

PLEASE REMEMBER TO BRING A FOOD STUFF FOR THE PANTRY

LIARS

"Not Just Another Model Car Club!"



EST. 1991

MODEL CAR BRIEFS

LONG ISLAND AUTO REPLICA SOCIETY

Newsletter Stuff:	Club Staff:
Bill Murray (516) 293-6378 bill.murray@ngc.com	Pat Vecchio (516) 375-6047 patvssb@aol.com

May Meeting themes:
Collect Dues & Discuss 2023
LIARS Challenge Assignments

NNL East



GSL Model Car Show/Contest 2023 "LIVE"

Andy's 1930 Ford Coupe



Were in our 32nd year as a Club; let's hope that we all stay healthy during this post COVID-19 crisis and that we can all attain some measure of prosperity. Then perhaps we can build a new Club display...

MCB Contributors: Steve Big Daddy Blake

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

The LONG ISLAND AUTO REPLICA SOCIETY (L.I.A.R.S.) Model Car Briefs is dedicated to bringing you the best and most up to date information about our great hobby of model building

Thanks for supporting the LIARS. Please resume supporting the needy at our 2023 monthly meetings!

LIARS Unofficial Official

Greetings fellow club members, I do hope you are all doing well.

Stay well and God bless America. Pat Vecchio, President.

Some Words from the Editor At Large

Rich Argus recovery at home is progressing. Rich enjoyed seeing pictures of his diner on numerous sites!

Again, only received one article for this month's MCB. This is your newsletter, Please contribute! Thus, this MCB contains various show filler, including pictures from Hammer & Dave Vehrs! Dr.V concurs with a fellow club's request!

First Impressions



“Good day” to current LIARS, former LIARS &/or perhaps somehow was able to access the LIARS! If the later. WELCOME! This is not your typical Model Car club!

The LIARS emphasis is to have fun enjoying our passion for models (that have wheels - OK Dr.V's spin)

Dave Vehrs took the following former/current LIARS member NNL East pictures...

CONTENT NEEDED!!!!

The Corsair needs your help! To keep this newsletter filled with all the great content, I need your help with content. Here are some useful items that I can use to put together future issues each month:

- Kit reviews/in-box reviews
- Website links
- Modeling related articles
- Commentary and featured columns
- Neat, strange or otherwise shareable pictures
- Book reviews
- Trip and vacation write-ups

Anything you have can be used. Don't hesitate. Even a few paragraphs are great.

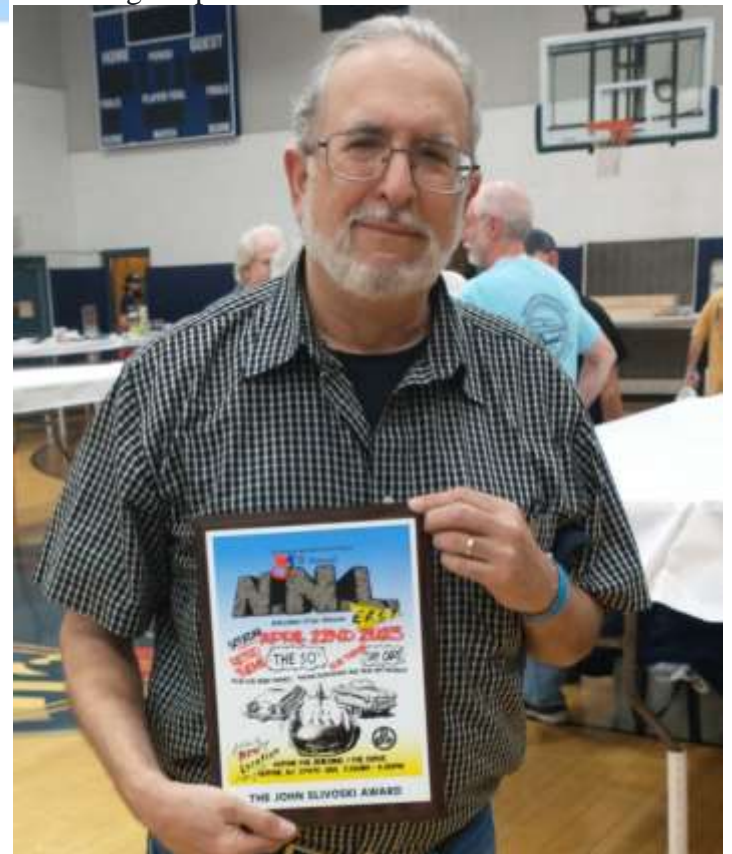
NNL East NEWS FLASH!

Paul Drago captured the Grand Master award!



POWER. STYLE. BEAUTY. GRACE
CELEBRATING THE DISTINCTIVE HERITAGE OF THE AUTOMOBILE.

Remember those folks who made a difference in your life in 2022 (good or bad) and use the lessons learned to be a better you. Life is made up of people, events and decisions. 2023 is a time to start fresh. So surround yourself with good people, be active, happy and make remainder of 2023 great. Dr.V



For his Don Garlit's dragster



Andy Behrens. (past member)



Lenny Cromwell (LIARS Member)



Mike Quinn (past member)



Greg Hunt(past member)



Dave Vehrs (LIARS Member)



Will seagraves (LIARS Member.)



Richies. (LIARS Member)

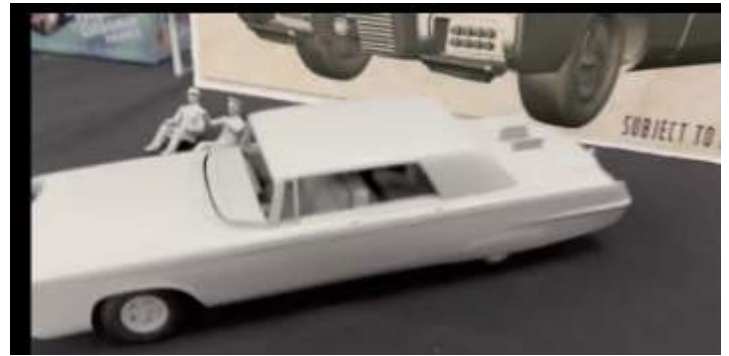


Bob Seagraves. (LIARS Member)



There are numerous websites that contain links to 2023 NNL East info. if you need assistance, please contact your editor @ murfam7@yahoo.com

Hammer provided the following set.



New Green Hornet Black Beauty kit



Hammer's tiny model theme entry (see microscope)



Green Acres is the place to be...



Two suspicious LIARS



Tom Geigers cardboard & balsa entry



Interesting diorama



Hammer thought about buying the above until he saw \$350. price – shame on you



Show even had a UFO Recovery vehicle

Now to My GSL History By: T Jessee

The Greater Salt Lake Model Car Contest (GSLMCC or just GSL) was promoted as the toughest model car contest in the US for decades. After a couple of false starts, the show got going by 1980. It was featured in the pages of Scale Auto Enthusiast, which was also just getting started at the time. They sort of grew up together.

Just for fun, I decided to mail in an entry in 1981--this AMT 1969 Ford Galaxie. The TV show "Chico and the Man" was popular at the time, and opening scenes of the show featured the Gypsy Rose, a '64 Chevy lowrider that had a floral custom color scheme.

I thought that would be fun on a model. My mom showed me a technique called "rosemaling," a Nordic folk art technique. In this case, it was done with acrylics. I practiced what she showed me, then tried applying it to the sides and trunk of the

Galaxie. I had to repair it a couple times, but finally settled for what you see here. (Hers would have been better.) Once it dried, I clear-coated the model with Testors Clear Enamel.

It is held up pretty well over 42 years. The original vinyl tires started to eat the plastic wheels a few years ago, so I changed them out. But the rest of the model is original. The "clear" has yellowed quite a bit, so the original pink color is now kind of warm orange.

I didn't win any awards, but the model showed up in the contest coverage in Scale Auto Enthusiast that summer (Issue #15, I think), which might have been even better.



Wish I could have done a better job on that big rose but it worked, I guess.



This is in the GSL museum, correct? I just watched a YouTube video on the museum/// There was a lot of discussion about it. I don't know that there is a firm direction, yet.

Now to..

NBC's Chicago Fire Show support of Model Truck Builders

A couple of weeks ago, on March 29th, 2023, an episode of NBC's Chicago Fire aired featuring scale auto modeling as part of the plot. According to the press release from Round 2, the episode was Season 11, Episode 17, and the description of the episode says, "Mouch builds a classic firetruck model for the Deputy District Chief, but quickly needs some assistance from Gallo and Ritter."

The model used in the episode was an AMT 1/25 scale 1972 American LaFrance pumper firetruck kit. Chad Reid, marketing manager for Round 2, explained the company was contacted for permission to use the kit.

"So, [Wolf Entertainment and Universal Television] wanted to utilize some tooling for this episode, and it was our AMT American LaFrance Fire Truck kit," Reid said. The production made a few changes to the kit, including a deck gun to the top, custom decals, and switching the box art.

The deal came together quickly, Reid said, taking only about a month from the initial approach to the model's debut on set. In the episode, Randy "Mouch" McHolland, played by actor Christian Slotte, tries to rush through building the model. The props models seen on set were actually built for the show by professional modeler Paul Newitt, who had to move quickly to keep up with the production schedule.

Asked whether he thought Mouch's experiences were reflective of the average modeler for a project like this, Reid was tactful.

"I think that that's probably hard to say," he said. "It really depends on the model or modelers."

Although an infrequent sight, it's always fun to see scale models featured in pop culture.

"We certainly hope that it would help to grow the hobby," Reid said.

So do we!



Browsing Toyota's Secret 1:5 Scale Collection Toyota Automobile Museum in Japan

In addition to the array of full-size vehicles, the Toyota 75 (Anniversary) exhibit also included an unprecedented display of 50 models – all 1:5 scale – sourced directly from the Toyota Design Center.

These hand-made models were built for the purpose of design study and archival purposes. Normally, a selection of these models can be seen at the Design Dome at Toyota's headquarters, but access to them is extremely limited. First of all, the public is not allowed inside the Design Dome at all and even most Toyota employees are restricted. Needless to say, photography is also strictly forbidden in this top secret area.

When it came time to organize the Toyota 75 exhibit at the museum, it was decided that these models would be put on public display for a limited time.

Some of the organizers of the Toyota 75 exhibit were former vehicle designers themselves and they thought it was a shame that this incredible collection of hand-built models was hidden from the public eye. It would be the perfect addition to what was already a once-in-a-lifetime exhibit.

The result was perhaps the most incredible display of scale automobiles ever seen.



The simple sight of the models set up in special display cases must have been amazing.



Because of their large size, the level of detail on these models is simply incredible.



On the classic end of the spectrum you have examples like this fully detailed replica of a second generation Toyopet Corona from the early 1960s.

The assortment then moves on to include cars from '70s, '80's and '90s right through to the beginning of the 2000s.

First of all, there's the sheer size of these things. I know 1:5 scale is not a common scale among consumer model cars and diecasts, so you might be wondering just how big these cars are. Let's just say they are huge.



Here I've inserted my approving 'thumbs up' sign to give an idea of the scale we are talking here.



It's also a fine way to see the 1:5 scale history of some of Toyota's most important models. Cars like the Celica, seen here in first generation liftback form...



Of course, that was just one part of a huge line of scale Coronas on display. Here's the handsome looking third generation hardtop coated in perfect shade of 1960s metallic blue.

(Note these photos were taken by Mike Garrett)



As you most likely know or should us modelers are getting older. We need to instill awareness in our grandkid's generation!

Replicating the Past Cars of My Youth Part 4 by Steve "Big Daddy"

A piece of advice, never, never, Never rush your project. While trying to mount the very fiddly rearview mirror I put a big glue goober smack in the middle of the windshield.



So now I have to do the process of sanding then polishing the "glass" in the car. (this should be a POOP fest).

So close to the finish, I created a lot of work for myself.

Time to break out the wet dry paper, the polishing system from Detail Master, Mothers Paste wax and my Dremmel polishing "rag" wheel.



The work was semi successful, but because of the stage of completion, I wasn't happy with the results. So as to not create more problems I looked for an option.



As many of you know, I'm not a fan of clear-coating my paint jobs. They just don't seem scale to me.

The solution is this ... I stuck a "For Sale" sign on the windshield. Well, here she is:



One of my diverging attention side tracks was the Studebaker engine. It finished out OK.



Now the interior for my mom's car.



Here she be, almost finished. Just waiting for an antenna, side view mirror and chrome trim.



I had a conversation with our editor about our collections futures. Most of our loved ones don't have a clue what to do with our kits after we die. All too often these treasures end up in landfills.

To help make it easier for those left behind, I suggest making a list of the items, contacting one of us for suggestions on how much to sell for and / or if the collection should go as a whole or individual pieces. I recommend selling each on a mass marketing web site like eBay or a garage sale and don't put too high a price on them. Remember you want them to go to a good home and not the DUMP.

Well I had other pics of the Rumble box, but somehow I lost them.

So that is it all for now, hope all's well with you guys, Steve



GSL International Scale Vehicle Championship and Convention

<https://public.fotki.com/retabeth/gsl-championship-2023/>

GSL International Scale Vehicle Championship and Convention | Facebook

<https://www.facebook.com/gslchampionship>

Two video links:

<https://www.google.com/search?q=gsl+model+car+show&ie=UTF-8&oe=UTF-8&hl=en-us&client=safari#fpstate=ive&vld=cid:f716e144,vid:I6lovKnIbdw>

<https://www.google.com/search?q=gsl+model+car+show&ie=UTF-8&oe=UTF-8&hl=en-us&client=safari#fpstate=ive&vld=cid:20d61823,vid:ABFLEb5zO7I>

GSL Lynx Project & Dioramas

This is a project that developed over a 3 1/2 decade period. It depicts an entirely fictional scenario wherein a Lincoln-Mercury division sports car project was developed and then scuttled during the mid 1960's. The project results were unveiled at the 2023 Greater Salt Lake Model Car Championship (GSLMCC) on May 5th, 2023.

The story is told in a series of eleven 1/25th scale dioramas and model cars/trucks, developed by some of the hobby's best model builders under the direction of Mark Gustavson. (The entire and extensive list of contributors is shown in the last few images of this folder).

Just before each diorama is a cover page depicting the timeline and the story covered by the diorama as well as the builders of the diorama and cars in that scene.

I've shown many images of each of the individual dioramas as there is so much to be seen and taken in.

While the story told here is created in the minds of those who participated vs. being actually factual in nature, a project of this scope and magnitude is unprecedented in our hobby. It represents an achievement for the ages and it deserves a very big tip of the hat from us to all involved!

Access [GSL Lynx Project & Dioramas album | Funman1712 | Fotki.com, photo and video sharing made easy](#). For additional Lynx info/pics.

There are over 700 pictures available at various on line sites. Dr.V included just a sampling on the remaining MCB pages.

If you want a copy of over 200 pages as a pdf ask!



Next page contains the LIARS Annual (2023) INPUT SHEET and either email it or bring it to the May meeting



LIARS Annual (2023) INPUT SHEET:

Here is your chance to have some input into this club without having everyone know where it came from. If you have a suggestion, an idea, or a problem you would like to discuss please put it in righting on this sheet and it will be discussed at the next meeting. Please bring your filled out sheet with you. ALL subjects and suggestions will be brought up in front of the club.

YOU DO NOT HAVE TO SIGN THIS SHEET.

LIARS Profile: (name) _____ **(Can be your LIARS nickname or ...)**

- How long have you been building models? _____
 - How long have you been a member of LIARS? _____
 - What do you usually build? _____
 - Where do you usually build? _____
 - How many models do you have? _____
 - Do you ever take built models and run them around on the table or floor making "Vroom, vroom" noises? _____
 - How many unbuilt models do you have? _____
 - What are your favorite 3 models you have built? _____
 - Have you ever won an award for building a model? _____
 - Did you take your medication today? _____
 - What 3 models should win an all time kit of the (last) century award? _____
 - What 3 models are so horrible that you would buy them just to protect others from having to build them? _____
 - What do you drive now? _____
 - Are you bitter about anything? _____
 - Are you saving your pennies for something fun to drive? _____
 - With an unlimited budget, what 10 full size cars would you have in your garage? _____
 - What (if any) person (living or dead) in the 1:1 automotive world would you like to meet? _____
 - Do you go to model car shows? _____
 - What are your favorite model car shows and why? _____
 - Do you have kids & if so, do they share your passion? _____
 - Did you build models with them? _____
- Essay question: What else should you tell us? _____



How did Revell decide on what kits to make?

By Ed Sexton

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

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

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

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

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

Next we looked at trends. Some subjects are always popular and others come and go. For example, we did very well with tuners and lowriders while they were hot. But then they started to fade and we stopped investing in those categories. Other subjects such as muscle cars and trucks have always been popular. It was a matter of staying on top of all of these and deciding what needed a new kit and when. We

needed to decide on all new kits and conversions. The number of possible future conversions was an important factor when deciding on an all-new kit. Many times, we would do one or more of the conversions right when we made the all-new molds.

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

One last element that needed to be brought into this discussion were all the different categories Revell was covering. I have put a list of many of these, but not all of them, at the end of this article. As you can see it is an extensive list and there were even more. As I said in addition to these car and truck categories, other areas such as airplanes and ships each had their own list of categories. We were always trying to make sure we had new kits in as many of these categories as we could each year.

As I said there is no one simple answer to the question of what new kits to make. It was never a case of "Oh I'd like us to do that car". Each decision needed to be completely and carefully evaluated. For the most part, I think we made the right decisions. The best ones were when a kit would stay in the line for years. These are what I referred to as "Evergreen" items. I wish they all could have been. You can tell yourself which were the good items and which were not by how long they lasted in the catalog. If an item sold, it stayed, if not it was gone. It is interesting today how it is hard to find the items that did not sell. Due to their lack of popularity, we didn't put that many into circulation. Many times, these are the models that today are getting the highest prices.

Here are just some examples of Car and Truck Categories (not in order of priority):

- Licensed subjects such as *Fast & Furious*, *American Graffiti*, *Chip Foose*, *Days of Thunder* and many more.
- Tuners
- Hot Rods
- Factory stock, cars and pick ups
- Customs
- NASCAR
- Road race and Indy
- Sprint Cars
- Lowriders
- Semi-Trucks
- Drag race cars
- Monster Trucks
- Show Rods
- Exotic cars
- Concept cars



In 1953, English engineer Jack Odell's daughter could only bring a toy to school if it was small enough to fit inside a match box. Jack created a scaled-down die-cast steam roller she could take to school—and when all the kids clamored for one of their own, Matchbox was born. Guided by Jack's vision, Matchbox reinvented the die-cast vehicle industry and has become one of the most popular toy brands in history.

Now owned by Mattel (since 1997), Matchbox continues to be a major force in the diecast toy car industry complementing Mattel's other line of Hot Wheels toys.

As a youngster I had a lot of these, when they came in the small cardboard boxes (hence the name Matchbox). While they are now sold in plastic blisterpacks and feature improved wheel and tires to compete with Hot Wheels they are still a huge selling brand found in all major retail markets.



This photo from the book shows the late Queen Elizabeth visiting the Matchbox factory and watching her subjects produce the small toys.



The above was copied from the April 2023 GTR



How the NNL Began

The original, first ever NNL took place in the summer of 1980, at Tom Woodruff's mid-Ohio, USA, house and garage. Although many of the country's top model car builders were invited to attend this first-ever non-competitive get-together, just six would answer the call: host Tom Woodruff, Chuck Helppie, Gary Dale, Andy Martin, Bob Bost, and I. We had a great time sharing our hobby and our friendship that day, topped off by the hospitality and scrumptious food of Tom's wife, Karen.

Just prior to that weekend, the latest issue of Scale Auto Enthusiast magazine had arrived, and "Putty Thrower" columnist Mark Gustavson had vented about certain car modelling "*national luminaries who shall remain nameless*" who failed to register for his own first-ever national contest, an event designed to replace the recently-discontinued MPC National Customizing Contest Championship. Realizing that Mark was likely referring to us (among others), we joyfully adopted the name "Nameless National Luminaries", or as Chuck suggested, "NNL" for short. Based on the great success of that first event, we began more-or-less semi-annual get-togethers, strictly following our credo of "no rules, no dues, no meetings, and MOST IMPORTANTLY, no JUDGING or CONTESTS!!!"

The event really caught fire and began a period of great growth with our "Merc-Deuce Reunion" theme at the fall, 1981 event. See Scale Auto Enthusiast #17 (Jan '82) for a detailed account.

Not long thereafter, I was transferred cross-country to California's Bay Area (San Francisco / San Jose / Oakland). Anxious to spread the NNL "gospel" on the West Coast, I worked with modelers there and we conducted our first "NNL West" in the summer of 1982, near Modesto, California. The participants in that NNL were Don Graham, David Dale (brother of Gary Dale), Rich Rothermel, Gary Gollehon and myself. Our 2nd NNL West event in Millbrae, near San Francisco Intl Airport, in January 1983, grew exponentially in terms of participation, and set the stage for the success of various NNL-themed events across the west coast ever since.

By the early 2000's, NNL events were being conducted on every continent of the world other than Asia and Antarctica. Two of the most successful NNL events outside North America remain those of Australia and your own South African NNL.

Congratulations and best wishes for continued success with your South African NNL's - it's great to be able to count your participants among the "NNL family" worldwide.

Best Regards! Tim Boyd



Long Island Auto Replica Society

MODEL CAR CHALLENGE

MODEL CAR SHOW & CONTEST ★ SATURDAY, NOVEMBER 11, 2023

★ **FREEPORT RECREATION CENTER** ★

130 EAST MERRICK ROAD, FREEPORT, NY 11520
FOR MORE INFO-(516)377-2314



• LONG ISLAND AUTO REPLICAS SOCIETY •

★ **SPECIAL THEME CLASS** ★

**CHEVROLET CORVETTE
70th ANNIVERSARY**



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AGENDA:

- 7:00 AM - VENDOR SETUP
- 9:00 AM - CONTEST REGISTRATION AND VENDOR TABLES OPEN
- 12:30 PM - REGISTRATION CLOSES
- 3:00 PM - AWARD CEREMONY

MODEL REGISTRATION and ADMISSION FEES:

- ADULTS** - \$10.00 FOR FIRST MODEL
- \$1.00 EACH ADDITIONAL MODEL
- JUNIOR** - (12 AND UNDER) **FREE**

GENERAL ADMISSION FEES:

- ADULT SPECTATOR** \$5.00 ADMISSION
- JUNIOR SPECTATOR** - (12 AND UNDER) **FREE**

For Show and Vendor Information Contact Pat Vecchio at (516) - 375 - 6047
EMAIL patvssb@aol.com, or the LIARS website www.liarsmodelcarbuilders.com



Please refer to our web page for show rules, vender applications, and to download our show registration forms.