholstered seats, soft top and carpeting. The front engine model includes a custom steel tube frame.

The pedals, gear shift lever and hand brake need to be relocated, which requires cutting and welding the center tunnel. No other modifications are required to the stock VW floorpan. The body is gelcoated and ready for paint. The doors have already been mounted by the factory. An assembly manual completely explains all operations with photographs, line drawings and text.

The versatility of the A-36 allows the builder choice of engine and transmission combinations. From low power and high mileage to high power and lower mileage, he can tailor his A-36 to his driving preferences.

LINDBERG M-32



Lindberg Engineering
35111 Lodge Rd., Dept. KCG
Tollhouse, CA 93667
(209) 855-8221

Specifications

Length	158 in.
Width	66 in.
Height	55 in.
Weight	1500 lbs.
Road clearance	7 in.
Seating capacity	2
Storage space	12 cu. ft.
Powertrain	VW/Pinto

The Lindberg M-32 is a three quarter scale replica of the Mercedes 500 series roadster of 1932. It is a two place open roadster with a long hood, portly grille, flying front fenders and suicide doors. It is offered in rear or front engine models.

The fiberglass doors are installed by the factory on the basic kit. It includes all the fiberglass panels, gas tank, bumpers and mounts, front fender supports, and all necessary fasteners. Upholstery, convertible top, wiper mechanism, lights, windshield and frame, horns, handles, and wheels all can be purchased individually. The front engine kit (Pinto-powered) includes a custom frame.

The VW floorpan requires relocation of the pedal cluster, emergency brake lever and gear shift lever. This is accomplished by cutting and welding the box beam tunnel that runs down the center of the floorpan. The body has its mounting holes MIG-drilled to assure perfect fit using stock mounting holes in the floorpan. The body is primed and ready for paint. A detailed assembly manual takes the builder step-by-step through construction of the M-32, which the factory estimates will take 150 hours.

For those into WW II nostalgia, Hitler, Goering, and Hess each owned one of the original Mercedes 500s, and it has long been recognized as one of the world's premier collector cars. Originals are hard to come by, making replicas a very good choice for the home builder.

LINDBERG F-11

The Lindberg F-11 is Lindberg's own rendition of the 1911 "C" cab Ford Model T delivery truck. It fits a stock VW floorpan with no alterations. The driver sits up front in a separate cab and the rear enclosure can be used for cargo, camper or passenger seating. The spare tire mounts on the running board and the nose has a simulated radiator shell in front of the hood, with headlights on both sides.

The fiberglass body kit contains hood, fenders, cab, running boards, floorboards, wheel wells, bumpers and mounts, firewall and hardware. The accessory kit includes all lights, wiper mechanism, windshield and frame, horn, mirrors, upholstery, and instruments. All of the accessories are available separately.

The body mounts using the stock holes of the floorpan. It is primed and ready for finishing. The Complete Guide included with the kit shows the builder how to select a VW parts car, how much to pay, how to remove the body and what to save.

Business owners might benefit from the commercial possibilities of the F-11 by painting signs or logos on its sides. This, combined with the F-11's reliable powertrain, makes it a great utility vehicle.



Lindberg Engineering

35111 Lodge Rd., Dept. KCG
Tollhouse, CA 93667
(209) 855-8221

Specifications

Length	158 in.
Width	67 in.
Height	77 in.
Weight	1540 lbs.
Road clearance	7 in.
Seating capacity	2
Storage space	106 cu. ft.
Powertrain	VW

LION

Predecessors to the famous "E" type Jaguar, only 16 XK-SSs survived a fire that destroyed the factory in 1956. Now Gerard Coach has developed the Lion, a slightly larger and more spacious duplicate of the XK-SS. The two place open roadster can accommodate a Chevy V6 or V8. Independent front suspension and 4 link live rear axle are manufactured by Gerard for the XK-SS.

The basic kit supplies the builder with a modified Chevy rolling chassis and body, minus engine and transmission. The doors, hood and top stowaway lid are installed at the factory, along with the frame, suspension, and brakes. The builder also receives bumpers, taillights, hinges and latches. The deluxe kit adds an interior package, steering column, top, windshield and frame, fuel tank, instruments, wiring loom and seats. Options include power steering, tilt-steering wheel and disc brakes.

Since the chassis, suspension and body have already been mounted, the builder need only install the engine, transmission, wheels and interior. The body is primed and ready for final painting.

The fiberglass reinforced plastic body has been hand-laminated with a steel structure in the cowl, doors and rear deck lid. A roll bar is welded into each car, and complete cars are available from the factory.



Gerard Coach

12421 Northeast 124th
Dept. KCG
Kirkland, WA 98033
(206) 821-9577

Specifications

Length	164.5 in.
Width	64 in.
Height	47.25 in.
Weight	2270 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	10 cu. ft.
Powertrain	GM V6/V8

LOTUS ELEVEN



Rev-Pro

6223 S. McIntosh Rd.
Dept. KCG
Sarasota, FL 33583
(813) 922-7371

Specifications

Length	138.8 in.
Width	60 in.
Height	34 in.
Weight	1100 lbs.
Road clearance	5 in.
Seating capacity	2
Storage space	NA
Powertrain	Sprite/Midget

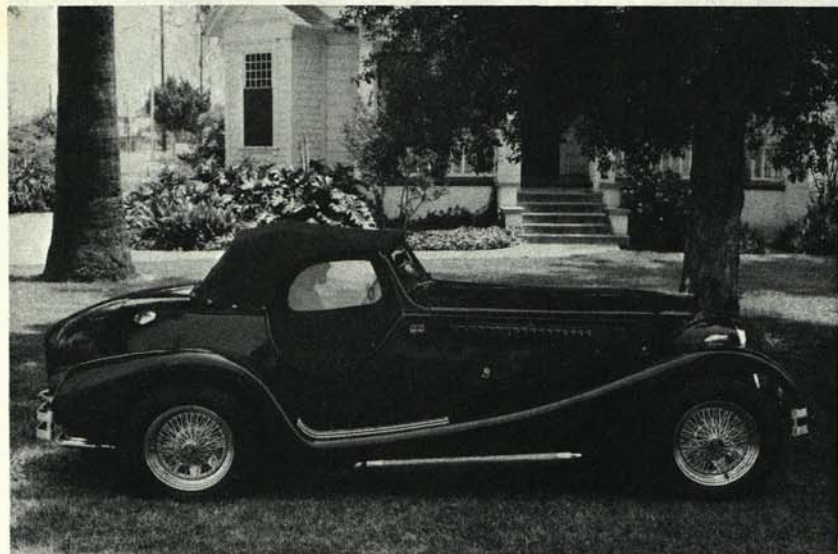
Westfield's Lotus Eleven is an MG Midget based replica, styled after the sleek, aerodynamic race car designed by Colin Chapman. The two place open car uses a tubular steel space frame with aluminum reinforcements, and features fiberglass fenders exactly like the original Lotus. The front body hinges forward for access to the MG Midget drivetrain. The doors fold down for cockpit access. The rear body hinges backwards for spare tire storage access.

The Eleven kit includes the frame and aluminum panelled transmission tunnel, glassfibre body panels, perspex windscreen, and an aluminum gas tank. A headfairing, deluxe trim, a 100 hp engine, and a C/R gearbox are optional.

The fully adjustable front suspension is the wishbone type incorporating an anti-roll bar. A live axle with twin parallel trailing arms and coil-over shocks suspend the rear. Disc front and drum rear Lockheed brakes provide the stopping power. The steering is rack and pinion and is connected to a red leather 14" wheel. The Eleven uses knock-off 14" wire wheels and steel belted radial tires.

Completed cars are available from Westfield. All the body panels are fastened with quick release hardware, allowing removal in seconds. The headlights are plexiglass covered. No welding or machine work is required to assemble a Westfield.

MADISON ROADSTER



BM Enterprises

1512 Elizabeth Dr.
Dept. KCG
Petaluma, CA 94952
(707) 763-5019

Specifications

Length	94.5in.
Width	57.6in.
Height	in.
Weight	1200lbs.
Road clearance	6in.
Seating capacity	2
Storage space	6 cu. ft.
Powertrain	VW

The Madison Roadster was conceived in England by noted alternative car designer Neville Trickett. It seats two in an open cockpit with a molded-in windshield frame. Flying fenders and bullet headlights are combined with a traditional radiator shell in front and a boattail in the rear to produce a VW-based original design inspired by motorcars of the Thirties.

The kit includes a one piece fiberglass body, rear subframe, gas tank, hinges, dash and side exhaust pipes. The builder needs a 12 volt, VW engine, transaxle, floorpan and suspension. Options include chrome wire or alloy wheels, functional chromed side exhaust system, leather interior, ragtop, spotlight and stereo.

Except for one minor weld on the pedal cluster, no other special skills are required. Building time is approximately 150 hours. The body is finished in gelcoated colors. The emergency brake lever is moved upright by rotating it 90° with a bracket supplied in the kit.

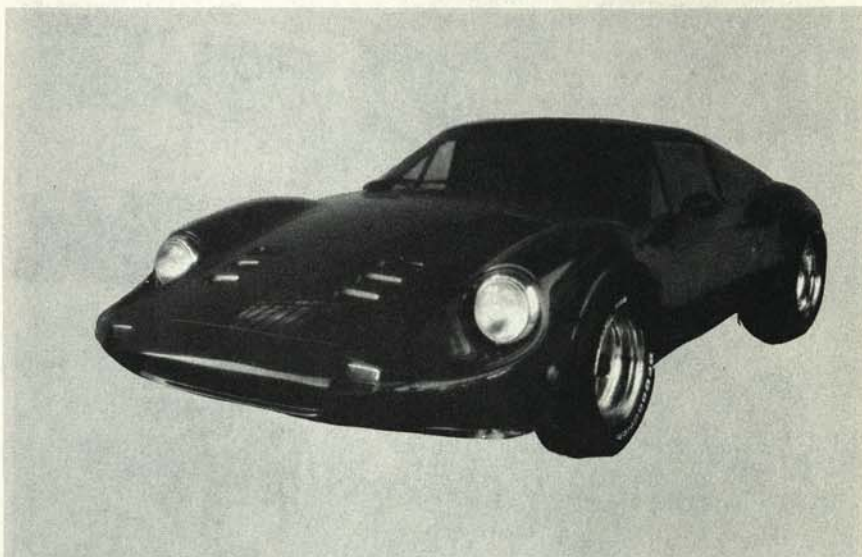
The completed Madison weighs only 1200 lbs. For additional character, the dash panel is available in left- or right-hand drive models. Another nice feature of the kit is its built-in running boards, which serve as steps to aid entry into the car's doorless body.

MAGNUM

Inspired by the Ferrari Dino 246 GT, the Magnum GT and GTS (targa top) are two place coupes made to fit on an unaltered VW chassis. A custom steel tube chassis also is offered for mid- and transverse-engine mountings. It features 4-wheel disc brakes, rack and pinion steering, and coil-over shocks. Powerplant possibilities include VW, Porsche 914, GM L-4 or V6, and Mazda rotary. The side windows are conventional roll-up glass.

The Standard Magnum package includes the fiberglass body and floorpan, doors and glass, engine cover and front hood, a windshield, upholstery, gauges, wiring harness, lighting, mirrors, and hardware. Options include a sound deadening package, floor console, louvers, aluminum dash panel, air conditioning, windshield washers, and a mid-engine heater/air conditioning package. The upholstery is available in tan, brown or black, and the body colors are red, yellow, black, white, orange, blue, tan, gray and green.

The Magnum is ready-to-mount with all lighting, windshield and body panels installed. The builder must strip his VW down to the floorpan, lower the suspension (manufacturer's recommendation), and mount the body. It is finished in gelcoat color, or in primer. The kit requires around 40-60 hours to assemble.



Midwest Custom Replicars

Box 180 W Highway 34
Dept. KCG
Madison, SD 57042
(605) 256-3251

Specifications

Length	174 in.
Width	74 in.
Height	46 in.
Weight	1600/1800 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	36 cu. ft.
Powertrain	VW/GM4/V6

MANTA MIRAGE

The Manta Mirage, a Chevy-powered mid-engine race car with lights and a targa top, bears a strong resemblance to a CAN-AM Group VII car. This two seater is essentially a wedge with the tail cut off. It features two twelve gallon fuel cells, one on each side of the passengers. Its unique space frame is constructed of a 2"x2"x.093" square steel tubing and mounts a VW front suspension and a Corvair transaxle and rear suspension mated to a small block Ford or Chevy V8.

The basic kit includes the body, frame, doors, dash, seats, windshield, and dual gas tanks. The deluxe kit adds these items: upholstery, exhaust system, wiring harness, custom radiator, wiper kit, lighting, steering kit, shift linkage and custom air intake.

Assembly takes at least 275 hours. The body is finished in gelcoat color. The frame is modified by the factory to fit the builder's choice of powerplant. The stock VW steering column requires cutting to reduce its length.

Driver and designer Brad LoVette was the inspiration behind the Mirage. Since his untimely death several years ago, his brother, Tim, has run Manta. Tim's cars have gained a reputation for safety, styling and superior engineering.



Manta Cars

2914 Halladay St.
Dept. KCG
Santa Ana, CA 92705
(714) 557-8125

Specifications

Length	160 in.
Width	75 in.
Height	NA
Weight	1950 lbs.
Road clearance	5 in.
Seating capacity	2
Storage space	6 cu. ft.
Powertrain	V6/V8

MANTA MONTAGE



Manta Cars

2914 Halladay St.
Dept. KCG
Santa Ana, CA 92705
(714) 557-8125

Specifications

Length	170 in.
Width	75 in.
Height	43 in.
Weight	1650 lbs.
Road clearance	5 in.
Seating capacity	2
Storage space	18 cu. ft.
Powertrain	VW/V6

'Wind cheating' is written all over the Manta Montage, thanks to its advanced aerodynamics. This two place coupe features doors that hinge up and a tilt-open tail section that provides access to the engine, transmission, fuel tank and baggage area. The Montage assembles over an unaltered VW floorpan. The factory also supplies a mid-engine frame which employs a GM transverse V6.

A three piece hand-laid fiberglass body and doors, all windows and windshield, hinges, latches, hardware and assembly manual are included with the basic kit. Wiring harness, gauges, wiper motor, steering wheel, carpeting and lighting all are added in the Stage III kit. Complete factory pre-assembly and complete cars are available as well.

Because the Montage uses an unaltered floorpan, it can be one of the easiest kits to assemble, particularly in the Stage II and II kits. The hand-laid fiberglass bodies are offered in any of nine gelcoat colors. All interior panels are finished with a textured surface.

Montage owners regularly report up to 40 mpg using VW engines. Handling is exceptional in this 1600 lb. car, due in part to its low center of gravity (overall height is only 43"). It has over 15 cubic feet of baggage space behind the seats, plus more space inside the doors.

MANX SR



Heartland Glass

P.O. Box 3754, Dept. KCG
Bartlesville, OK 74005
(918) 333-0466

Specifications

Length	142 in.
Width	65 in.
Height	48 in.
Weight	1500 lbs.
Road clearance	7 in.
Seating capacity	2
Storage space	10 cu. ft.
Powertrain	VW

A diminutive two place coupe, the Manx SR employs a shortened VW floorpan and a stock VW drivetrain. The doors hinge up and forward, and the targa top is removable. The design concept of the SR is to take the compactness of the off-road sports buggy and combine it with European GT styling.

All the 16 fiberglass pieces of the kit are finished in gelcoated color. The comprehensive kit includes body parts, lighting and wiring, windshield and rear window, plexiglass side windows, seats and seat tracks. Options include gauges, carpeting, seat covers, electric door latches, and a rectangular headlight hood.

The VW floorpan must have 14.5" removed from it, requiring cutting and welding. No painting is needed for the gelcoated body. Many stock VW components can be reused, such as the gas tank and hood latches. Average completion time is 150 hours.

Anytime a car's wheelbase is substantially shortened, the steering is made quicker and turning radius is reduced. Add this quick handling to the lightness of a VW-powered SR and the result is an agile sports car with a top speed of more than 100 mph.

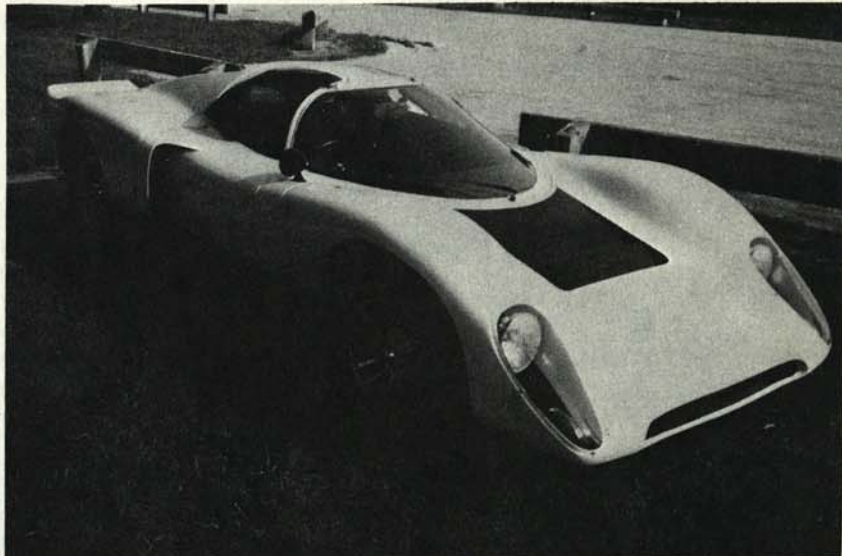
MARAUDER GT MK II

The Marauder MK II is an exact replica of the Chevron B-16 race car. It features a monocoque steel and fiberglass body structure with plexiglass covered headlights, extensive ducting in the tilting nose and tail body sections, and a curved windshield with Porsche 917 style wiper arm. The doors tilt upward almost like a gullwing, but instead of hinging at the roof, the hinges mount on the top cowl just ahead of the doors.

Kit A is designed around a VW running gear and floorpan. Kits B and C are designed around steel tube frames to accept mid-engine V8, Wankel, or Porsche engines. The bodies of all three kits are completely assembled by the factory, including lights, windshield, roll cage, inner paneling, wiring harness and a complete interior. The fiberglass body includes molded-in aluminum or steel inserts that retain bolts or rivets. Kit B adds an undercoated steel tube frame with an aluminum skin, designed to take a Pinto front suspension and a Porsche 914 transaxle. Kit C adds hub carriers, coil-over shocks and disc brakes.

Each kit is custom tailored for the chassis and engine combination the builder chooses, making assembly a matter of align and bolt. The body requires final sanding and painting.

The cockpit has been widened 6" from the original B-16, and fresh air vents are standard equipment. Air conditioning is optional. The 43 piece body takes 3 people at Marauder around 6 days to lay up by hand.



Marauder

RR #2 Box 102
Dept. KCG
Potomac, IL 61865
(217) 569-2255

Specifications

Length	162 in.
Width	66 in.
Height	40 in.
Weight	1600/1900 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	2 cu. ft.
Powertrain	VW/V8

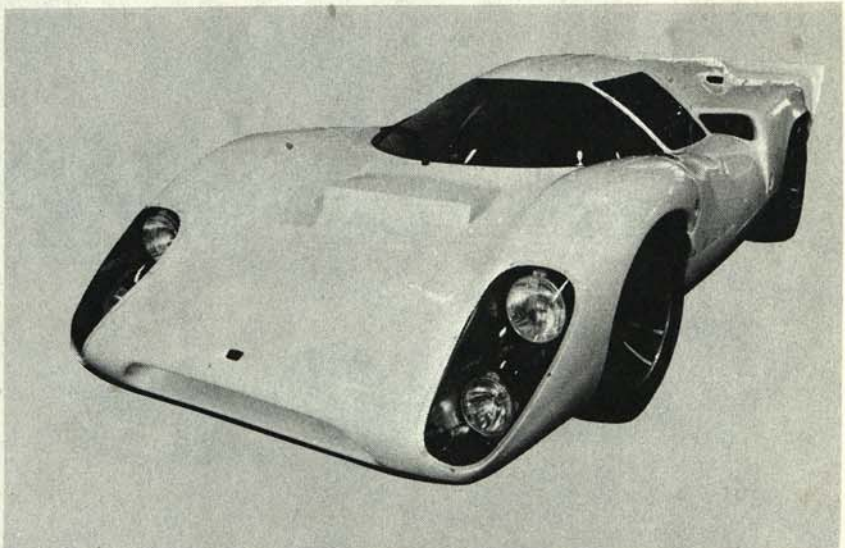
MARAUDER GT MK III

The Marauder GT MK III fiberglass body is made in England in the original Lola molds. It accepts small block Ford or Chevy V8s. The MK III also offers three suspension options. One uses VW Karmann Ghia front suspension and Corvair trailing arms. The next option uses Mustang II front end and Corvette trailing arms. The last features Marauder's own custom racing suspension.

All three kits feature the following components: steel tube frame with semi-monocoque aluminum skin, fiberglass body and doors, windshield, side and rear windows, wiper assembly, lighting, dash and gauges, ZF transmission and linkage, interior and carpets, and wiring harness. Options include seat belts, air conditioning, wheels, fire extinguisher, electric windows, leather interior, and custom painting.

The factory mounts the body to the frame and installs the windshield. Assembly consists of installing engine, transmission and interior. If the builder ships the factory his choice of front suspension, it will be assembled to provide a rolling chassis. The body requires painting.

The MK III is an example of brilliant space utilization. The radiator, fans, and hydraulics fit in a nose frame around the front suspension. The use of rear modular suspension allows room for a water cooled mid-engine configuration. Seating two in comfort demands intelligent use of space and we feel the MK III has accomplished this.



Marauder

RR #2 Box 102
Dept. KCG
Potomac, IL 61865
(217) 569-2255

Specifications

Length	165.4 in.
Width	72.8 in.
Height	41 in.
Weight	2200 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	2 cu. ft.
Powertrain	Mid-engine V8

MARAUDER GT MK VI



Marauder

RR #2 Box 102
Dept. KCG
Potomac, IL 61865
(217) 569-2255

Specifications

Length	168 in.
Width	74 in.
Height	41 in.
Weight	2200 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	NA
Powertrain	V8

Featuring the drivetrain of the Marauder MK III, the MK VI is a replica taken from the McLaren M-6 race car molds. Specialised Moulding, Ltd., in England, which does all the McLaren work, provides the fiberglass body. Different suspensions can be substituted in the front and rear, using a ZF 5-speed, Corvair, or Toronado transmission. Coil-over shocks suspending custom A-arms with Corvette front disc brakes comprise the front suspension. A Karmann Ghia front end can be used, too.

The owner need only supply wheels, tires, engine and some fuel and cooling lines. The remainder is supplied in the kit, including the fiberglass body and doors mounted to the steel tube frame, wiring harness, lighting, windshield and windows, seats, headers and mufflers, shift linkage, pedals, gas tanks, radiators and fans. Options include leather interior and air conditioning.

Building the MK VI is no harder than installing an engine, bolting wheels to hubs, or plumbing the fuel, cooling and brake systems of an automobile. In addition, painting is required. Because of the weight of the small block Ford or Chevy engine, an engine hoist is recommended.

Among its unique features the MK VI has dual Marchal H4 headlights, a tilting rear body section, and a single wiper arm. Aluminum tubes run front to rear as cooling lines. The side mounted gas tanks are baffled for minimum weight transfer during hard acceleration and braking.

MARCOS



Marcos Cars of America

55 Oak St., Dept. KCG
Roswell, GA 30075
(404) 993-7653

Specifications

Length	160.5 in.
Width	62.5 in.
Height	42.5 in.
Weight	lbs.
Road clearance	4.25 in.
Seating capacity	2
Storage space	NA
Powertrain	Ford V6

The Marcos is a two place fastback coupe designed for Ford or Volvo 4- and 6-cylinder engines. Pedals move fore and aft with the turn of a thumb screw to compensate for different driver heights. It features a forward hinging hood, conventional doors, rollup windows and wind wings. In the rear a large trunk houses a spare tire. Triumph Spitfire front and rear suspension are standard.

The basic kit includes doors and body, wiring and gauges, windshield and rear window, brakes, seats, steel tube frame, lighting and hardware. The rear axle also is included, along with wheels and tires, front suspension, and motor mounts to fit the builder's choice of engine. Options include an in-dash air conditioner.

The factory reps say all that is needed when the Marcos arrives is an engine, gear-box, and radiator. In addition to installing these items, assembly consists of painting the body. Nothing more than hand tools and elementary mechanical skills are required.

Performance of a 6-cylinder Volvo-powered Marcos as reported in Motor magazine, is impressive, going from 0-60 in 7.2 seconds. Quarter mile time for this car was 15.6 seconds, and the high gear acceleration from 30-100 mph was faster than the "E" type Jag. The Marcos has been in production for nearly two decades, making it one of the most successful kits of all.

MG AMERICANA

The North American Replicar's Americana MG is a replica of the 1952 MG-TD. It is designed to assemble over a VW floorpan or on a custom frame using Pinto running gear. According to the manufacturer this is a simple car, as was the original, and it is easy to assemble.

The kit includes a fiberglass body in a wide range of gelcoat colors. All the components are made on the premises, including the interior upholstery. The kit also includes the interior, top, top bows, carpet, steel mounting components and windshield frame.

Assembly of the Americana is a fairly straightforward procedure. The VW model requires relocating the pedals and shifter back approximately two feet on the chassis. In order to make the car as solid as possible an extension bracket kit is included. There are special supports for the fenders, the rear end, the radiator shell and other pieces. Since the non-opening hood is constructed in one piece it makes the entire front end of the body very sturdy.

In order to keep the base price low, North American Replicar offers a wide array of options including a wiring harness, gauges, leather interior and numerous original Lucas components. Complete cars are also available.



North American Replicar

38669 Mentor, Dept. KCG
Willoughby, OH 44094
(216) 946-2508

Specifications

Length	137 in.
Width	60 in.
Height	54.5 in.
Weight	1400 lbs.
Road clearance	8 in.
Seating capacity	2
Storage space	NA
Powertrain	VW/Pinto

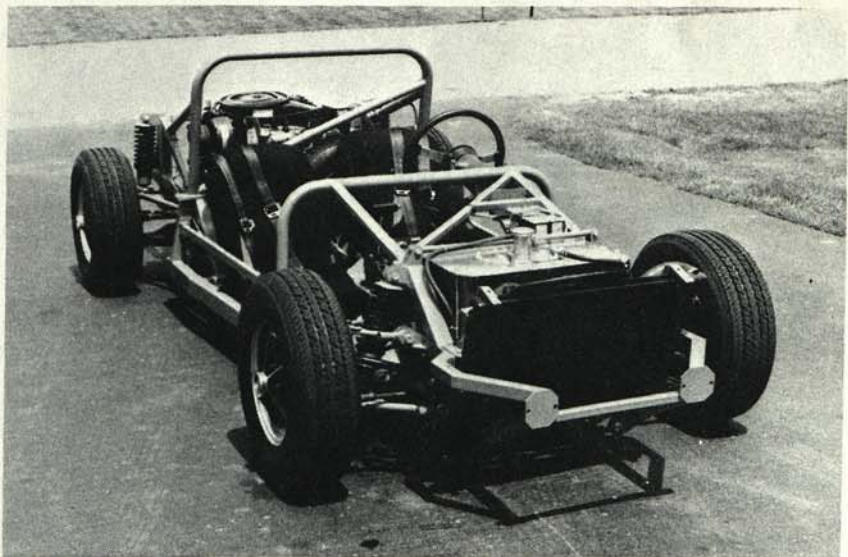
MID ENGINEERING

Since 1977 Mid Engineering has specialized in designing and building mid-engine chassis for kit cars as well as conventional autos. Their chassis are made to accept high output engines, some producing well over 500 horsepower. They also supply components for converting VW to V8 power.

The TA-GT chassis is designed to accommodate the VW-based GT kit body. It employs an Olds Toronado automatic or Corvair 4-speed transaxle and rear suspension, powered by a GM large block V8 engine in a mid-engine configuration. It utilizes a 1967 or later Karmann Ghia front suspension with disc brakes. A GM cross-flow radiator and electric fans are diagonally mounted up front.

The TME chassis is the newest of the ME line, making use of the transverse-mounted GM V6, and coil-over shocks on all four wheels. Mid Engineering fabricates their own upper and lower A-arms to fit GM steering knuckles, spindles and brakes in the front and rear. A gas tank and radiator are mounted ahead of the driver's feet inside the steel frame, which is reinforced with a bolt-on roll bar and cowl subframe.

A Mid-T chassis is offered which mounts engines from a Buick V6 to a big block Chevy V8 directly over the rear axle coupled to a Toronado transaxle. The chassis is designed for the Ford Model T roadster pickup fiberglass body. The fuel tank, radiator and battery locate in the front.



Mid Engineering, Inc.

P.O. Box 14007
Dept. KCG
Lansing, MI 48901
(517) 323-7610

Mid-Engineering offers a variety of chassis kits for mid-engine applications. Please contact them directly for the latest specifications and information.

MINI 18



Elite Enterprises

P.O. Box AF, Dept. KCG
690 E. Third Street
Cokato, MN 55321
(612) 286-2660

Specifications

Length	158.5 in.
Width	69.5 in.
Height	58.5 in.
Weight	1900 lbs.
Road clearance	8 in.
Seating capacity	2
Storage space	44.5 cu. ft.
Powertrain	VW

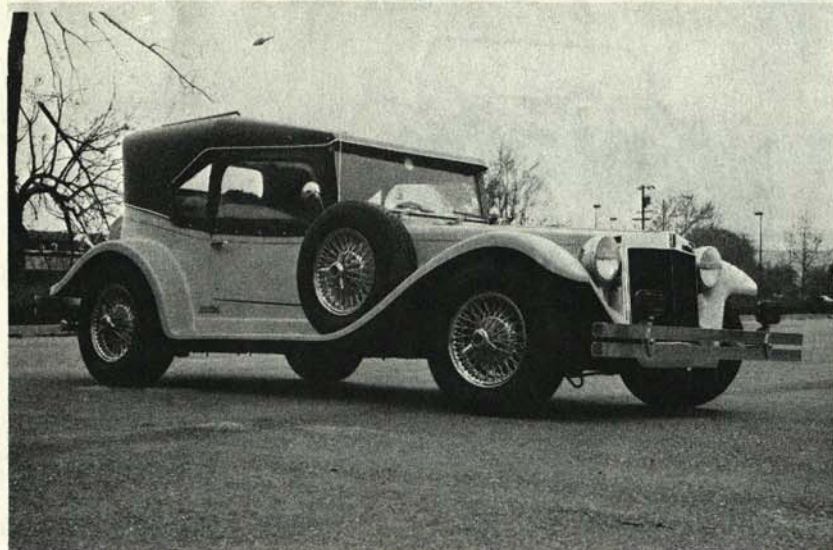
The Mini 18 turns a stock late model VW into a stepside truck with a functional tilt front end. Functional chromed side exhaust pipes add to the eighteen-wheeler illusion. Though the VW loses its rear seat in this conversion, it gains plenty of luggage area up front. The rear step bed provides additional storage, with an optional camper shell.

The Mini 18 kit includes the fiberglass front end, fenders, rear bed and tailgate, bumpers, all hinges, brackets, supports, rear window, hardware and construction templates. Optional accessories include a lighting package with five cab running lights and bed side running lights, dual side view mirrors, tonneau cover, camper shell, instruments, side exhaust system, wheels, tires, and stake sides.

Extensive cutting, riveting and molding is required. Assembly instructions go step-by-step through every task, each with a photo and text. Most cutting can be done with a hand saw, but a metal cutting sabre saw would be helpful. The body is primed and ready for paint. Although it can be built in a weekend, around 60-80 hours should be anticipated.

The Mini 18 handles, accelerates and stops like a stock VW. Its greatly increased hauling capacity makes it into a natural delivery vehicle. And it is a great vehicle for drawing a toot of admiration from other truckers on the road.

MINI MARK



Bremen Motor Corp.

425 Industrial Dr.
Dept. KCG
Bremen, IN 46506
(219) 546-3791

Specifications

Length	150 in.
Width	66 in.
Height	52.5 in.
Weight	1750 lbs.
Road clearance	5 in.
Seating capacity	2
Storage space	15 cu. ft.
Powertrain	VW

The Mini Mark is a classically styled two place roadster that assembles on an unaltered VW floorpan. Its styling is right out of early automobile history, characterized by outboard fenders connected by full running boards, a long hood converging on an emblem-crested radiator shell, and an abbreviated trunk housing the rear VW engine. A fiberglass removable top with outer luggage rack and dual side-mounted spare tires is standard equipment.

The one piece fiberglass body, window glass, hardware, chromed grille, top, running boards, fenders, and spare tires, gas tank, engine cover, carpeting, bumpers, side curtains, upholstery, shift and pedal mounting brackets, steering column extensions, and hardware all are included in the basic kit. Options include dual exhausts, wiring harness, wood steering wheel and a small trailer with matching color.

The kit is designed so that a builder with average mechanical skills and basic hand tools can assemble a Mini Mark. The instruction manual explains how to remove the VW body as well as how to mount the kit body and hook up the wiring. No painting is required as the body is finished in gelcoat color.

The Mark's fiberglass body is from 1/4" to 5/16" thick throughout, and the quality of it is noticeably good. The running boards have been built to support the weight of an adult. Steel bumpers, rare among kit cars, are standard features of this well made sportster.

MODEL 52

The British Coach Works' Model 52 is a VW-based MG-TD replica, highly praised for its authenticity. A hinging rear spare tire door provides access to the VW engine. Other pluses of this replica include classic instruments and authentic headlights and taillights.

The basic kit includes the following: all lighting, fiberglass body, doors, fenders, cowl, rear deck, hood, wiring harness, hardware, convertible top and side curtains, wood dash, carpeting, and vinyl upholstery. A folding windscreen and two tone color combinations are available as options.

The body panels are trimmed by the factory and assembly time is estimated at around 100 hours. The body is finished in a choice of seven gelcoat colors. The VW floorpan must be modified by relocating the pedals and shifter.

The Model 52 mounts the spare tire in the original configuration. Bullet turn signal lights, bumpers, door handles, and top bows all are exact reproductions of the original. British Coach Works also plans to introduce a front engine model.



British Coach Works, Ltd.

Dept. KCG
Arnold, PA 15068
(800) 245-1369
(412) 339-3541

Specifications

Length	149 in.
Width	60 in.
Height	54 in.
Weight	1400 lbs.
Road clearance	7 in.
Seating capacity	2
Storage space	10 cu. ft.
Powertrain	VW

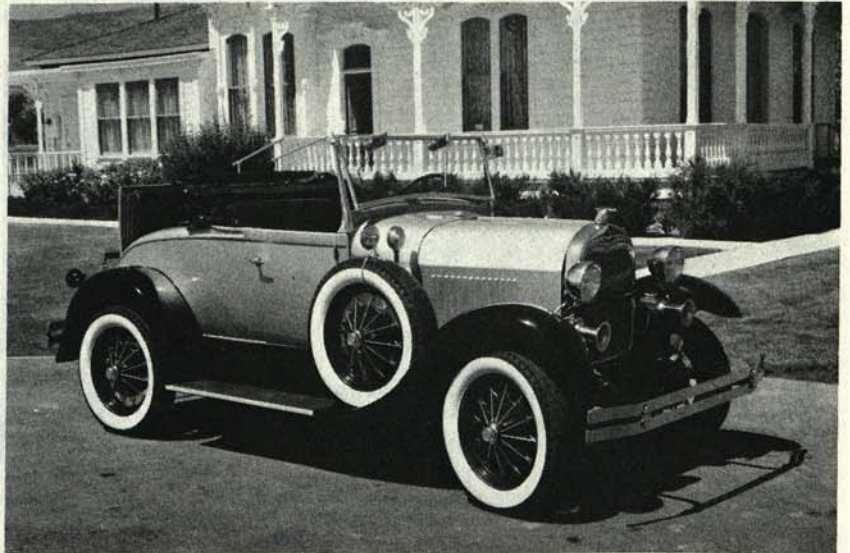
MODERN A

The Modern A, a replica of the 1929 Ford Model A rumbleseat roadster, features all the accessories that were available back in 1929. Dual side mounted spare tires, trunk rack, cowl lamps, a hood ornament and dual ah-ooh-ga horns lend a degree of authenticity to this roadster. The Modern A uses a Pinto or Bobcat running gear and suspensions, mounted on a custom-built frame.

The complete Modern A kit includes the fiberglass body, fenders, running boards, aprons, firewall, floorboards, doors, rumble-seat deck lid, tubular steel frame and mounting brackets, wiring harness, lighting, dash and instrument cluster, upholstery package, top and bows, and all hardware. Options are a rear luggage rack, wind wings, mirrors, step plates, a wiper, tires and wire wheels.

All suspension, transmission and engine mounts are in place, requiring only bolt-on installation. A cutting torch is needed to dismantle the parts car. Four pieces require welding. This work can be farmed out to a welding shop if the builder does not have the equipment. The body is primed and ready to be finished.

Attention to detail includes pockets sewn into the door side panels, and chromed door handles. Side mirrors mounted on the spare tires, steps for entry to the rumbleseat, and authentically styled top bows make it so hard to tell a Modern A from a Model A that Henry Ford himself would be proud to own one.



Speedway Motors Inc.

P.O. Box 81906
Dept. KCG
Lincoln, NE 68501
(402) 477-4422

Specifications

Length	154 in.
Width	70 in.
Height	67.5 in.
Weight	1920 lbs.
Road clearance	7 in.
Seating capacity	2+2
Storage space	NA
Powertrain	Mustang II/Pinto

MONDREA



Kendrick Industries
4610 Reed, Dept. KCG
Wheatridge, CO 80033
(303) 424-3405

Specifications

Length	161 in.
Width	61 in.
Height	42 in.
Weight	1400/1800 lbs.
Road clearance	5 in.
Seating capacity	2
Storage space	12 cu. ft.
Powertrain	VW/V8

The Mondrea is a replica of a 1955 Ferrari Mondial. Much time and effort goes into making each kit. The hand-laid fiberglass body takes four days to lay-up. The kit incorporates a VW powertrain, although an option for a front-engine conversion and steel tube frame is available.

The basic kit includes a one piece fiberglass body, doors, hood and trunk lid, all hinges, handles, lights and latches. A rectangular steel tube frame in the front engine model accommodates a Mustang II front suspension and steering, and Corvette independent rear suspension. A Fiat windshield and roll-up windows are supplied by the builder, and if one opts for the front engine model, front and rear suspension is needed. Completed cars are also available.

Building a Mondrea requires only fitting and mounting if the VW floorpan is used. In the front engine configuration, pedals, steering, brake lever, shift linkage and floorboards need to be fabricated. The body requires finish painting.

The Mondrea, with a V6 or V8, makes a formidable sports car. But perhaps its best feature is the stunningly sculpted Ferrar-esque styling. It is a pleasing package of beauty and brawn.

KOUGAR MONZA



Kougar America
P.O. Box 14080
Dept. KCG
Omaha, NB 68124

Specifications

Length	168 in.
Width	72 in.
Height	42 in.
Weight	1800 lbs.
Road clearance	5.5 in.
Seating capacity	2
Storage space	12 cu. ft.
Powertrain	Ford V6

The Kougar Monza is an open roadster that uses Ford Pinto running gear including the wishbone front suspension and 4-link rear suspension. Its styling is reminiscent of the early Fifties Ferrari roadsters, and numerous other sports cars of that era. It features front disc, drum rear brakes, and rack and pinion steering. With authentic 15" knock-off wire wheels, plexiglass covered headlights, and a streamlined headrest, European influence abounds throughout the Monza.

The Monza frame is built of triangulated square steel tubing and in all honesty, we think it is built like a brick . . . house! The factory literature terms it, ". . . immensely strong." Along with the fiberglass-reinforced plastic body and the frame the kit includes bucket seats, carpeting and tonneau cover. The body is fully wired, instrumented and plumbed for fuel and brakes. It also includes a 13 gallon fuel tank and dual exhaust system, and rear shocks.

A parts list of Pinto components needed for a Monza is included with the assembly instructions. The body is finished in the builder's choice of 50 different gelcoat colors. Assembly can be accomplished in as little as 40 hours, and consists of installing the engine, transmission and suspension.

The car is available in right or left hand drive models. The airplane style cockpit features a fairing ahead of the steering wheel in which the gauges are mounted, lending to an overall effect of streamlining.

MUNICH

The Munich bolts on a 1979-81 Mustang or Capri and transforms it into a look-alike replica of a Mercedes 450SL. Dual headlights, wrap-around bumper and the distinctive Mercedes styling command a second look from passers-by.

The Munich kit includes the following components: a fiberglass hood, front bumper and built-in turn signals, metal grille assembly, dual headlights and enclosures, nameplate and ornament, complete instructions and all fasteners.

The Munich kit requires 3-4 hours to install, and no welding or special fabrications are necessary. The front end must be painted.

The parts the builder removes from the Mustang or Capri may be sold to help offset the cost of the kit. The hood includes inner panels in the original Mercedes configuration. The kit provides an inexpensive conversion of the everyday Mustang to the unusually clean lines of the 450SL.



California Touring Coach

P.O. Box 1677
Dept. KCG
San Leandro, CA 94577
(415) 763-1095

Specifications

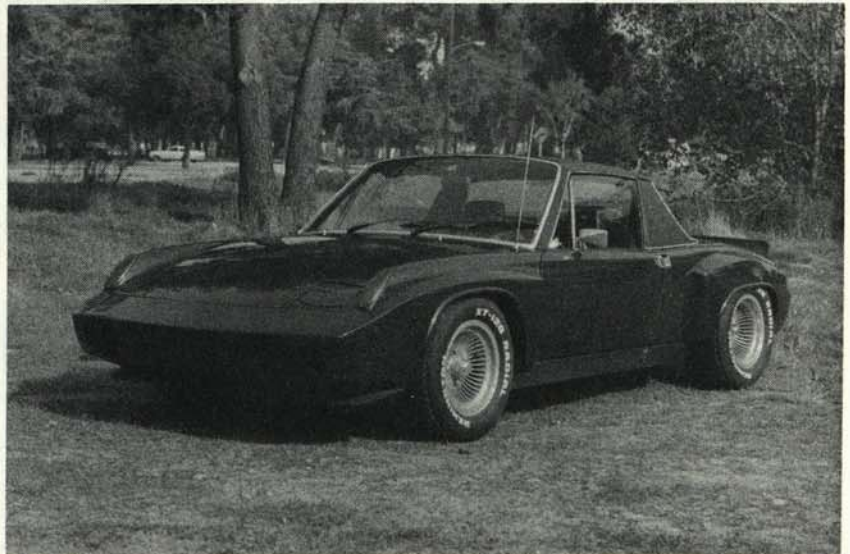
Length	179.1 in.
Width	69.1 in.
Height	51.5 in.
Weight	2600 lbs.
Road clearance	8 in.
Seating capacity	4/5
Storage space	NA
Powertrain	Mustang/Capri

IMSA 914

Chuck Beck, creator of the Beck 550 Spyder, also produces a fiberglass fender and bumper kit that turns a stock Porsche 914 into an IMSA look-alike which fits larger wheels. Bumpers are removed before installation, and they can be sold to offset the cost of the kit. No bodywork is required after the panels are pop-riveted on.

The kit consists of front and rear sections. The front is an integral air dam and fender flares. The rear is a bumper with fender flares.

Portions of the stock 914 fenders are cut away, using an air chisel or a metal cutting sabre saw. Next the panels are aligned and pop-riveted in place. Finally the panels are prepped and painted. Estimated installation time is four hours.



Beck Development

1531 W. 13th St.
Dept. KCG
Upland, CA 91786
(714) 981-3840

Specifications

Length	166 in.
Width	68 in.
Height	46.5 in.
Weight	2070 lbs.
Road clearance	6 in.
Seating capacity	3
Storage space	8 cu. ft.
Powertrain	Porsche

OPERA COUPE



B.G.W., Ltd.

P.O. Box 498
Dept. KCG
Milwaukee, WI 53201
(414) 783-4550

Specifications

Length	160 in.
Width	62.4 in.
Height	60 in.
Weight	2000 lbs.
Road clearance	11 in.
Seating capacity	2+2
Storage space	12 cu. ft.
Powertrain	VW

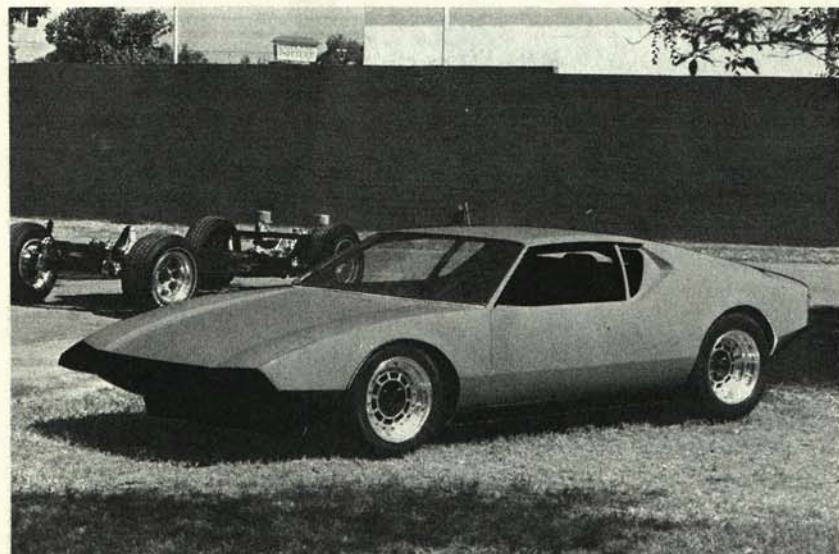
The Opera Coupe kit transforms the innocuous VW into a '40 Willys coupe, dream of many a hot rodder. The stock VW doors and roll up glass are retained, making assembly a matter of cutting and bodywork. The trunk lid and rear engine cover have been trimmed at the factory for a bolt-on fit.

The Coupe kit consists of rear fiberglass shell with inner liner, window openings already cut, rubber moldings, factory installed hinge brackets, fiberglass headliner, door flares, epoxy, and instructions. The complete kit adds to these items a Willys hood and grille. Options are a custom interior with foam-backed headliner, door panels, rear side panels, and a '40 Ford hood.

The body pieces are primer finished and require only block sanding before painting. The VW roof must be cut off the body, and the new roof riveted and bonded in. Basic bodyworking skills are required.

For the kit car enthusiast who does not want to spend a small fortune on a kit that requires hundreds of hours to assemble, the Opera Coupe is a good choice. It assembles to the painting stage in about 12 hours, and requires no wiring or mechanical changes.

ESPRIT PANTERA



Esprit Coachworks

1037 S. Melrose Ave., Unit A
Dept. KCG
Placentia, CA 92670
(714) 630-6741

Specifications

Length	160 in.
Width	74 in.
Height	43 in.
Weight	1500 lbs.
Road clearance	7 in.
Seating capacity	2+2
Storage space	27 cu. ft.
Powertrain	VW

The Esprit Pantera uses a VW type III floorpan, extended to match the original Pantera's 99" wheelbase. This two place coupe can utilize either a VW engine or a V6 turbo. From the retractable square headlights to the sloped windshield the Pantera has a shape so aerodynamic that it can top 120 mph with a VW engine, and can attain up to 35 mpg.

The Stage I kit includes all fiberglass skins and is designed without steel supports for lightweight racing applications. The Stage II kit provides a steel-reinforced fiberglass body, doors, and deck lid, all mounted by the factory. The Stage III adds windshield, door glass, window regulators, rear glass, all rubber seals, body pan and headlight buckets. Stage IV adds a wiring harness, fuel cell, lighting, console, tilt steering column, and a rear view mirror. Stage V offers all of the above plus reclining seats, upholstery, and gauges.

The Stage III kit requires about 200 hours to assemble. The floorpan requires cutting and welding to add an additional 21½" to the wheelbase. The body fits over the floorpan in one piece, simplifying assembly. A wide array of gelcoat finishes are available.

The Pantera interior has been enlarged over the original, providing 27 cubic feet of storage. Special safety features include an integral steel roll-over structure, and a padded dashboard.

LONG & NEWMAN PANTERA

The Long & Newman Pantera is a near-exact replica of the De Tomaso original. It can accept V8 or V6 engines. It features ZF transaxle, coil-over shocks, rack and pinion steering, and upper and lower control arms for the V8 option. The V6 model (Citation) features the same suspension as the V8. Lightweight racing bodies are available as well.

The Stage I kit includes fiberglass body, deck lid, floorpans, doors, bumpers, inner wheel wells, hood, and firewall. Stage II adds all window glass, hinges, window mechanisms, lighting and hardware. Completed Pantera replicas also are available. A Stage III option adds rack and pinion steering, shifter, and steering column.

Engines and suspensions for the V8 or V6 options must be supplied and installed by the builder. The rear deck lid is already installed on the body by the factory and the floorpan and the body are mounted to the frame. Doors, trunk liners, wheel wells, glass and lights must be installed by the builder. The body is finished in gelcoat primer and is ready for painting.

This two place coupe features electrically retractable headlights. The body is stiffened by a steel subframe which mounts the pedal cluster, steering column, and hinges. A spoiler is affixed to the rear deck lid.



Long & Newman Enterprises

1015-C Linda Vista Drive
Dept. KCG
San Marcos, CA 92069
(619) 744-7690

Specifications

Length	156 in.
Width	72 in.
Height	42 in.
Weight	lbs.
Road clearance	4.5 in.
Seating capacity	2
Storage space	4-5 cu. ft.
Powertrain	GM V6/V8, Ford V8

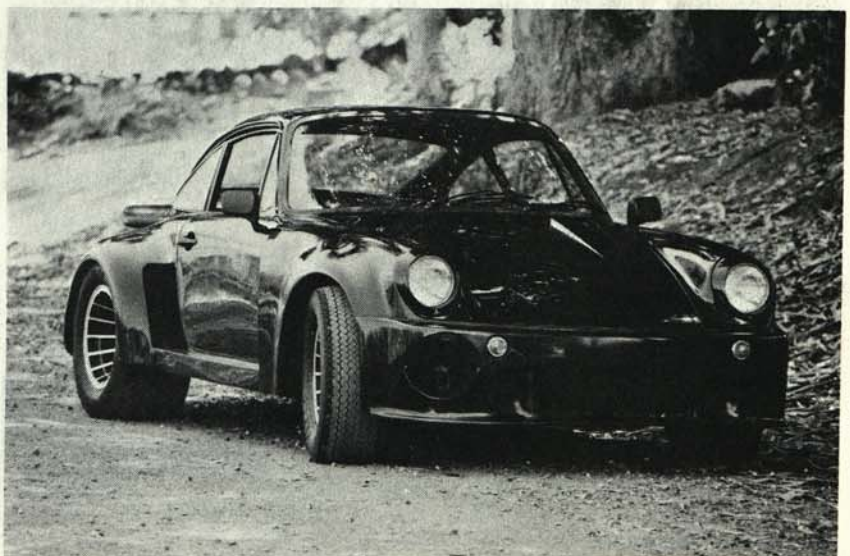
PANZER

The Panzer is a replica of the Porsche 935, with a stretched wheelbase to accommodate a stock length VW floorpan. The body was made from an actual Porsche race car, with flared wheel wells to fit 8" wide front tires and 10" wide rear tires. A front air dam and a rear spoiler give the Panzer the appearance of an authentic Porsche race car.

The Panzer is available in a Racers or Builders kit. The former includes the main body, hood, air dam, doors, rear bumper, whale tail deck lid, and inner fender wells. Options include dash panel and headlight bezels. The Builders kit includes every item in the Racers kit plus windshield, rear window, all lighting, brackets, and assembly manual. A Deluxe kit adds all gauges, carpeting and upholstery, door latches, hinges, mirrors, and grille.

No alterations to the VW floorpan are required to build a Panzer, which accepts all VW and most Porsche 4-cylinder engines and transaxles. The body is finished in gelcoat colors, requiring no painting. Assembly consists of bolting pieces together, needing no special tools or skills.

Many of the Panzer pieces interchange with the original 935. Quarter windows and roll-up glass are stock Porsche. Even the side view mirror is an original item. Considering Porsche 935s can sell for up to \$150,000, the Panzer becomes an economical and realistic alternative.



California Touring Coach Co.

P.O. Box 1677, Dept. KCG
San Leandro, CA 94577
(415) 763-1095

Specifications

Length	169 in.
Width	67 in.
Height	49 in.
Weight	1600 lbs.
Road clearance	7 in.
Seating capacity	2+2
Storage space	6 cu. ft.
Powertrain	VW/Porsche

POLI FORM 924



Poli Form

334-A Ingalls St.
Dept. KCG
Santa Cruz, CA 95060
(408) 427-0688

Specifications

Length 170.1 in.
Width 66.3 in.
Height 50 in.
Weight 2680 lbs.
Road clearance 6 in.
Seating capacity 2+2
Storage space 10.4 cu. ft.
Powertrain Porsche

The Poli-Form 924 is a conversion kit for the Porsche 924. The finished product looks very much like a 944. With its IMSA race car styling, the Porsche 924 can be transformed into a Carrera GT-style car without any major alterations to its unibody structure.

The 924 kit consists of bolt-on front fenders and air dam, and mold-on rear quarter panels with inner fender wells, all fasteners, adhesive, and instruction booklet. Options include a whale tail and a remote rear deck release.

This kit takes from one to two days to install. It is one of the lowest price conversion kits on the market today. After installation the car requires finish painting. Factory installations are available.

PREMIER PORSCHE



Premier Marketing Enterprises, Inc.

1741 S.E. Franklin St.
Dept. KCG
Portland, OR 97202
(503) 236-5966

Specifications

Length 167 in.
Width 69 in.
Height 47 in.
Weight 2100 lbs.
Road clearance 6 in.
Seating capacity 2
Storage space 8 cu. ft.
Powertrain Porsche 914

If the styling were a little more in line with "real" Porsches, the 914 might be the most sought-after sports car from the Seventies. This targa top, two seater is loaded with features like 4-wheel disc brakes, mid-engine, strut and torsion bar front end, and rack and pinion steering. The Premier Porsche body kit is designed to update the 914, giving it the appearance of a race car.

This IMSA-like 914 includes a front body section, rear body section, deck lid cover, door trim pieces, front and rear plex lenses, polyester adhesive and fibreglassing supplies, and instruction manual. Options are front driving lights, and electric deck lid release.

Installation consists of bonding the panels to the Porsche body. No welding is required, and no body contours need forming. Some fibreglassing is needed under the fenders. The first-timer can complete the installation in 25 hours. Painting is necessary, but no block sanding is needed. Some metal cutting is required on the rear fender wells.

According to builder/CANAM racer Lynn Swanson, the faster the Premier 914 goes, the lower the body gets. This is due to the aerodynamic down-load it generates moving through the air. Lynn got his fibreglass experience working on McClaren race cars, and the Premier Porsche reflects this in its race car-like lines. Once modified, the car fits 7"x14" front tires and 10"x15" rear tires.

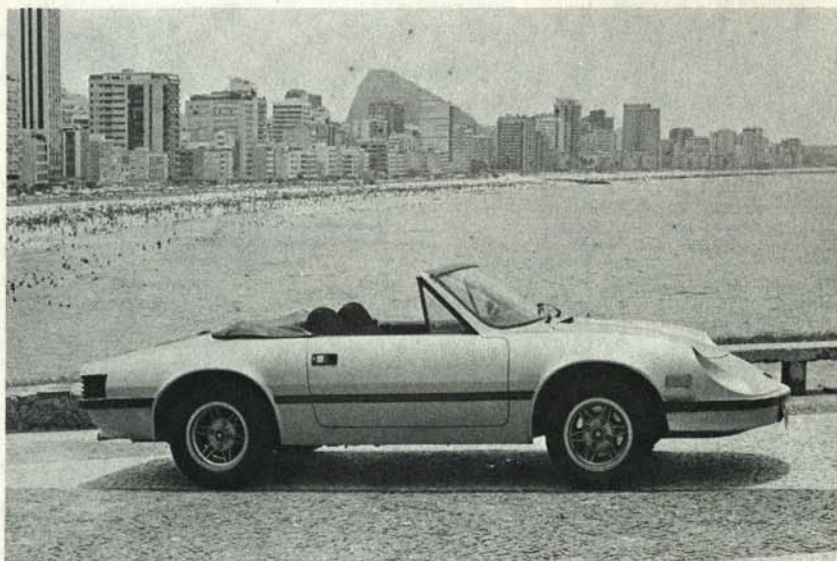
PUMA GT

The Puma GT, available in hardtop or convertible, wears the lines of sports cars of the Seventies: a low pointed nose leading toward gently bowing sides culminating in a boxed off rear, with slightly flared wheel wells and a sharply sloped windshield. At a glance the Puma brings to mind the Mazda RX 7, the Fiat 124, or the Alfa Romeo Spyder. This Brazilian two seater employs VW running gear in a rear engine configuration.

Instead of listing what the builder gets in the Puma kit, it is easier to list what he doesn't get. The front axle, transmission, engine, wheels and tires are not included. Everything else, body, floorpan, glass, lighting, top, upholstery, seats, gauges, and bumpers are all assembled and shipped to the builder on a crate. Options include finished cars, leather interiors, stereo, air conditioning, and electric windows.

Assembly consists of installing the engine, transmission, and front axle. The manufacturer recommends using the earlier swing-axle type transaxle. Any VW or Porsche 4-cylinder engine fits the Puma. The body is finished in gelcoat colors.

By virtue of its shortened wheelbase, the Puma handles and brakes well. But shortening the wheelbase hasn't sacrificed the Puma's interior spaciousness. There is room for several suitcases behind the reclining seats. Additional storage space is available up front, where the gas tank and spare tire are located.



G.C.E. Import & Export Corp.

316 Tideland Rd.
Dept. KCG
Broussard, LA 70518
(318) 837-9963

Specifications

Length	157.5 in.
Width	65.6 in.
Height	47.2 in.
Weight	1650 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	8 cu. ft.
Powertrain	VW

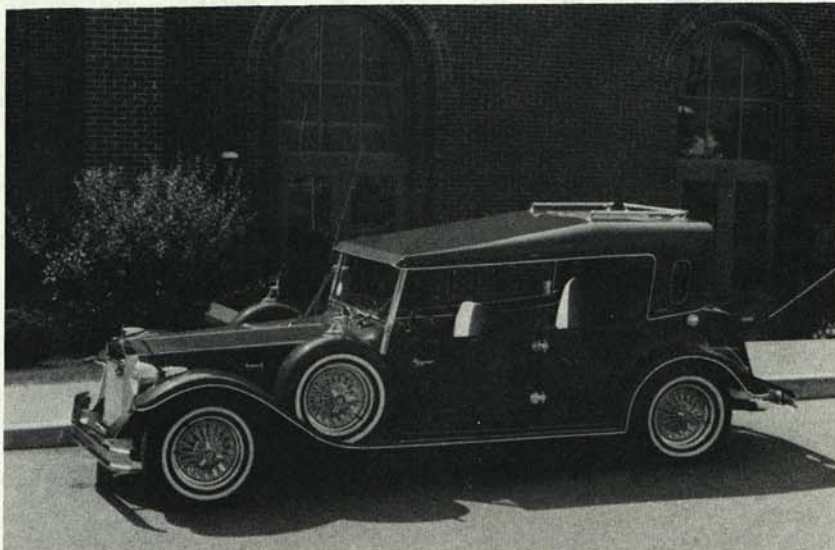
ROYALE

The Royale is a four passenger phaeton based on a lengthened Beetle chassis. The car features suicide doors and folding front seats for rear seat access. The space under the hood serves as a luggage compartment. Dual sidemounted spare tires and a full front grille as well as a continental-style rear trunk give the car its classic styling.

The complete fiberglass body and floorpan are standard features of the Royale Deluxe kit, along with the following: lights, wire wheels, tires, chromed hinges, bumpers, side curtains, removable hardtop, grille, gauges, upholstery, and wiring harness. The engine, transmission, suspension, and brakes all are reconditioned, as is the steering box. Options include a vinyl covered hardtop, leather upholstery, trailer hitch, and an automatic stick transmission.

The body is finished in a choice of eight different polyester gelcoat colors. A Super Beetle adaptor is available to use with that chassis. The beetle adaptor requires some welding and cutting, while the Super Beetle unit bolts up. The remainder of the assembly is simply bolt-and-fit, requiring no special skills or tools.

The lengthened wheelbase smooths out the ride in the Royale. Comfort for four passengers, with VW economy and reliability, make the Royale a good alternative for those who feel cramped in other kits.



Roy's Custom Fabrication, Inc.

806 W. Plymouth St.
Dept. KCG
Bremen, IN 46506
(219) 546-3175

Specifications

Length	166 in.
Width	67 in.
Height	58 in.
Weight	2150 lbs.
Road clearance	7.5 in.
Seating capacity	4
Storage space	15 cu. ft.
Powertrain	VW

SABER GT



G & W Motor Cars, Inc.

225 N. Dunbar
Dept. KCG
Waukesha, WI 53186
(414) 542-7776

Specifications

Length 166 in.
Width 65 in.
Height 45 in.
Weight 2250 lbs.
Road clearance 7 in.
Seating capacity 2
Storage space NA
Powertrain Opel GT

The Saber GT transforms an Opel GT into a two seat sports coupe that resembles a Triumph TR7 from the front and a Mustang II from the rear. The 4-cylinder Opel engine, drivetrain, dash and seats are used with this front engine, rear wheel drive kit, which includes all the parts necessary to complete the Saber. Rack and pinion steering and the 1.9 liter engine combine to give the Saber quick sports car reflexes and good performance and economy figures.

Included in the Saber kit is the fiberglass body, hand-welded perimeter frame, interior package, windshield, rear window, lighting, exhaust system, mirrors, wheel adaptors, electric fan and carburetor. Options include body striping, leather interior, two toned finish, stereo, luggage rack and steering wheel. A fiberglass floorpan is used in the interior. Opel inner door frames are used with stock Opel windows and crank mechanisms.

The builder retains all the VDO instruments from the Opel, along with its bucket seats, dash, and inner door hardware. The body is already attached to the frame, and the doors are already hung by the factory. The body is finished in gelcoat colors. All holes have been drilled and all welding done by the factory.

Off-the-shelf hardware is used throughout the Saber. VW rabbit taillights, door handles, and mirrors are employed. A new Opel GT windshield is installed at the factory.

SAXON



Classic Roadsters

1617 Main Ave.
Dept. KCG
Fargo, ND 58103
(701) 293-8866

Specifications

Length 155 in.
Width 59 in.
Height 36 in.
Weight lbs.
Road clearance 6 in.
Seating capacity 2
Storage space 12 cu. ft.
Powertrain VW/GM/Ford

The Saxon replicates the Classic Austin Healey 100-6 and 3000 series cars. This fiberglass body kit uses either a rear VW engine or a front GM or Ford engine of the builder's choice. A custom made frame is offered with the front engine model. An optional hardtop, a heater and a defroster provide driver comfort in any weather.

The Saxon kit offers the following standard features: the complete six piece fiberglass body, steel bumpers, front and rear sub-frames, windshield and frame, seats, wiring harness and lights, convertible top and side curtains, all chrome trim, and rubber seals. The Deluxe Saxon adds: steering wheel, gauges, center console, hardware and cable shortening kits. An optional steel tube frame with all hardware and mounting brackets is available for the front engine model. Antique gauges, a car cover, stereo, wire wheels, and a wood dash are a few of the options available with the Saxon.

The fiberglass body is available in any of nine different gelcoat colors. No special skills or tools are needed for construction. The Saxon's step-by-step assembly manual takes the first-time builder through the assembly in 50 hours, according to the manufacturer.

Classic Roadsters is one of the largest manufacturers of kit cars in the States. This North Dakota factory has a toll-free number to answer any questions a builder might have. Completed cars are available as well as kits.

SEBRING

The Sebring is a canopy-top two seater that employs the VW floorpan and drivetrain. It features a single-arm wiper, retractable headlights and fiberglass floorboards lowered 4" to provide more head room. The hood hinges on its leading edge to prevent it from getting ripped off if driven unlatched. Under the hood is room for a spare tire and luggage. The engine cover hinges up for access to the engine, transmission, and gas tank. A rear engine V6 turbo version is available.

The complete body, canopy top, hood and engine cover, hinges and top mechanism, bumpers, headlight mechanism, gas tank and wiring harness all are included in the kit. The tilt-out side windows are made from safety glass. Options include a removable sunroof, air conditioning, leather interior, and a power top opener.

The body is factory-finished in the builder's choice of five different gelcoat colors. No bolting of body parts or welding is required, but the VW floorpan must be cut to accept the body. The wiring harness is color coded for easy hookup. The canopy top is installed by the factory.

The fiberglass work on the Sebring is 5/16" thick in places, much stronger than many others. Double fiberglass walls line the sides for passenger protection. For added safety the canopy top can be opened by hand in the event of electrical failure.



Bremen Motor Corp.

425 Industrial Dr.
Dept. KCG
Bremen, IL 46506
(219) 546-3791

Specifications

Length	172 in.
Width	69.5 in.
Height	43 in.
Weight	1800 lbs.
Road clearance	4.75 in.
Seating capacity	2
Storage space	NA
Powertrain	VW/V6

SENECA

The Seneca's styling is loosely based on the 1953 MG-TD. However, it is a four seat, open roadster using a Pinto V6 or V8 up front. Over a year and a half went into engineering the Seneca so that the original styling could be retained, yet allow a comfortable ride for four adults. There is adequate leg room for up to a 6'-4" driver. The windshield frame, and spare tire mount, two places of potential weakness on a fiberglass kit car, have steel supports molded underneath the fiberglass.

The Seneca kit consists of the fiberglass body, frame bumpers, lighting, 20 gallon fuel tank, mahogany dash, vinyl covered seats, convertible top and side curtains, radiator shell, and steel spare tire bracket. Options include classic gauges, tonneau cover, leather upholstery, wind wings and factory-wired dashboard.

A selection of gelcoat colors or two tone combinations are available. The fender brackets, steering column, and radiator are already assembled on the frame, as are the suspension mounts. Assembly time is around 100 hours.

Our editor had a chance to test drive a Seneca with a Ford 302 V8. He happily reported that the car "... accelerated like a brute and handled corners very nimbly on its ER 78-14 tires." The V8 Seneca at 2350 lbs. can go from 0-60 in 6 seconds.



Motorcar Classics

1925 Francisco Blvd.
Dept. KCG
San Rafael, CA 94901
(415) 459-7940

Specifications

Length	149 in.
Width	60 in.
Height	53 in.
Weight	1800 lbs.
Road clearance	8 in.
Seating capacity	4
Storage space	8 cu. ft.
Powertrain	Pinto/Mustang

SHRIKE GT



The North American Fiberglass Shrike GT is a two place, gullwing coupe using a mid-engine configuration. The rear body section hinges back for engine access. A 2+2 model with rear quarter side windows also is available. The custom made chassis accepts a transversely mounted 4- or 6-cylinder engine as well as a V8. It uses an Opel Manta front suspension with coil-over shocks.

The basic kit includes the hand-laid fiberglass body, steel tube frame, steel reinforcements around windshield and door hinges, seats and steel brackets. The complete kit includes all lighting, steel bumpers, wiring harness, mirrors, all glass and seals, door handles, and headlight retract mechanisms. The upholstery is made out of naugahyde with cut pile carpeting. The inner body is double walled and needs no headliner.

All suspension, engine and transmission mounts are welded to the frame at the factory, to fit the builder's choice of powerplant. The body is gelcoated in color or in primer. The gullwing doors are already mounted on the body. Completely pre-assembled cars are available that require only bolting the running gear and suspension to the frame.

The Shrike features an aircraft-style overhead switch console and fuse panel. Special side windows are made out of safety glass and can be rolled up, popped out, or slid fore and aft on tracks. Drivers up to 6'6" tall can fit in a Shrike with plenty of head and leg room to spare.

North American Fiberglass

1346 E. 8th St., Dept. KCG
Tempe, AZ 85281
(602) 966-9906

Specifications

Length	175 in.
Width	74 in.
Height	45 in.
Weight	2200 lbs.
Road clearance	6 in.
Seating capacity	2+2
Storage space	20 cu. ft.
Powertrain	Transverse V6/V8

SPECIAL A



The Special A is a replica of a 1928 Ford Model A rumbleseat roadster. It uses a 2300cc Ford inline 4 engine, automatic transmission, disc front and drum rear brakes, rack and pinion steering, full instrumentation, and electric windshield wiper. The rumbleseat gives the car the capacity to carry four adults. Factory-built cars are available with a 6,000 mile warranty.

The basic kit furnishes the builder with the complete fiberglass body, steel hood, frame and all mounting brackets. The deluxe kit adds bumpers, running boards, step plates, handles, hinges, brackets, grille and shell, headlights and bar, interior and carpeting, convertible top, windshield frame, gauges and rumbleseat. Options include a trunk rack, gas tank, wiper motor and assembly, wire wheels, horn and windshield.

The body can be finished in two toned lacquer paint in eight different colors. Vinyl interiors are available in black, red or white. A used Pinto provides all the parts to make the deluxe kit into a complete automobile.

The Special A was designed for the builder who doesn't want to spend years attending swap meets to find enough usable parts to make a complete Model A. Not only are all the parts readily available, but the Special A's modern drivetrain is more practical than the original for everyday driving.

CAR Ltd

400 Park Ave., Dept. KCG
Babylon, NY 11702
(516) 661-3232

Specifications

Length	136 in.
Width	64 in.
Height	74 in.
Weight	1850 lbs.
Road clearance	10 in.
Seating capacity	4
Storage space	13 cu. ft.
Powertrain	Pinto/Mustang II

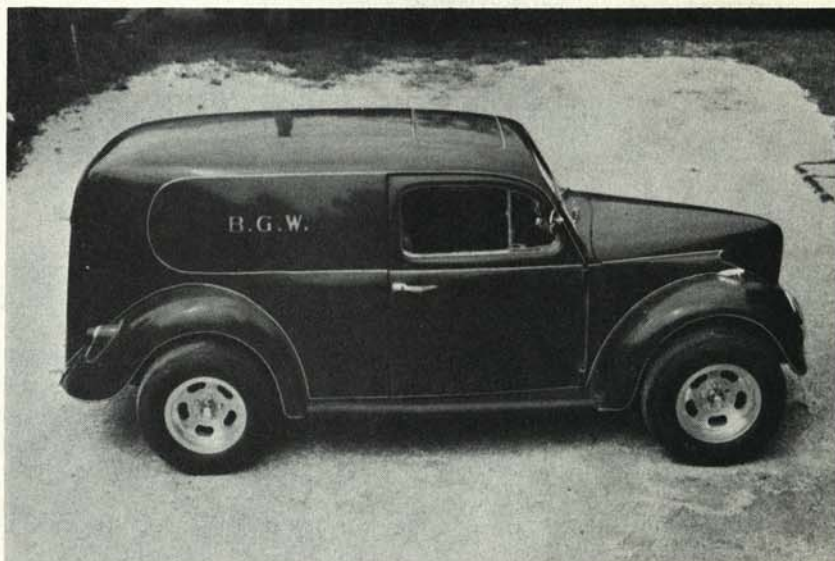
SPECIAL DELIVERY

The Special Delivery van is built over a stock VW Beetle body. The rear section is cut away and the body is attached with epoxy adhesive and rivets. A custom hood is included with the body kit. The finished car is as strong as a VW, because none of the structural body has been removed.

The Special Delivery kit includes the front hood with a cast aluminum grille, rear body section and rear door, rear window, rubber seals, interior panels, epoxy and instructions.

The fiberglass body sections are finished in a gelcoat primer and require only block sanding. No welding is required. All installation can be done with a hammer, pop riveter, electric drill, and a hack saw. Assembly time is approximately 12 hours. The rear door is already mounted to the body at the factory.

The Special Delivery offers sidebody area for a company logo. The van makes an excellent delivery vehicle due to its attention grabbing styling and VW economy.



BGW, LTD.

P.O. Box 498, Dept. KCG
Milwaukee, WI 53201
(414) 783-4550

Specifications

Length	160 in.
Width	62.4 in.
Height	60 in.
Weight	2000 lbs.
Road clearance	11 in.
Seating capacity	4/5
Storage space	90 cu. ft.
Powertrain	VW

550 SPYDER

The Beck 550 Spyder, an exact replica of the famous Porsche race car in which James Dean lost his life, is a mid-engine two seat roadster that uses a VW engine, transmission and suspension. The frame is an identical replica of the original. The entire rear body section hinges open, allowing easy engine and transmission access. The only concessions to modernity are the hand-laid fiberglass body and the battery placement in the rear instead of in the front.

The 550 Spyder is available in three stages. The first includes the body with doors hung, engine cover installed, hood, and chassis mounted. The second stage adds seats, lighting, speedster style windshield, and grilles. The third adds VDO gauges, wiring harness, mirrors and brake lines. A folding top, exhaust system, tonneau cover, chrome wheels, and carpeting all can be ordered as options.

The builder supplies the VW or Porsche engine, transaxle, wheels and tires, gas tank, pedal assembly and suspension. All major assemblies have been performed at the factory. The body is finished in a selection of gelcoat colors.

At the INternational Kit & Replicar Show in Las Vegas, I got a chance to drive in the 550 Spyder. At 1200 pounds, the car accelerated as strong as a 911S Porsche, though it was powered by an 1835cc VW motor. Steering was quick and cornering was phenomenal, due to the Spyder's mid-engine weight distribution and low center of gravity.



Beck Development

1531 W. 13th St., Unit E
Dept. KCG
Upland, CA 91786
(714) 981-3840

Specifications

Length	146 in.
Width	61 in.
Height	41 in.
Weight	1245 lbs.
Road clearance	5 in.
Seating capacity	2
Storage space	NA
Powertrain	VW/Porsche

SPYDER RSK



BM Enterprises
1512 Elizabeth Dr.
Dept. KCG
Petaluma, CA 94952
(707) 763-5019

Specifications

Length	146 in.
Width	58.5 in.
Height	36 in.
Weight	1170 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	6 cu. ft.
Powertrain	VW

The Spyder RSK, a VW-based replica of the Porsche type 718 race car, is a two seat open roadster with a plexiglass windscreen and a streamlined headrest. Designed by English kit car creator Neville Trickett, the RSK is highly authentic with the same dimensions as the original. The kit assembles on a shortened VW floorpan with a rear-mounted engine. A custom space frame designed for mid-engine VW or Porsche 4-cylinder engines is available as well.

The RSK kit includes the fiberglass body, rear deck panel, hood, rear body clip, doors, bucket seats, luggage tray, air intakes, lighting, wiring harness, gas tank, steel sub-frames, windscreen and exhaust system. Also found in the kit is the upholstery package, steel hinges, door catches and hardware. A Speedster-style wrap-around glass windshield is optional.

A 12½" section must be cut from the VW floorpan. Then the two sections are welded back together. The body is primed gray, ready to be painted, although metallic silver can be ordered as an option. The RSK also is available as a finished car.

The impression gained when driving an RSK is one of speed. It corners much the same as the original Spyder, and acceleration is limited only by the size engine the builder chooses. Because the driver's head protrudes above the plexiglass windscreen, a cap and goggles may be necessary. For those interested in comfort as well as authenticity, a rag top is planned to be offered.

✓STERLING



California Component Cars
1930 S. Monterey Rd.
Dept. KCG
San Jose, CA 95112
(408) 275-8750

Specifications

Length	178 in.
Width	76 in.
Height	42 in.
Weight	1875 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	10 cu. ft.
Powertrain	VW/V6

The Sterling is a classic kit car that has been in production off and on for 12 years. This VW-based two-place canopy-top coupe has a 4" lower fiberglass floor than earlier Sterlings, giving this latest edition more headroom. There is some storage space up front where the battery locates, and a large area behind the seats that can be used for luggage or a larger gas tank. The canopy top is electrically operated by two motors, one for each hinge. Large springs assist in opening the top by hand.

The Sterling kit includes a completed fiberglass body ready to mount on the VW floorpan. All wiring and gauges are installed, as is all the glass, upholstery, top mechanism, retractable headlights, single wiper arm, and fire extinguisher. Options include a Neal adjustable pedal assembly.

A VW engine can be used, but there is room enough for a transverse mounted V6 or even a V8. The body is finished in a selection of gelcoat colors. The VW floorpan is cut away so only the center tunnel and suspensions are used. The cuts can be done with an air chisel or a sabre saw. Assembly time is estimated at 20-30 hours.

The fender wells are rounded in the latest Sterling, giving it a clean look from any angle. The car's low center of gravity and its built-in aerodynamic down-load give the Sterling remarkable handling characteristics. A high powered VW engine or V6 will provide the Sterling with great acceleration and top speed, as well as decent gas mileage.

STILETTO

The Stiletto is a bolt-on fender, hood and flare kit that fits the Pinto or Bobcat. It was designed by the chief engineer for the Indian Motorcycle Company. The Stiletto improves the aerodynamics of the Pinto while giving it European styling.

The Stiletto kit includes a hood and fasteners, an air dam, a front bumper, two front fenders, rocker panels and fender flares, and the headlight retract mechanism. Options include a rear spoiler for the station wagon, a console/instrument panel, and an automatic headlight cover actuator.

Installing the Stiletto kit can be accomplished in as little as 20 hours. No special skills are required since no major body alterations are needed. The stock wiring harness from the Pinto is used. Painting is necessary after installation. The headlights are raised and lowered by hand using a cable attached to a knob mounted on the dash.



Autonique

P.O. Box 694, Dept. KCG
Thief River Falls, MN 56701
(218) 681-3616

Specifications

Length	179 in.
Width	70 in.
Height	49 in.
Weight	NA
Road clearance	NA
Seating capacity	4
Storage space	30 cu. ft.
Powertrain	Pinto

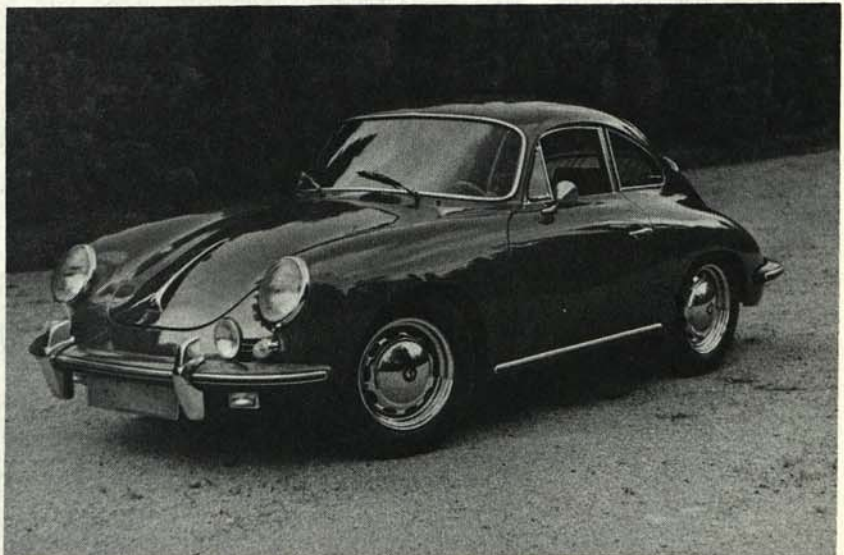
SUPER 90

The Super 90, a replica of the Porsche 356 SC, is available as a kit or as a completed car. Using a VW Type III running gear, the Super 90 duplicates the Porsche in every respect except for the fiberglass body and 12 volt battery. Leather seats, VDO gauges, and even the flattened SC hubcaps lend a degree of authenticity to the Super 90 that is unequalled.

The Stage I kit includes the fiberglass body with steel reinforcements, shortened VW floorpan, vinyl interior, steering column with lock, instrumentation, horns, bumpers, wheels, lighting, wiring and fuel tank. All of the above items are assembled by the factory. The Stage II kit includes the front axle and disc brakes, anti-sway bar, and transaxle. Options include a leather interior, headrests, tinted glass, bumper guards, fog lamps, and power windows.

The builder must supply and install the engine. The body is finished in enamel paint, and metallic finishes are available as options. Attention to detail is evident in the leather cover under the gas cap door that protects the finish from scratching by the gas pump.

The Super 90, although not as fast as an original 356 SC, is nonetheless spirited in all driving modes, whether accelerating, cruising, cornering, or braking. The car steers, sounds, and looks like a Porsche, but what it does not do like a Porsche is rust.



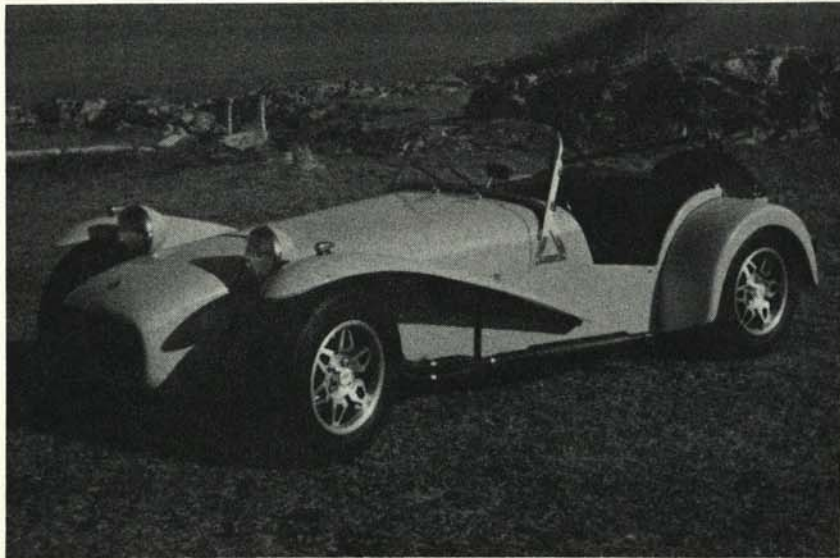
G.C.E. Import & Export Corp.

316 Tideland Rd.
Dept KCG
Broussard, LA 70518
(318) 837-9963

Specifications

Length	150.4 in.
Width	64.5 in.
Height	52.2 in.
Weight	1830 lbs.
Road clearance	in.
Seating capacity	2
Storage space	cu. ft.
Powertrain	VW

SUPER SEVEN



Marcos Cars of America

55 Oak St., Dept. KCG
Roswell, GA 30075
(404) 993-7653

Specifications

Length	132.5 in.
Width	57 in.
Height	43.5 in.
Weight	1162 lbs.
Road clearance	5 in.
Seating capacity	2
Storage space	6 cu. ft.
Powertrain	Lotus/Ford

The Super Seven is styled after the Lotus Super Seven that was designed by Lotus designer Colin Chapman over 20 years ago. Since then more than 4000 Sevens have been built in the States, racing and winning Autocrosses and other sports car events. Now a fiberglass and aluminum replica of the Seven is available from Dave Bean of Santa Barbara.

All the components required to build a Seven can be found in the complete kit, including the fiberglass body panels, polished aluminum pieces, steel tube space frame, coil spring independent front suspension, and live rear axle. Options are a tonneau cover, roll bar, alloy wheels, oil cooler, seat belts, and heater. The body and frame can be ordered separate from the suspension. A 1600cc Ford X-flow engine also is available.

The factory claims a Seven can be assembled from the complete kit in less than 100 hours. Color impregnated fiberglass panels are finished in red, yellow, British racing green, french blue, black and white. The aluminum panels are unfinished. No welding or fiberglassing is required.

A Super Seven with a 1600cc Lotus twin cam engine and a 4-speed transmission can go from 0-60 mph in 6 seconds and can attain 112 mph in 1/4 mile with an elapsed time of 14.6 seconds. This puts the Seven in the same ballpark as the Porsche 928 and the Corvette.

CLASSIC T



Dofral Distributing Inc.

116 Turnpike Rd., Dept. KCG
Minneapolis, MN 55416
(612) 546-5665

Specifications

Length	172 in.
Width	69 in.
Height	53 in.
Weight	2300 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	7 cu. ft.
Powertrain	VW/Ford V6/V8

The Classic T is a look-alike replica of the 1957 Ford Thunderbird. The length of the Classic T has been shortened 7" to fit the VW floorpan. A front engine model with a custom made chassis also is offered. The short wheelbase aids cornering, and the body appears exactly like an original, because the 7" was trimmed from the front and rear cowlings.

The Classic T kit includes the fiberglass body, doors, deck lid, hood, dashboard, fiberglass bumpers, grille, bucket seats, window regulators, hinges, windshield, removable hardtop, wiring harness, carpeting, and rear porthole windows. A tubular steel frame is included with the front engine model with mounts for the Ford 4, V6 or V8 engine. Options include steel bumpers, a soft top, continental kit, bench seat, power steering, and chromed rims.

Assembly requires no fiberglassing or welding. The body is finished in a variety of gelcoat colors. The rear engine model requires cutting the rear trunk floor out to fit the engine.

Recently, Dofral Classic T was driven across the country to Las Vegas from Minnesota. The Ford 302-powered two seater weathered a flash rainstorm in Wyoming without leaking a drop of water inside. How's that for tight weather-stripping? The Classic T owes to its shortened wheelbase an almost perfect weight distribution of 51% front and 49% rear.

TAHOE T-CAR

The Tahoe T-Car is a 1922 Ford Model T roadster pickup replica kit that is powered by a motorcycle engine. The rear axle is straight and is connected to the engine with a sprocket and chain arrangement. The roadster is equipped with full lighting and electric system, and is decorated with all the chrome and polished brass of a conventional hot rod.

Included in the kit is the fiberglass body, radiator shell, fenders, frame, suspension, windshield frame and braces, lighting, upholstery, rag top, bumpers and steering column. Options are a stereo, driving lamps and wire wheels.

Building a Tahoe T-Car requires no welding or fiberglassing. The body is gelcoat primed, ready for final painting. Mounts are welded in place for the motorcycle powerplant. The Honda 750cc engine and Hondamatic automatic transmission are the ideal unit as no clutch linkage is required.

The T-Car accelerates briskly due to its light weight and powerful engine. Cornering is excellent in spite of the slight skidding effect of the rear axle when turning. The motorcycle engine has no problems getting adequate cooling air. The only glitch is that there is no reverse gear in the tranny, so the Tahoe T-Car must be pushed backwards by hand.



Tahoe T-Cars

P.O. Box 5250
Dept. KCG
Stateline, NV 89449
(702) 588-7140

Specifications

Length	130 in.
Width	NA
Height	72 in.
Weight	1600 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	12 cu. ft.
Powertrain	Motorcycle

TRACK STAR

The Track Star roadster is a bolt-together kit designed to accommodate the Ford 2300cc engine and automatic transmission. It resembles a 1927 Model T roadster with a streamlined radiator shell. Other trick features include a split windshield, exposed tires with straight axles and exposed radius rods.

The Track Star kit is marketed as a complete package, including frame and all mounts, front and rear axles, steering, coil and leaf springs, fiberglass body and nose piece, three piece steel hood with louvers, windshield frame and glass, hardware, sub-frames, fuel tank, upholstery kit, lighting and instructions.

No welding is required, as all assembly operations are simply bolt-on. The fiberglass and steel pieces need painting. The builder supplies engine, transmission, wheels and tires, chrome and paint.

Performance of a Track Star should be very good, since the car is lightweight as well as aerodynamically clean. Although the Pinto powerplant is not known for high horsepower, it will have no trouble motivating the featherweight two seater. Fuel economy should be respectable, too. Turn-key Track Stars are also available.



Stevens Motor Car Co.

271 Lincoln Way
Dept. KCG
Auburn, CA 95603
(916) 823-0944

Specifications

Length	NA
Width	NA
Height	NA
Weight	NA
Road clearance	NA
Seating capacity	2
Storage space	NA
Powertrain	Pinto

'57 THUNDERBIRD



**Thunderbird Classics, Inc.,
Division of Trans
International Marketing**

93 W. Little Canada Rd., Dept. KCG
St. Paul, MN 55117
(612) 483-3261

Specifications

Length	176 in.
Width	73 in.
Height	52 in.
Weight	2700 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	21.3 cu. ft.
Powertrain	Ford Pinto/Mustang II

Trans International Marketing's 1957 Thunderbird replica is an authentic rendition of the famous Ford that was the sweetheart of car lovers of the Fifties. The replica is based on the Ford Pinto running gear which is bolted to a custom frame. Special features are electric windows and an originally-styled dash.

The Thunderbird replica kit is a comprehensive package designed to supply the builder with everything he will need, including a chassis with mounts for the engine, transmission and suspension, a one piece reinforced fiberglass body, doors, hood and trunk lid with liners, dash, upholstery and carpeting, removable hardtop with portholes, 20 gallon fuel tank, lighting, bumpers, complete instrumentation, tinted windshield and frame, power windows and hardware, steering wheel, weather stripping and wiring harness. Options are a leather interior, convertible top and wire wheels.

Building a Thunderbird replica involves obtaining a parts car, preferably a Pinto, Mustang II or Mercury Bobcat, and salvaging the following items: engine (4-cylinder, V6 or 302 V8), 4-speed or automatic transmission, front and rear suspension and brakes, propeller shaft, steering rack and column, plus miscellaneous small hardware. The body is colored in hand-buffed gelcoat.

SPECIAL T



CAR Ltd.

400 Park Ave.
Dept. KCG
Babylon, NY 11702
(516) 661-3232

Specifications

Length	169 in.
Width	69.5 in.
Height	54 in.
Weight	3100 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	15 cu. ft.
Powertrain	Ford Pinto/Mustang II

The Special T is a front engine reproduction of the '57 Thunderbird. The custom frame is built to accept the Ford 302 V8 with an automatic transmission, but smaller engines may be adapted. This two place coupe, with a removable hardtop, uses a Pinto steering column and front and rear suspension. The weight distribution is 52% front and 48% rear, an improvement over the stock Thunderbird.

The Special T kit includes the hand-laid fiberglass body, fiberglass bumpers, windshield, hood, grille, taillight lenses, hardtop, and vinyl interior. Options include a deluxe kit which requires only bolting the engine, transmission, doors, trunk, and hood to the car. Other options are portholes for the hardtop, rear fender skirts, chromed bumpers, deluxe interior, continental kit, and a fold-away hardtop.

A 1971 or 72 Pinto parts car provides the following pieces: engine, transmission, window mechanisms, front suspension, rear suspension, rear axle and steering column. The body is in primer, ready for paint. Exterior lacquer finishes are optional in red, black, yellow, white, green and blue.

Engines as large as 429 V8s fit in the Special T without any problems. The car features a lower than stock center of gravity to minimize floating around corners. The rack and pinion steering gives the T a sports car road feel.

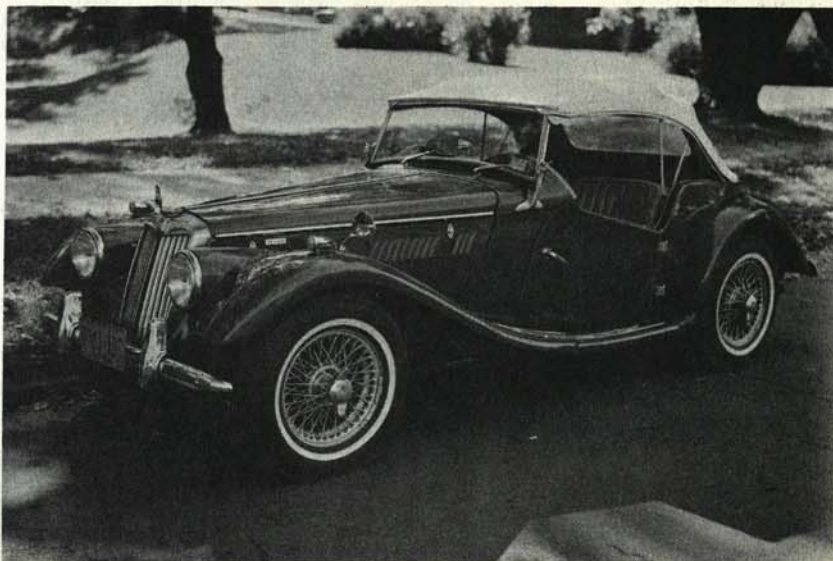
TF-1800

The TF 1800 is an exact replica of the MG-TF and is designed to use all MGB running gear. This two place open roadster is in many respects superior to the original. The MGB engine, transmission, suspension and brakes added to the fiberglass-bodied kit make a TF that is lighter and more powerful than the original.

The TF kit includes a frame (that is so authentic, it is hard to tell the difference from the original), fiberglass body with floorboards, gas tank, dashboard, convertible top, radiator, windshield, bumpers, latches, hinges, and taillights. In addition to the MGB drivetrain, the builder must supply an MGB heater, wiper motor, fuel pump, wheels and tires, instruments, steering column, drive-shaft and headlights. Options include a radio, tonneau cover, and leather seats.

The body is attached to the frame by the factory. The car is available in primer ready to finish. To assemble a TF is a matter of bolting the front spring arms, shocks and hubs to the front end, mounting the rear axle, then installing the engine, transmission and wiring.

On top of the increased performance the TF enjoys over the original, it also has a rust-proof body and easily obtainable replacement parts. The interior is highlighted by a hardwood dashboard, original style seats and carpeting.



Victor Replcars of America

2900 Monroe Ave.
Dept. KCG
Rochester, NY 14618
(716) 586-1686

Specifications

Length	149 in.
Width	60 in.
Height	54 in.
Weight	1500 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	7 cu. ft.
Powertrain	MGB

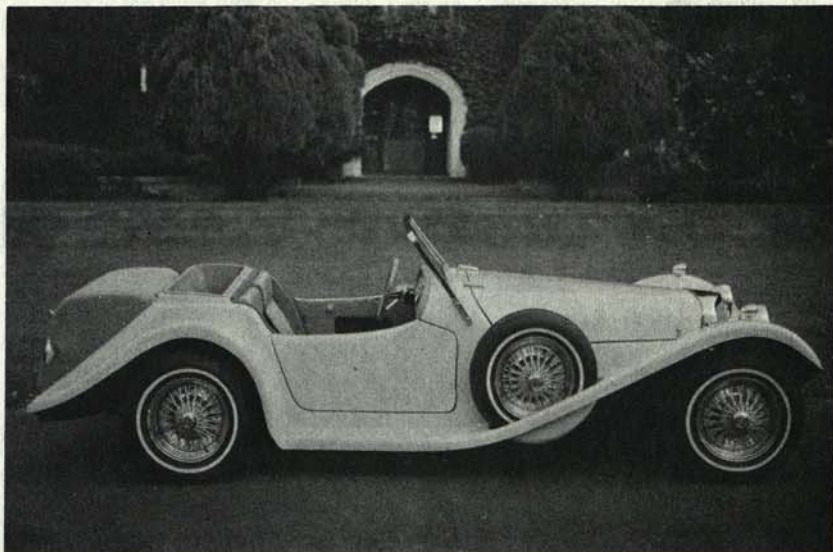
TIGER

Gerard Coach's Tiger combines styling influences of classic sports roadsters of the Forties and Fifties. It is built out of hand-laminated fiberglass in one piece and is mounted on the frame with rubber to prevent stress cracks in the fiberglass. The custom-made frame accepts Ford 4-cylinder engines. A stronger frame is available for a V6 or a V8 engine. All suspension components are from a Mustang II or a Pinto.

The basic Tiger kit includes the fiberglass body, frame, grille shell, windshield frame, latches, hinges, locks and fasteners, and an assembly manual. The deluxe kit adds inner cowl frames, chromed bumpers, steering wheel, upholstery, seats, dash, convertible top, all lighting, and gauges. Options are a heater/defroster, chromed wire wheels, roll bar and exhaust system.

No welding or fiberglassing is needed with the Tiger. The body is finished in gelcoat colors. All the assemblies simply bolt together. The one piece body mounts easily and requires only minor alignment.

The Tiger is available in two models, an RST and a Super Sport. The difference between the two models is in the grille and hood. The RST has dual sidemounted spare tires. Their trunks have more than 9 cubic feet of storage space and the cockpit has room for drivers as tall as 6'4" or more.



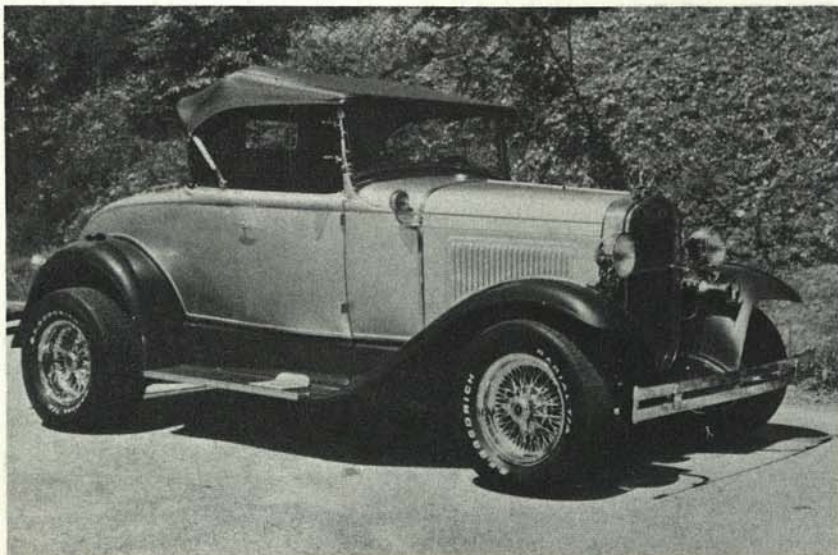
Gerard Coach

12421 Northeast 124th
Dept. KCG
Kirkland, WA 98033
(206) 821-9577

Specifications

Length	162 in.
Width	65 in.
Height	50.5 in.
Weight	1820 lbs.
Road clearance	6.5 in.
Seating capacity	2
Storage space	7.2 cu. ft.
Powertrain	Ford Pinto/V8

TOTAL A



Total Performance, Inc.

406 S. Orchard St., Rte. 5
Dept. KCG
Wallingford, CT 06492
(203) 265-5667

Specifications

Length	141 in.
Width	70 in.
Height	58 in.
Weight	2340 lbs.
Road clearance	6 in.
Seating capacity	2+2
Storage space	NA
Powertrain	Chevy V8

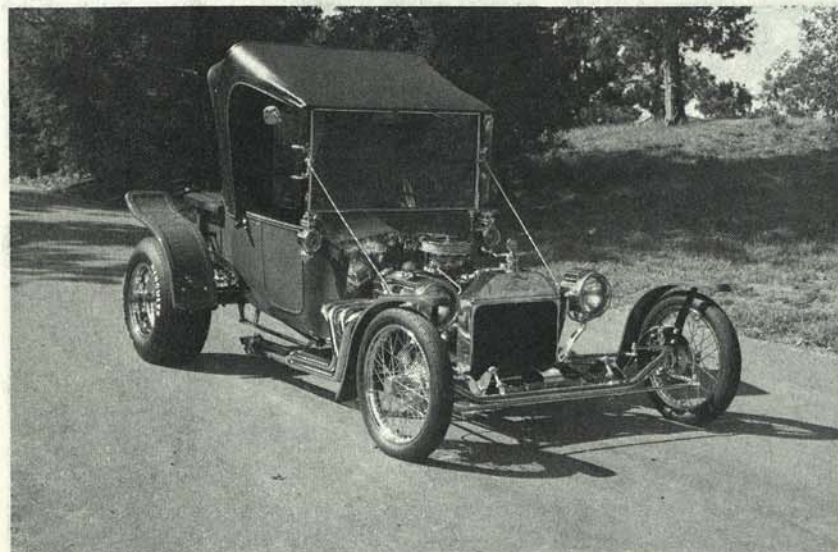
The Total A and Total B are modified Ford fiberglass Model A and B roadsters. A four seat phaeton body is also available. The A and B are 2+2s with ragtops and rumbleseats. Using Total Performance's own chassis, rear straight axle, and front straight axle with transverse leaf spring, the builder equips his car with his choice of brakes and powerplant.

The following items are among hundreds available: a square steel tube frame, a dropped straight front axle, rear Ford axle, steel hood, fiberglass body, rumbleseat deck lid, fenders, running boards, naugahyde upholstery, convertible top, radiator shell, bumpers, and headlights. Options include an air conditioner, chromed Jaguar rear suspension, and a trailer hitch.

The bodies are painted by the factory in the builder's choice of color with optional pinstriping. The frame has mounts welded in place for coil-over shocks in the rear and a Chevrolet 350 V8 with turbo hydramatic transmission. The mounting pad for a Corvair steering box is factory welded. Hurst/Airheart disc brakes are available for the front, and wire wheels with radial tires are used in the factory built As and Bs.

A lowboy body style, essentially a B roadster body without fenders or running boards, is also available. A luggage rack is offered for the A and B, and a rear trunk is one of many accessories made for the phaeton.

TOTAL T



Total Performance Inc.

406 S. Orchard St., Rte. 5
Dept. KCG
Wallingford, CT 06492
(203) 265-5667

Specifications

Length	94.5 in.
Width	58 in.
Height	60 in.
Weight	1500 lbs.
Road clearance	8 in.
Seating capacity	2
Storage space	4 cu. ft.
Powertrain	Chevy V8

The Total T body is fashioned after the 1923 Ford Model T pick-up roadster. The rest of the Total T is custom made. Eighteen inch spoked wheels and disc brakes connected to a dropped straight front axle suspended by a transverse leaf spring are mounted to the front end. A Watts linkage-controlled Chevy straight rear axle with coil-over shocks and drum brakes suspend the rear. A small block Chevy V8 and a 3-speed automatic transmission provide motive power.

All the components for the Total T may be purchased separately or together. The following items are offered: bucket-T body, front and rear fenders, pick-up bed, wind shield and frame, rag top and bows, front and rear axles, front wire wheels and rear chrome wheels, chassis, upholstery, and an exhaust system. Options include a Jag "E" type rear end, brass radiator shell, brass headlamps, brass firewall, chrome support rods, and chromed engine accessories.

The body is factory painted in a choice of any standard color. Pin striping is optional. It is possible to assemble a T using ordinary hand tools and a floor jack. All suspension, steering and engine mounts are already welded in place.

With brass cowl lamps, brass firewall, and a brass radiator shell highlighting the chromed V8 powered Total T, this two place rod is a mixture of antique styling and modern technology.

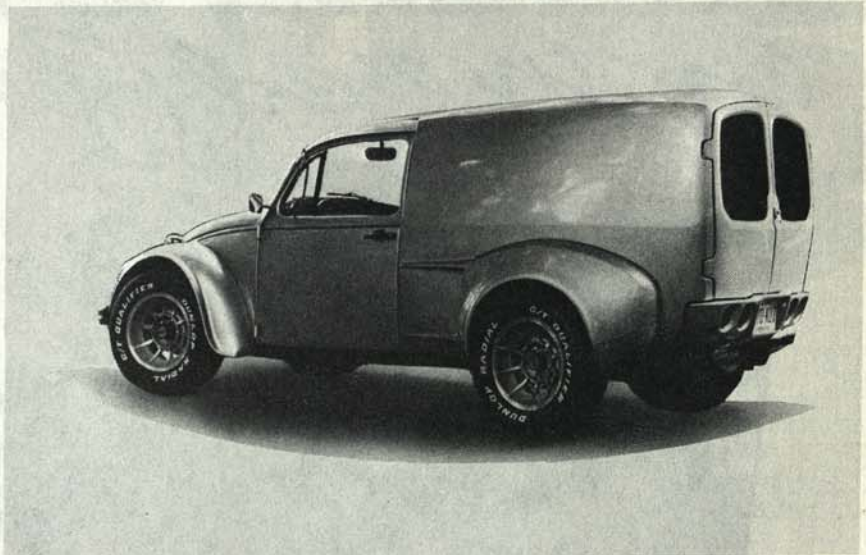
VANDETTA

The Vandetta converts a stock VW Beetle or Super Beetle into a van that has even more storage space than a 1979 Ford LTD Station Wagon. The rear portion of the VW is cut off and the Vandetta kit is bolted and bonded in place. The conversion features two rear doors, custom fenders, and a rear bumper.

The Vandetta kit includes the sides, top, doors, fenders, bumper, taillights and license lights, wiring loom, gaskets, seals, and assembly manual. It can also be fitted with aftermarket portholes, sunroof, or windows.

No special skills or tools are required. The rear body section is hacksawed or sabresawed away. Then the side and roof panels are aligned, bolted and bonded to the VW. The seams where the top and sides meet are filled and smoothed out. Final painting is required. Templates are included to mark the places where the body is cut.

The strength of the VW is retained in the design of the Vandetta. The sides stiffen the rear. A pancake VW engine allows the use of a flat floor inside the cabin. Scoops on the leading edges of the rear fenders direct cooling air to the engine.



Gundaker Fabrication

P.O. Box 642-C
Dept. KCG
Metuchen, NJ 08840
(201) 756-4549

Specifications

Length	161.5 in.
Width	71.5 in.
Height	64.5 in.
Weight	1800 lbs.
Road clearance	8 in.
Seating capacity	2/4
Storage space	100 cu. ft.
Powertrain	VW

VENTURA

The Ventura, a VW-based two seater made in Brazil, features a functional rear hatchback and a front trunk. Its GT styling and flush mounted bumpers combine with its center console and full instrumentation to give the Ventura a European flair. The car mounts on a VW floorpan, using a VW front suspension, swing axle transmission, a VW engine, and 4-wheel drum brakes.

The kit fits onto a slightly modified VW chassis and includes the complete body, wiring harness, lights, glass, carpeting, padded leather dash, all gauges, locking steering column, steering wheel, seats, all interior panels, wipers, hardware and fire extinguisher. Options include front disc brakes, electric windows, sunroof, air conditioning, stereo, custom wheels and tires.

The body is finished in a choice of gelcoat colors. No shortening of the floorpan is required. Modifications to the side rails and placement of the shift lever and emergency brake handle are the only changes to be made. The factory claims the kit can be completed in a weekend.

The Ventura is one of the safest kit cars on the market. It has a fire extinguisher, collapsible steering column, dual circuit brakes, 3-point safety belts, padded dash and sun visors. The hood hinges in the front so it won't get ripped off if driven unlatched. The emergency warning lights and back-up lights make sure the car is seen by other drivers. Two-speed wipers/washer makes sure driver visibility is adequate.



G.C.E. Import & Export Corp.

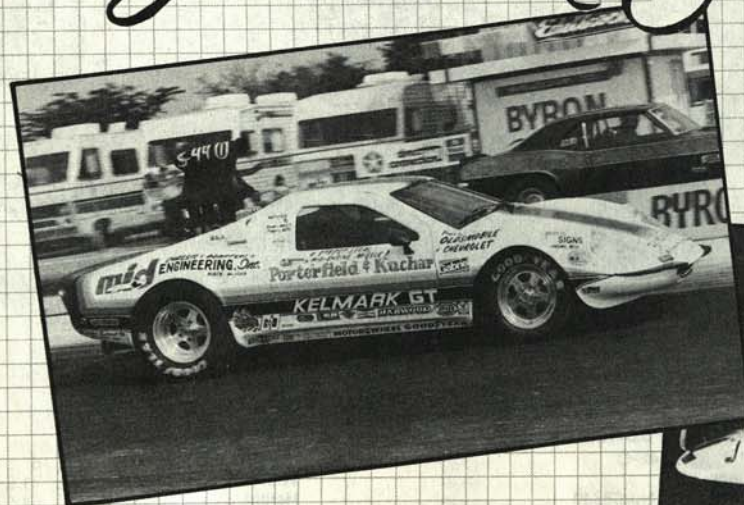
316 Tideland Rd.
Dept. KCG
Broussard, LA 70518
(318) 837-9963

Specifications

Length	163 in.
Width	64.5 in.
Height	46.5 in.
Weight	1785 lbs.
Road clearance	7 in.
Seating capacity	2
Storage space	14 cu. ft.
Powertrain	VW

KELMARK GT

engineered for action



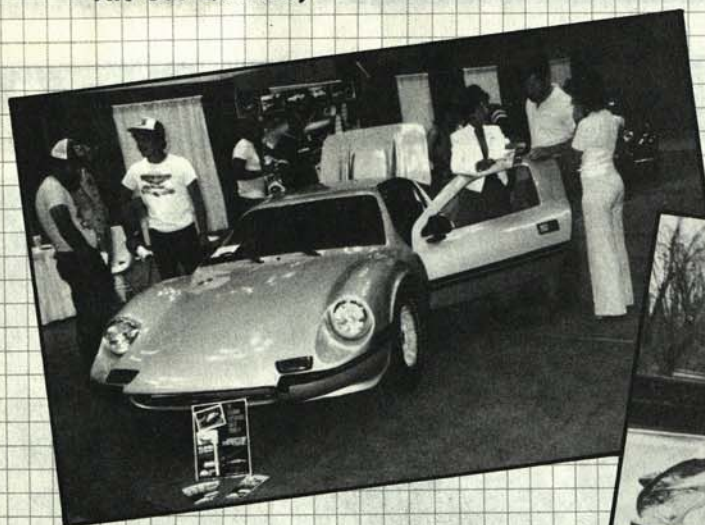
"As a crusading bracket racer this Kelmark GT ran 10.10 @ 134 MPH in the quarter mile."

Car & Driver Magazine



"This Ferrari inspired sportcar causes stares and questions wherever it is driven, which is the only hardship associated with owning a Kelmark."

Kit Car Quarterly



"The Kelmark Pro Rally GT is powered by a 225 HP Porsche engine that needs just 12 seconds to go from a dead stop to 125 miles per hour."

Gannett News Service

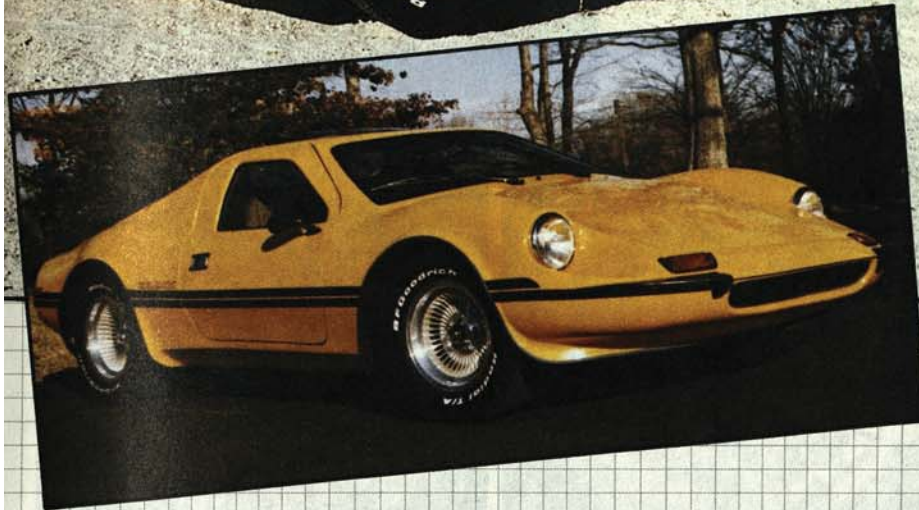


"This sleek black and silver Mid-Engineering Kelmark GT is the world's fastest kit car - it has been clocked at 202.7 MPH in street trim with racing tires."

Hot Rod Magazine

KELMARK MOTORS . . . AUTOMOTIVE EXCITEMENT . . . SINCE 1969





"I've driven a lot of expensive, exotic cars—most recently the Ferrari 308 GT4 . . . and never have I seen heads swivel as they do for the Kelmark."
Car & Driver Magazine

FERRARI/PORSCHE INSPIRED!

When you choose a Kelmark, you have chosen more than just an automobile. You will have made an investment and commitment to experience the "true" excitement of owning and driving a beautiful limited production sports car.

MASTERPIECE OF DESIGN!

After years of experience, we offer this superbly engineered automobile to meet the requirements of the variety of automotive enthusiasts. Our unique concept offers you the choice of VW, Porsche, V16 or V18 powertrains and a variety of options.

Yes, I am interested in the Kelmark, please send the complete full color photographs and:

- Custom Built — Factory Assembled . . .**
detailed information on how to purchase a handcrafted factory assembled Kelmark. Also information on the modular self-assembled "Freedom" and "Mark III" units, chassis, engines and optional accessories . . . **\$5.00**
- Modular — Self-Assembled . . .**
detailed information on how to save thousands of labor dollars by purchasing the modular self-assembled "Freedom" or "Mark III" units, chassis, engines and optional accessories . . . **\$3.00**

COMPLETE ALL INFORMATION:

NAME _____
ADDRESS _____
CITY _____
STATE _____ ZIP _____
OCCUPATION _____ AGE _____
BUSINESS PHONE: () _____
HOME PHONE: () _____

I have enclosed \$ _____; or charge \$ _____ to my:

____ VISA ____ MASTERCARD ____ AM. EXPRESS

CARD # _____

EXP. DATE _____

KELMARK MOTORS

Division of Molded Plastic Industries

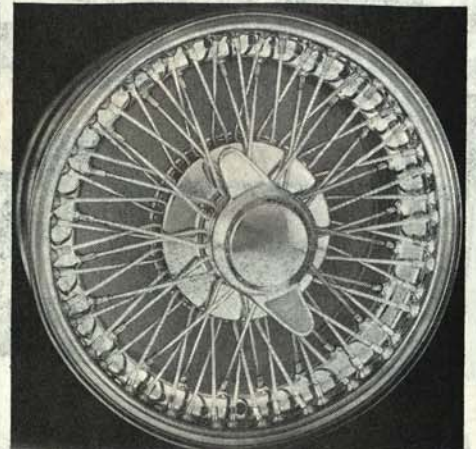
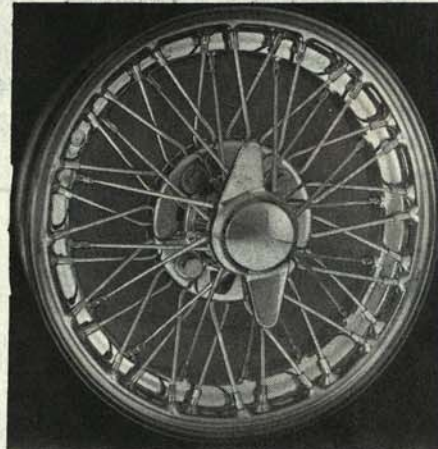
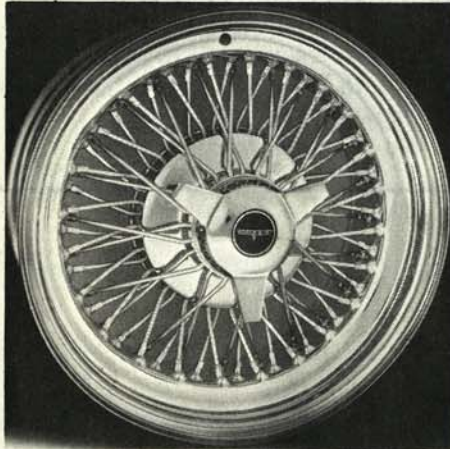
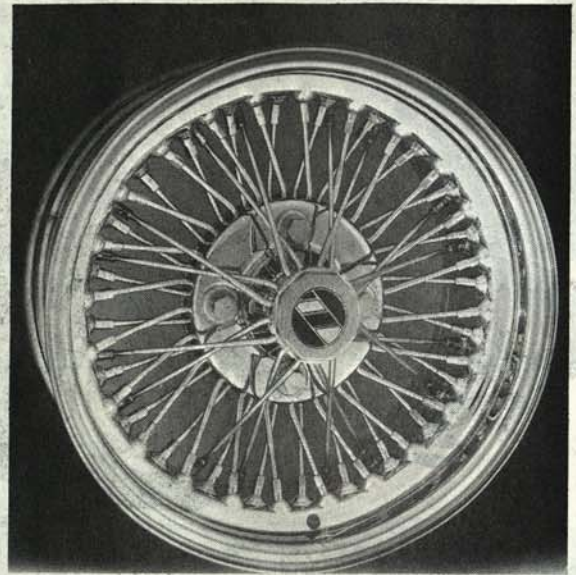
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Wheel Selection Guide

How to Choose the Right Size Wheel for Your Kit Car

Top: Well-lace style.

Bottom: Left to right, well-lace, bead-lace, bead-lace.



The authentic wire wheel, like the continental kit, wood paneling and landau bars, has all but disappeared. If these features show up at all on new cars, they are simulated, not functional. About the closest thing on today's cars are simulated wire wheel hubcaps.

Real wire wheels are making a resurgence in replica automobiles, although often you see less expensive simulated wire hubcaps. Cost and appearance may be deciding factors, but are not more important than proper fit. High performance cars may depend on proper fit for cornering, whereas a Classic driven 45 mph on Sundays may only need the wire wheel look.

Appearance and Cost

Wire wheels for reproduction cars can fall into three categories:

1. Authentic appearance
2. Almost authentic
3. Simulated wire wheels

If you are planning to build an exact reproduction, authentic wheels will be important. However, most authentic or original wheels may be impossible to find or very expensive.

Most cars being reproduced in kits today are copies of an exotic car which originally had expensive wheels. In almost every case, the tooling for the wheels has been destroyed and so original wheels are virtually impossible to obtain. Also, because the chassis used on the reproduction cars are of modern design, many times the original wheel cannot be made to fit, even if one is found.

So usually the kit builder must use reproduction wire wheels. These look like the real thing, but may have subtle differences, such as method of attachment and size. The cost of a good reproduction wheel can be several hundred dollars. The real knock-off wire wheels, for example, are the most expensive because of the extra parts involved. Therefore, many builders are willing to accept a direct-bolt style to reduce cost. And by continuing to sacrifice more authenticity, lower prices can usually be found.

A popular compromise on many kit cars is the use of simulated wire wheels which usually consist of a chrome-plated steel wheel with a wire cover. These cars provide a flashy wire wheel appearance, but at only 25 percent of the cost of the real wire.

The last possibility, of course, is the standard plain wheel and using a simulated wire hub cap. If these can be located at a salvage yard, they can cost as little as \$10 each. However, good hub caps on late model cars that look like real wire wheels can cost over \$100 each.

Price Range of Chrome Wire Wheel Options

Type	Cost per wheel
Real knock-off wire wheels	\$350-500
Direct bolt wire wheels	\$150-300
Chrome wheels w/wire covers	\$40-80
Steel wheels w/hub caps	\$25-50

Before purchasing wheels, the appearance, cost and proper fit should be considered together. It is entirely possible that the most desirable style of wheel selected may not be available in the offset required. Well-lace style Dayton wire wheels typically have a maximum offset of one inch. However, the bead-lace styles may have offsets of up to 2 inches. These offsets also become less when the rim width is reduced. So, it is important not to select wheels strictly on style and cost alone.

Though some of you may not have done any math since high school, and then only reluctantly, you can save yourself a lot of work by performing a little algebra. Follow along as we show you how to determine the proper offset for your wheels.

Many times finding the wheel which will fit properly on a kit car is by trial and error. Or sometimes major modifications are made to the car in order to make the wrong wheel fit. But this does not have to be the case. In just a few minutes some measurements can be taken to assure a perfect fit.

The single most important measurement to make is that of wheel offset. But, unfortunately, many times it is not made because it is not understood. The offset determines where the tire will set inside the fender well; whether it will be in the center, too far to the inside and rub the suspension, or too far to the outside and rub the fender. The definition of offset is specified as the distance between the centerline of the rim and the face of the hub. Diagram A shows a negative offset of one inch. Diagram B shows a positive offset of one inch. To calculate offset, Diagram C can be used with the following formula.

$$\text{Offset} = D - \frac{T}{2}$$

It is important to note that offset can be independent of the width. Diagram D has the same offset as Diagram B even though the width of the rim is much wider. The tires on both wheels B & D will sit exactly the same in the fender well.

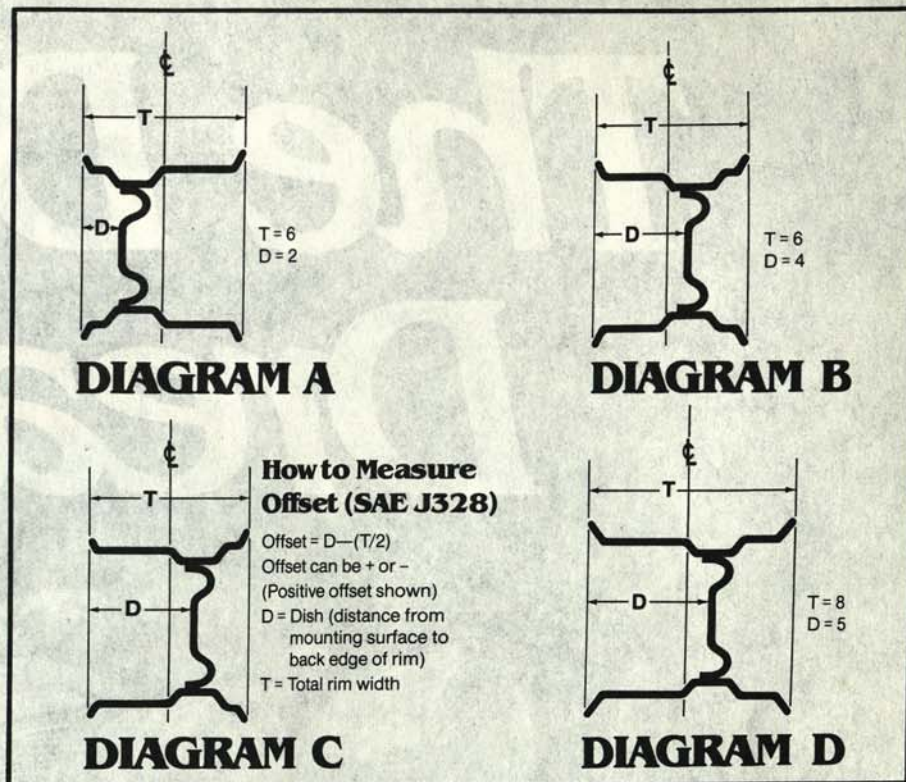
To calculate the proper offset for a new or kit car, several items must be known: fender clearance, suspension clearance, offset of trial wheel and width of wheel needed.

The best and easiest way to find these measurements is to mount any wheel and tire onto the car (preferably the same diameter as will be needed). Install spacers behind the wheel if necessary to get wheel to clear the suspension. *With the car's weight on the wheel*, check the following clearances:

Inside minimum clearance—check distance to tie rod, springs, suspension or inside fender wall. The front wheels should be turned back and forth while looking for the closest object. Record the smallest distance as "I."

Outside minimum clearance—check distance to top of fender (if possible under simulated cornering conditions by sitting on fender or jacking up opposite side of car). Also, on the front, turn the wheels and check the distance from the lower ends of the fender opening to the side of the tire. Record the smallest distance as "O."

Now, remove the wheel from the car and place it with the outside down on



Example 1

Old rim is too close to fender but rim width must remain the same.

O = 0	T = 6	Select A = -1/2
I F		
I = 2	D = 4	B = +1/2
Old offset = $4 - \frac{6}{2} = 1$	New offset = $(4 + 1/2) - \frac{(6 - 1/2 + 1/2)}{2} = 1 1/2$	

Example 2

Old rim is too far back from the fender and a wider rim is needed.

O = 3	T = 6	Select A = +3
I F		
I = 2	D = 4	B = 0
Old offset = $4 - \frac{6}{2} = 1$	New offset = $(4 + 0) - \frac{(6 + 3 - 0)}{2} = -1/2$	
	and this wheel will be three inches wider	

the floor. If spacers were used, place the spacers inside the wheel on the bolt circle. Lay a yardstick across the back of the wheel. Measure the distance from the yardstick to the floor. This is total width (T). Measure distance from the yardstick to the back of the bolt circle (or spacers if any). This is the dish (D). The offset of the trial wheel is then calculated by:

$$\text{Offset of trial wheel} = D - \frac{T}{2}$$

To determine offset of the new wheels which will fit properly, first decide how much total width is needed

for the tires selected. Then decide how much of this width will be added or subtracted from the front and back of the wheel. Using the previous minimum clearances, be sure to keep a minimum clearance of one-half inch from inside or outside objects. Record the width change on the outside as "A." If it will be added it is +, or if subtracted it will be -. Record the width change on the inside as +B if added and -B if subtracted. The new wheel offset can then be calculated as:

$$\text{New wheel offset} = (D+B) - \frac{(T+A+B)}{2}$$

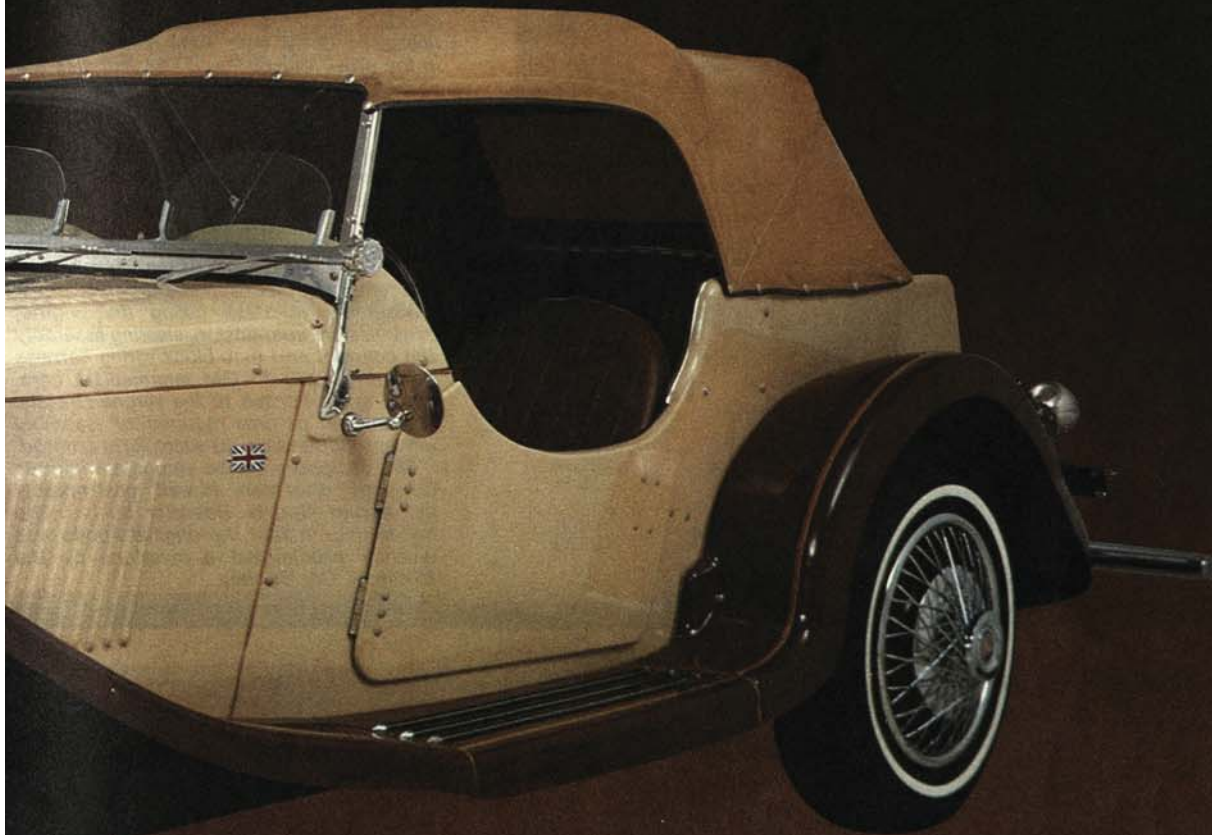
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Berkeley, CA 94710
(415) 524-5246

Specifications

Length	178 in.
Width	71 in.
Height	52 in.
Weight	NA
Road clearance	5 in.
Seating capacity	2
Storage space	10 cu. ft.
Powertrain	GM V6

The Verona is an originally styled roadster inspired by the classic European sports racing cars of the late Forties. It features a front-engine, turbocharged GM V6 with a Borg Warner 5-speed manual overdrive transmission. The chassis is made of tubular steel with 4 cross-members. Steering is rack and pinion with front disc and rear drum brakes.

Kits are available in three stages. The standard package includes the one piece fiberglass body with steel reinforcements in the cowl and doors. It also includes the jig-welded frame, spare tire mount, dash, instruments, removable steel transmission tunnel, louvered side panels, chassis hardware and brackets, all exterior chrome components, lights, windshield frame, and numerous other components. The Stage II kit adds a deluxe interior, Nardi steering wheel and other luxury appointments. Stage III is a complete car minus the GM mechanical components.

Assembly involves taking the engine, transmission, suspension, steering assembly and column, and fuse block/wiring harness from any 1978-83 GM intermediate cars. These are mounted to the Verona chassis. The amount of time required for assembly will vary depending on which kit is ordered.

The designers of the Verona are famous for many other cars as well, most notably the Apollo Sports Roadster built in the mid-sixties. In fact the original Apollo was recently proclaimed a milestone by the Milestone Car Society.

VOKARO



Vopard Enterprises

Box M, Dept. KCG
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(707) 422-6755

Specifications

Length	145 in.
Width	62 in.
Height	40 in.
Weight	1450 lbs.
Road clearance	9 in.
Seating capacity	2
Storage space	3 cu. ft.
Powertrain	VW

The one piece fiberglass body of the Vokaro fits a shortened VW chassis. This two seat body is low enough to step into, eliminating the need for doors. Many of the parts used in the stock VW such as the wiring, switches, gauges and headlights, can be used in the Vokaro. The rear body section hinges open for engine access.

The Vokaro kit consists of the five pieces that complete the fiberglass body and an assembly manual. The fiberglass windshield frame is designed for a VW windshield. Options include a tonneau cover, seat upholstery, convertible top and side curtains, and a roll bar.

Although the floorpan must be shortened, the position of the controls remains the same. This simplifies the process, which can be done by a welding shop if the builder does not have the equipment. The body is finished in gelcoat color. The assembly manual is concise and well written, explaining the VW frame and drivetrain in depth.

The watchword of the Vokaro is 'simplicity.' It is a simple kit. This makes it inexpensive, easy to assemble, and inexpensive to maintain. Its shortened wheelbase and lightweight construction allows the Vokaro the distinction of being one of the best handling kit cars.

VOKARO IV

The Vokaro IV is a four seat version of the original Vokaro. It has been stretched to fit a standard length VW floorpan. As with the original Vokaro it uses numerous stock VW parts including wiring, switches, gauges and headlights. The rear body section hinges open for engine access.

The Vokaro IV kit includes the complete fiberglass body components. It uses a stock VW Ghia windshield. Options include a tonneau cover, interior upholstery, convertible top, side curtains and a roll bar.

The Vokaro IV assembly manual includes information on Type 1 through Type 4 Volkswagens so that the kit may be assembled on any of these chassis. It is certainly most helpful to anyone who is a novice at working with VWs. Overall assembly time is 100 hours or less.

The Vokaro IV offers a lot of room for the money, as it is one of the least expensive kits on the market. More than 600 of the original 2-seat Vokaros have been built and sold.



Vopard Enterprises

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Suisun City, CA 94585
(707) 422-6755

Specifications

Length	159 in.
Width	62 in.
Height	40 in.
Weight	NA
Road clearance	8 in.
Seating capacity	4
Storage space	5 cu. ft.
Powertrain	VW

VX-23

The VX-23 is a T-bucket body and frame kit designed for the rear-mounted VW engine and transmission. A hood and radiator shell cover the area which would house the V8 engine in a traditional hot rod. The body features fiberglass molded-in floorboards and a functional passenger door. The front straight axle is sprung with a torsion bar and uses Chevy spindles to fit either disc or drum brakes.

Kit A includes the T-bucket body, radiator shell, hood and sides, pickup bed, windshield frame, 4130 chrome moly steel tube frame, steering box, and coil-over rear suspension. Kit B adds to Kit A an aluminum gas tank, chromed headlights, a steering column, front wire wheels, and a top bow kit. Options include a chromed windshield frame, chromed windshield hinges, and custom mirrors. A louvered hood with side panels is also available.

The rear frame is made to fit the VW transmission. The body is gelcoated in primer. There are no welds required on the car. All that is needed to finish the kit is to install the VW engine, transaxle, gas pedal and shifter.

The VX-23 has an extended firewall to give drivers over 6' tall a lot of leg room. The rear pickup bed completely covers the engine. This roadster offers the rod enthusiast an economical alternative to the ever-increasing price of hot rod building.



Speedway Motors Inc.

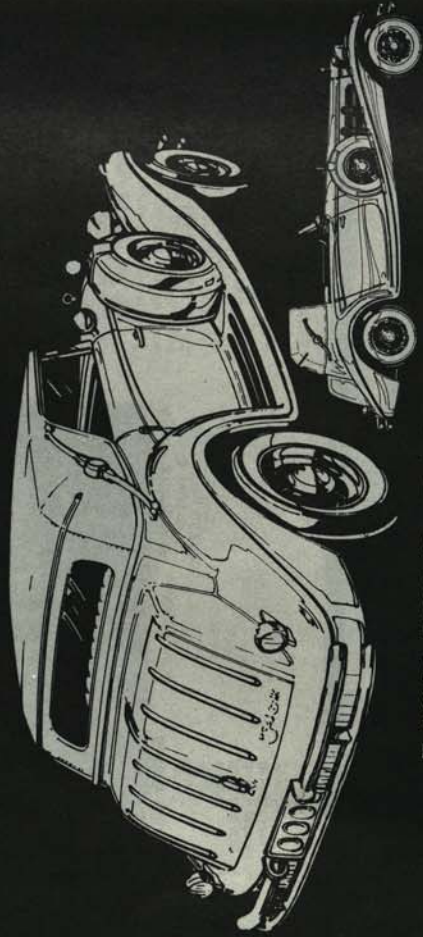
P.O. Box 81906
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Lincoln, NE 68501
(402) 477-4422

Specifications

Length	130 in.
Width	70 in.
Height	72 in.
Weight	1600 lbs.
Road clearance	6 in.
Seating capacity	2
Storage space	12 cu. ft.
Powertrain	VW

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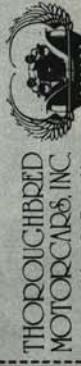
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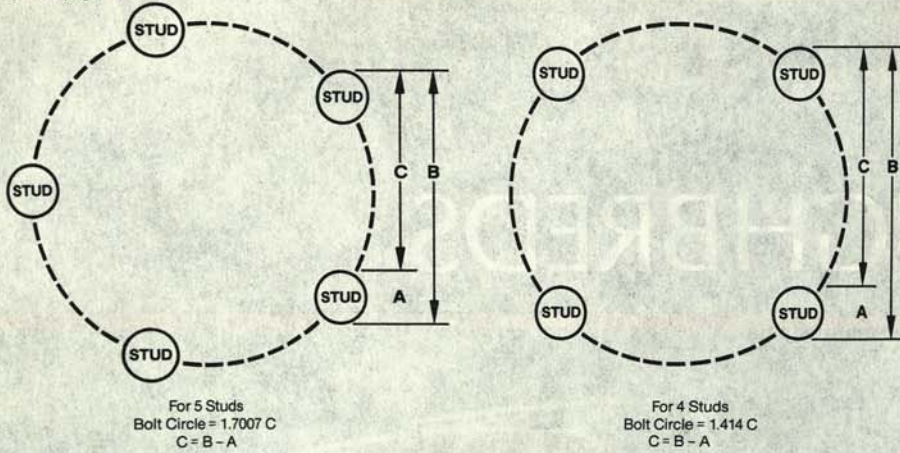
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1. Bolt circle diameter (or exact distance between centers or two adjacent studs) and number of studs. See Diagram E.
2. Center hole diameter of original wheel.
3. Projection of disc brakes beyond hub face. See Diagram F.
4. Weight of vehicle.

But before making all of these measurements, contact a few manufacturers. If you are working on a popular car, the manufacturer may already have the information you need. If making a car which is new or special, the proper measurements can ensure success first time.

Dayton wire wheels

The wire wheels shown in this article were manufactured by Dayton Wheel Products. Since 1916, Dayton wire wheels have been manufactured in the traditional manner to retain the authentic appearance and provide the proper fit. Dayton still hand assembles and hand tightens each wheel. Only necessary changes have been made to improve quality and eliminate "retruing." More information on application of wire wheels to specific cars can be obtained from Dayton Wheel Products, 1147 S. Broadway Street, Dayton, OH 45408. (800) 862-6000.

DIAGRAM E

It should be noted that these calculations give the proper offset for clearance. It may not give the proper offset for suspension performance. Large changes in offset may cause handling and steering problems. Consult the wheel or car manufacturer if necessary.

To complete the specification for the wheels, the wheel manufacturer may require the following information in addition to the offset:

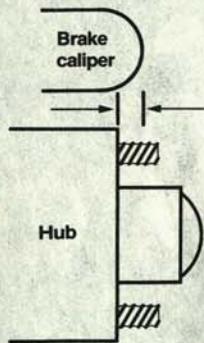


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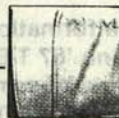
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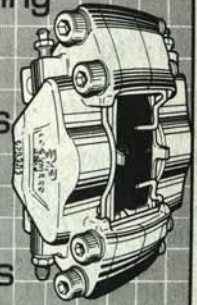
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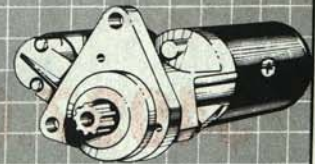
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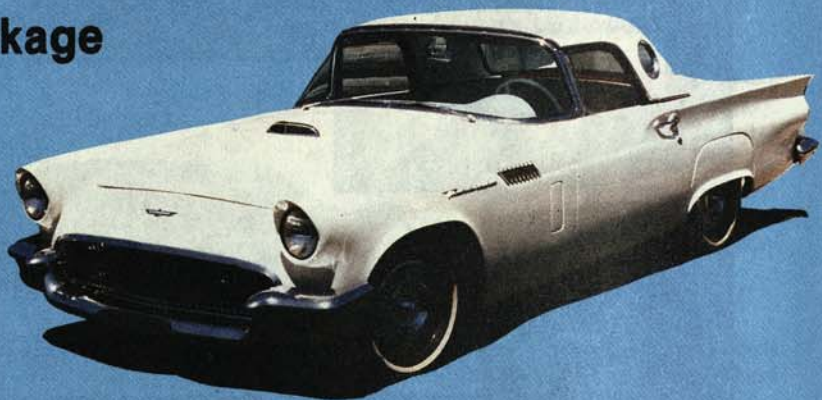
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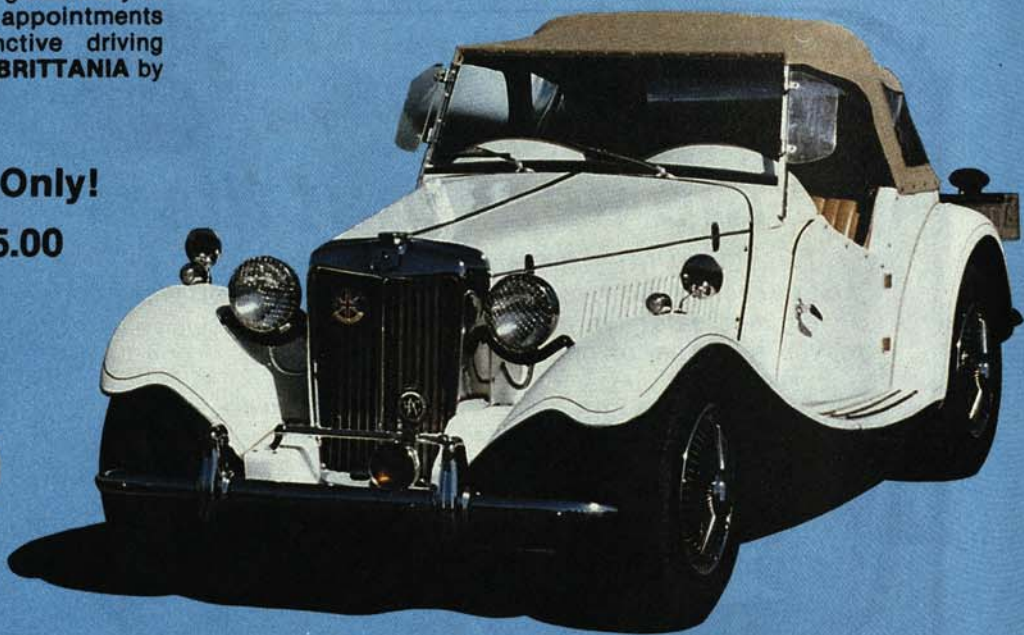
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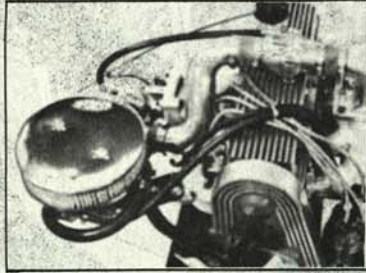
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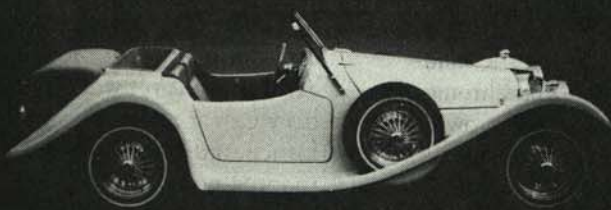
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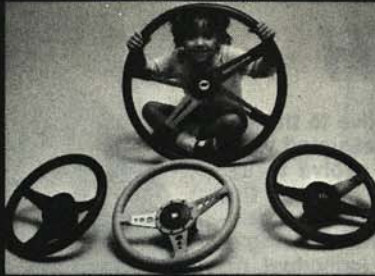
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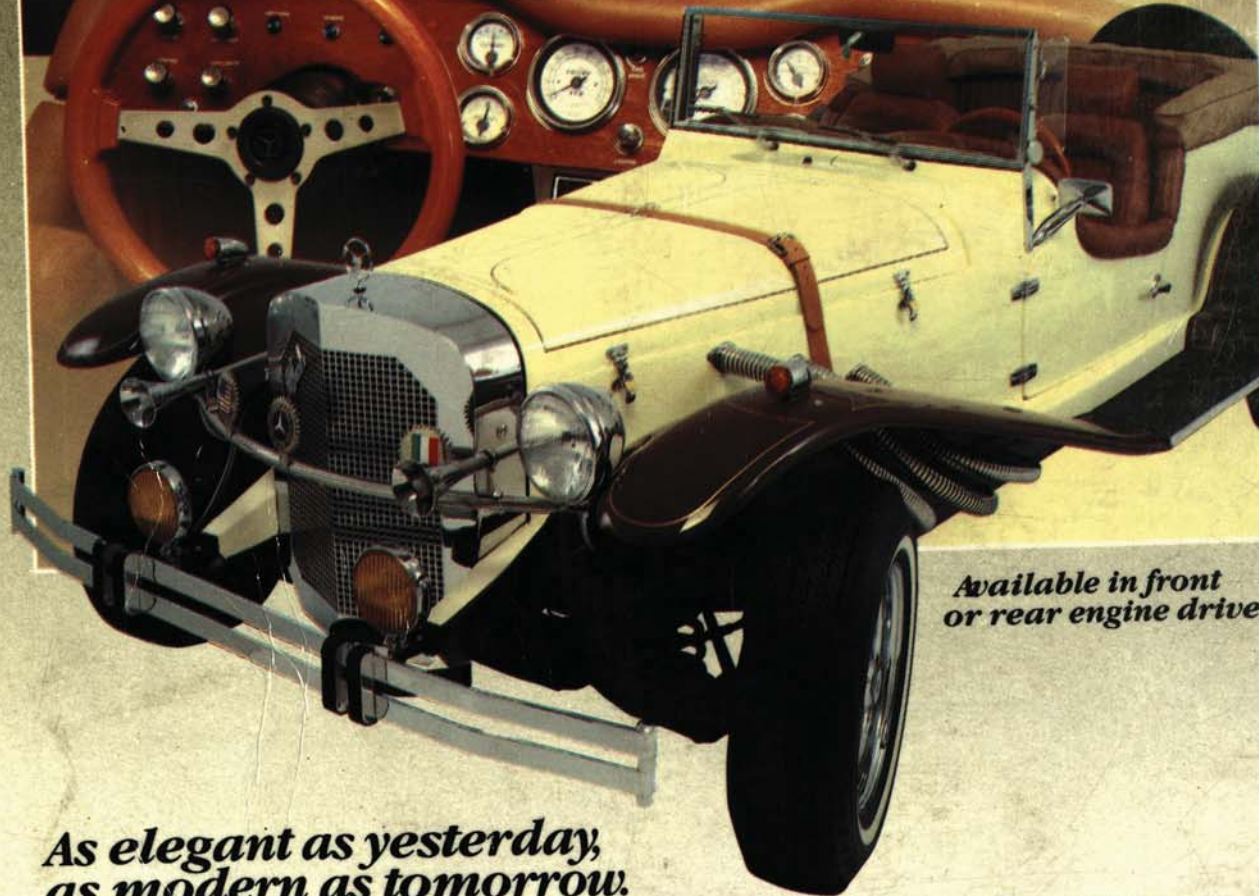
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