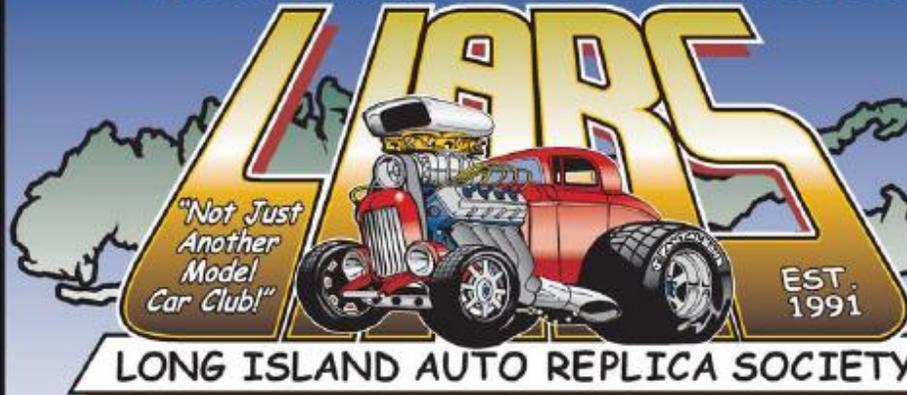


PLEASE REMEMBER TO BRING A FOOD STUFF FOR THE PANTRY



MODEL CAR BRIEFS

LONG ISLAND AUTO REPLICAS SOCIETY

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Meeting's theme:

LIARS 1:1 Night plus ...

Scenes from the July Meeting



LIARS discussing what else?



Our future reviewing goodies with Bobby G.



...just a few of the LIARS models=> More inside...



We're in our 30th year as a Club; let's hope that we all stay healthy during this 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 Blake, John Bazzario, Lenny "The Rev" Cromwell, Ted P & Pat Vecchio

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

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

Keep Building, Keep Improving, Push the Envelop (in memory of Skip)

LIARS Unofficial Official
HOT STUFF
Old & New



LIARS Unofficial Official
HOT STUFF
Old & New

Hello Everyone

Last month we had our first in person meeting in over a year!!

We had a small turnout though, only 14 members. For those who may still be worried you can attend with a mask if you feel safer. What members that did show were at ease with each other and most did social distance.

The rec. hall has been overhauled and seemed very bright and clean.

Please feel free and safe to attend our monthly meetings.

Also August is usually our annual 1 to1 night, weather permitting. I hope to my coupe back this coming week, sooo.

Remember the food pantry. Hope to see everyone on August 19th.

Rich - r.argus@juno.com

Some Words from the Editor At Large

Your MCB staff wishes to convey our continued vote of confidence to our esteem Unofficial Official for the thankless job he's doing for us ingrates either directly or assisting the other board members. We wish to develop pearls of wisdom to share with us all...



Let's start with our leader's latest builds

Please remember the needy and bring can goods to the monthly meetings



What is ...or are these? Well they are part of Rich's envisioned diorama...Next up is his resin



OK, Drag Race fans...



Now to some interesting models...



Please note that Dr. V did not remove enclosures



More pics next month...Our leader continues to build - U?

First Impressions



Since it is time to escape reality, let's proceed to your reading room...

Dr V joined Mickey, Bobby & others for the July 1st (Thursday) Virtual mtg.

- One item on the August 2021 agenda is to consider continuing the 1st Thursday Virtual mtg. each month...
- Another agenda item is to consider Dr. V's LIMTC car club offer to participate &/or utilize part of their monthly (2nd Thursday) mtg. room for LIARS to hold an extra get together...it's free!

Now back to the July '21 mtg...

Greg Hunt's display included:



Ernie was a hit - since he gave away lots of goodies for free – but wouldn't share his drink!



Here's Ernie...



Then there were ...other models as in !!!



Dr. V enjoyed the above e.g., Vinnie's Chevelle



Please remember the needy and bring can goods to the monthly meetings



Hello fellow modelers,

It was very nice seeing some of you last week in person at the LIARS July '21 meeting. I have been very busy attending car shows out here in Suffolk County (NY) and as a result my model building has been slowed down (Dr.V LIARS do we accept this excuse to select another passion?).

However I have been working on a few ... (Dr. V: "few" what?).

I also (re) started my new HO train layout. I really am never bored. It appears that there just are not enough hours in the day, I am happy to report that I have finished my 1960 Pontiac convertible. This is the same color as Cathy's car affectionately known as Pinky. This is an original kit that I purchased a few months ago.



I am also enjoying a Chevelle wagon that will be completed ...



The 1932 three window just needs door handles (once this senior citizen remembers where he stored them).



I have included a picture of my current HO layout which is being rebuilt (as in laying the road bed and track. (Some of us, have other interests - relax!)



I will be posting updates as I progress. (Dr.V should we trust Pat to follow up?)

I do hope you enjoy the following pictures and I look forward to seeing more of you at our Aug.'21 in person meeting.

Until then stay safe and God bless. Pat Vecchio.



Leave it Pat, to come up with a way to have his significant other (as in Cathy) buy into one of his hobbies...

Please pass amongst the rest of us, a box of tissues...how did we allow Pat who also enjoys 1:1 autos (including Cathy's (that John the Artist/Dr. V refer to as PINKY), model trains, etc. interests to be (at least to Dr. V) our best con artist! (Partial answer - well he is the club's treasurer ---Did Dr. V receive any IRS recent inquiries regarding our non-profit status...over to my fellow LIARS/ followers...Now back to Pat's input...else he may ...

Please remember the needy and bring can goods to the monthly meetings



...
 Ted P "You have 2 pictures of mine from last month that I forgot to include with my July MCB article..." So here you go...

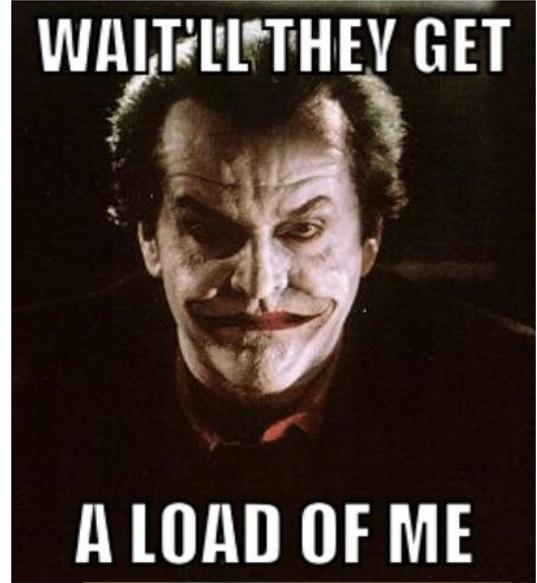


Moving on...

The Devil's in the Details Pt 9

By Steve "Big Daddy" Blake

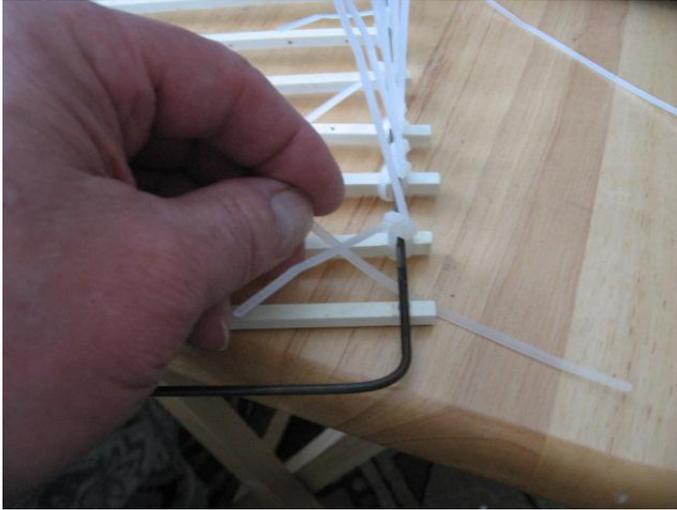
Well I know I said I was going to go onto the '65 Goat vinyl roof, but, I realized that some of us are intimidated from sending out parts to the chrome guy because making a mounting rack seems complicated. Don't worry, be Happy. Here's a suggestion;



First we'll need a welding rod (about 1/16 - 3/32 in dia.), or, a couple of coat hangers. You will need two to make the frame to the required size. A bag of small zip ties, 1/4 in. square Plastruct bar stock, superglue jell and a tube of RTV silicon adhesive.



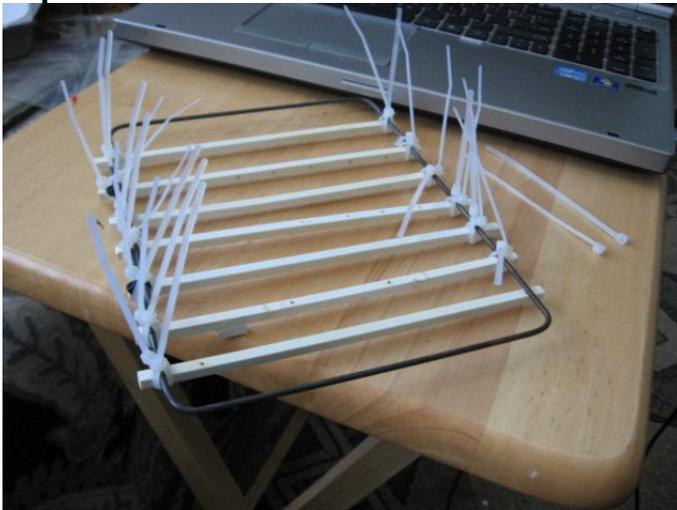
Bend the rod to form a rectangle 6 in by 8 in. Square it up then tie rap the ends together. Keep the heads on one side of your frame so that all the heads will be on the same side. This will prevent them from interfering with the mounted parts.



Super glue the bars to the frame then after curing, Zip Tie the ends "carefully" in an "X" configuration.



Now your rack will resemble a "sex crazed" Porcupine. so trim the ends.



Using the RTV, mount the parts to the framework as per the directions of the chromer. Some parts may need inventive ways of making mounting tabs. Just remember, you will need to remove those tabs after getting the parts back.

Now make an inventory list of what is going out. Put your name, address, phone # and e-Mail on it. Make a duplicate copy and slip this into a Ziploc bag with the rack of parts.

Get a box the size you would ship a model in and rap the rack in your favorite bubble pack.

Well, that's all for now, I'll be back with the GTO next time.

So, "Model On Garth"

Steve "Big Daddy" Blake

P.S. I have run into a small handful of young people who are intrigued on modeling. But the availability of "Hobby" stores is lacking.

Let's try to encourage them by talking it up directing them to sources (stores and on-line) and supporting the remaining companies that are still around.

MODEL STUFF

By Lenny Cromwell

Did you ever have one of those kits that for some reason or other just gives you a hard time every step of the way? I've got a couple of those kits. One is the AMT Sunbeam Tiger.



I've tried to build this kit in the past and it has never gone well, so I thought I'd try it one more time and see if I could finally make something respectable out of it. Here are some of the problems I've encountered with this particular kit. Let's start with the engine. It's a cool little version of a Ford small block V8 that builds up simply enough, but once it's assembled, I find that it's too

tall to allow the hood to close. The modifications I had to make were simple enough but it would have been nice to address this before final assembly. I had to remove about twenty five percent from the bottom of the distributor and about fifty percent from the bottom of the carburetor before the hood would come close to fitting. Next stop is the chassis. If you build it as per the instructions the front end sits so far off the ground, you'd think it was a mid-sixties gasser. The wheel backs have a hole in the center which slips over a pin on the spindles, so I just elongated the hole so that the wheels mount higher up on the spindle. Now for the interior. The only real problem here is that the interior tub won't mount high enough into the body because the leading edge of the dashboard hit the bottom of the windshield/cowl area. I wound up having to carve away about eighty percent of the leading edge of the dash, of course after the interior was assembled. The final problem with this kit is the body. The scripts and badges are so faint that you can barely see them let alone foil them. The SUNBEAM lettering across the trunk lid has the added problem of been so close to a molding line that you can't remove one without the other. I sanded them both off. Decals for the scripts would have been a welcomed addition to this kit. So, after fixing the engine, suspension, interior, and body, I finally have a Tiger that looks OK.

Another kit I've been avoiding is the AMT 1968 Roadrunner. I was excited when this kit first came out about thirty years ago because I think that the '68 and '69 Roadrunners are the best looking cars to ever roll out of a Chrysler factory. The only problem with this kit is the body. The back end of this kit seems to sag a bit, which really isn't too bad, but the real problem is the rear wheel openings. The kit wheel arches are just too round and goofy looking. This visual has kept me from building this kit for all those years although I have bought a bunch of them because the chassis is a great replacement for a lot of the old MPC Dodges. Anyway, I finally decided to build one by using the JoHan Roadrunner body to make templates of the wheel arches to transfer to the AMT kit. You basically have to add plastic to the top of the arch to flatten it out and then you have to stretch the opening a little bit at the front and rear and then you'll have something that looks worlds better.

After doing this I think I'll go ahead and finish this one.

Don't get me wrong, these are both great kits that just take a little extra effort to turn them into jewels and I'm glad I can finally add them to my collection. And hey, we are supposed to be modelers after all...Ps Rev also displayed...



'34 Ford pickup
John "The Buzzard"



Here's what's currently on my bench. It's the most current Round 2/AMT 2/AMT is the of the '34 Ford pickup. The kit was first issued around '63 in many forms, by at least 3 manufacturers (including Lindberg) and in at least 3 colors, including bright, shiny yellow. And, like most of you, I have built a few over the years. I've been a bit outspoken about the poor quality of some Round 2 issues, but this kit is an exception. Someone at the factory did something to the molds because the parts are nicely, almost crisply molded and there's not much questioning of parts location.



It seems that pretty much all of the original parts from the original issue are in the box, and that includes a lot of neat stuff for dioramas. The wrecker unit is there, but the stakebed/flatbed is no longer. Optional wheels from a Lindberg issue are on a tree, too.



I'm building this one to tow the '34 altered that I brought to the February, 2020 meeting. I fabricated a plate with supports to hold a hitch ball and secure safety chains; a towbar will be fabricated to tow the race truck. And, I'll probably substitute a ball peen hammer head for the shift handle. A yellow rotating safety beacon will be on the roof, and the tires are from my warehouse. Other than that, all else is from the box.



I'm going to use the same color (Intermediate Blue) with some clear gloss over that, and use the same livery markings as the race truck. I will lightly weather the truck with pastels to simulate some recent use; possibly a winning day at the track.



I dechromed the "390" engine and worked on some of the parts to get a better fit. It's not taking a lot of work to get the basic parts from the kit to look better and get things to fit nicely, and I appreciate that more with each build. You'll see it when it's complete. *The Buzzard*

...Good video about model building...

It's mostly about slot cars but this guy makes them into very detailed scale slot cars. It's from a YouTube channel called WELT that Mike Crespi watches because it has a lot of great documentary science and technology videos



<https://youtu.be/2hkpdQu9UZO>

Now let's return to LIARS bus candidates...well Dr.V has been patient...Please consider



Please remember the needy and bring can goods to the monthly meetings

or perhaps ...



The following 1:8 Scale Ford GT40 is a Detailed Replica of One of the Greatest Race Cars of All Time

Amalgam Collection, the purveyor of high-end model cars and accessories, has just unveiled its completed take on one of the most important racing cars of all time. That car is the Ford GT40 chassis No. 1075, which won Le Mans outright in both 1968 and 1969.



Amalgam only plans to sell 199 of these beautiful models, and will require a 100 percent deposit at the time of ordering. Of course \$13,000 is a lot to spend on a model car, but there are few out there as nice as this. Besides, purchasing a genuine race-winning GT40 will certainly require a multitude more cash than that.

Wonder if one can make the model or assemble one of Hemmings AMT puzzles faster

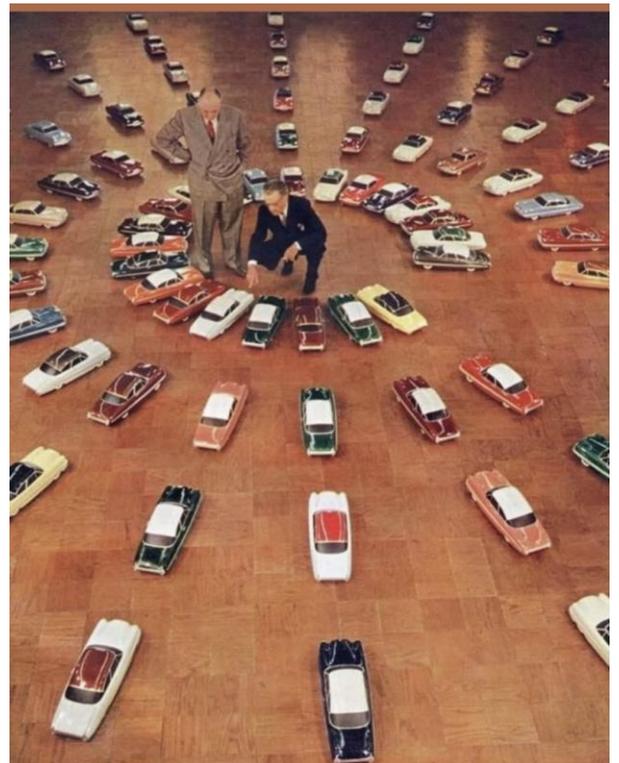


1970 1/2 Baldwin Motion Chevrolet Camaro Jigsaw Puzzle

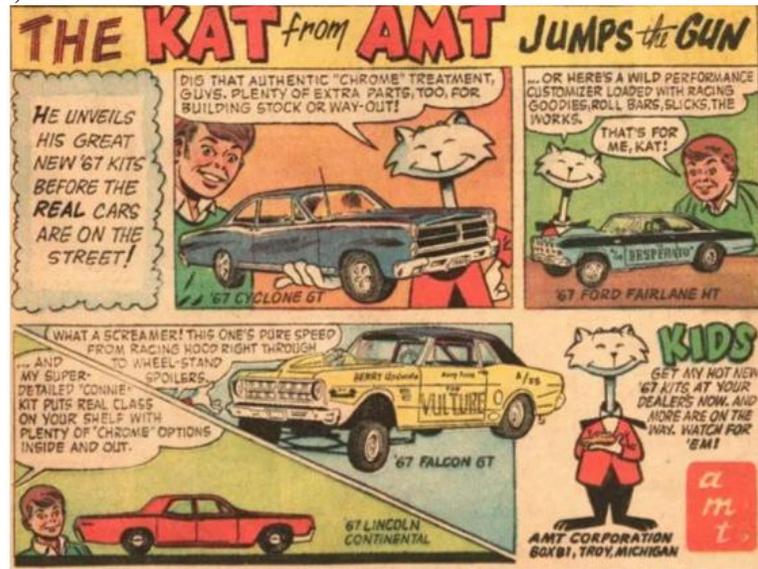
\$16.95

1970 1/2 Baldwin Motion Chevrolet Camaro MODEL BOX JIGSAW PUZZLE (1,000 pieces) by AMT. 28 inch x 20 inch finished size.

Next are a couple (OK 3) picture from Dr. V's generation...Old Timers - Can you remember these...



Please remember the needy and bring can goods to the monthly meetings



A close call for a car collector after Earthquake VCCA Member's Collection of 8,000 Model Cars Not Damaged in Earthquake

By Alex Biston, ABC3 KYET, April 05, 2018 07:36 PM PDT

SANTA BARBARA, Calif. - Many can sleep well tonight after there were no reports of damage during this afternoon's earthquake. That includes one model car collector who says his collection of 8,000 cars was not damaged in the quake.

When the Santa Barbara resident felt the 5.3 earthquake Thursday afternoon, his first instinct was to check his cars. "I thought about the models. I wonder how they are behaving themselves in the room and garage and fortunately everything looks like it's all okay," said Jim Moloney.

Moloney says in the event of a more disastrous earthquake all of his cars are insured. "I thought, I hope we don't see another earthquake, and who knew within 24 hours we had this one," said Moloney.

Santa Barbara County Fire Department responded to Thursday afternoon's quake by surveying for damage. "They are looking for structural damage, road damage infrastructure whether it be gas lines, roads, electrical, things like that," said Public Information Officer, Dave Zaniboni.

While talk of the next big one looms after Thursday's quake, the fire department says it is ready. "We're prepared for anything Mother Nature throws at us and she has thrown a lot at us in the past few months," said Zaniboni.



MODEL KIT STASH
BECAUSE HE WHO DIES WITH THE MOST KITS... WINS !!

Back to our roots

Dr. V's filler is getting to me...



Please remember the needy and bring can goods to the monthly meetings



GEAR / TOYS & GAMES

FORMULA 1 SLOT CAR RACETRACK

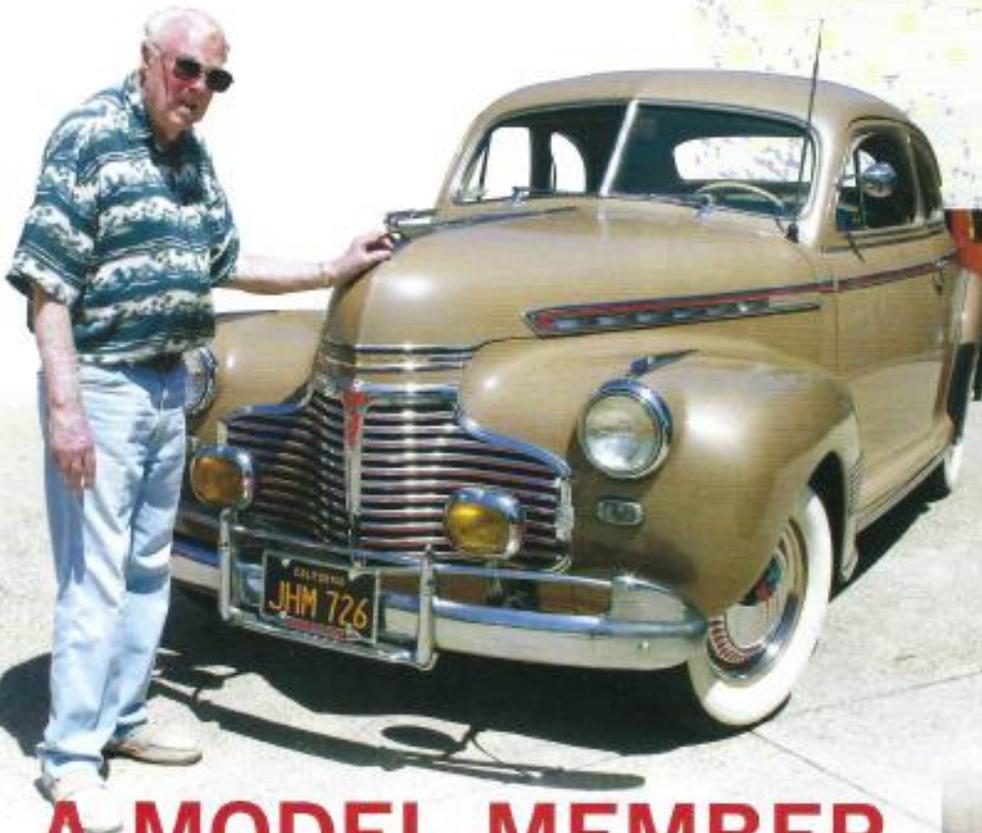
Incredibly detailed, this Formula 1 slot car track is a racing fan's dream. It was commissioned by Formula 1 and built out of wood by Detroit-based Slot Mods Raceways before making its way to every Formula 1 Grand Prix during the 2018 season. It's built to a 1:32 scale and designed for two cars to be raced against each other, with built-in electronic lap timing and on-track cameras. In addition to the cars themselves, it features hand-painted spectators and crews, buildings, trees, and signage. It will be auctioned by RM Sotheby's in Abu Dhabi later this month, with proceeds going to benefit the Reaching the Last Mile Fund, a global health campaign to eradicate preventable diseases.

BID NOW / \$20,000+

Over to Ernie....

Now to an article that deals with a modeler whose pearls of wisdom appear in numerous books ...

Please remember the needy and bring can goods to the monthly meetings



A MODEL MEMBER

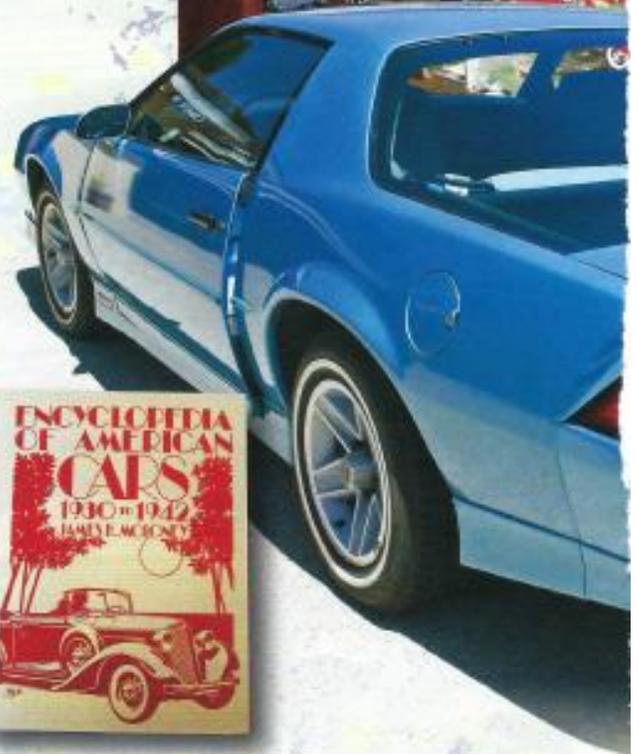
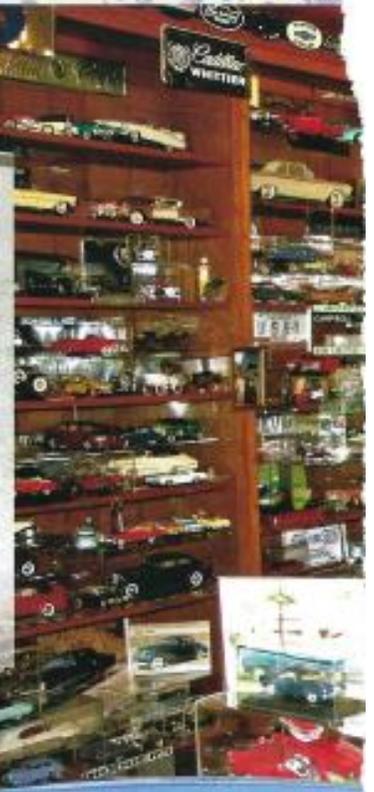
Celebrating longtime member
Jim Moloney and his vast
and varied collections

Article by Jim Karras, VCCA #43031, Orange, California

Photographs by Sabrina Karras, VCCA #43031, Orange, California

IT'S NOT OFTEN THAT ONE SUBJECT HOLDS A person's interest for more than 50 years, much less encourages them to be an active member of a single organization devoted to that interest for the whole time. Such people are, to put it mildly, extraordinary. But then, Jim Moloney, VCCA #00016, of Santa Barbara, California, is an extraordinary guy.

Jim joined the VCCA in June of 1961 after attending one of the club's early organizing meetings in response to an advertisement regarding the VCCA's formation in the *Los Angeles Examiner* (a now-defunct leading daily newspaper well-known throughout the Los Angeles area in the early Sixties). He proudly became the club's 16th member, a true mark of distinction today, attending early meetings in the garage of founding VCCA member Fred Upshaw, located at 48th and Hoover in Los Angeles.





In the mid-Fifties, Jim worked for General Motors in Los Angeles at its zone office. His position in the distribution division involved assigning dealerships with factory new vehicle distributions and new model year deliveries. This must have had some effect on him, as he became fascinated by both Chevrolets and dealerships. When he saw the *Examiner* ad, he couldn't help wanting to know more about this new club devoted to vintage Chevys, especially as he had recently purchased his first Chevrolet, a '41 that he still owns today. However, the car was actually too new for the VCCA! At the time, they were only accepting pre-1937 Chevrolets into the club. Still, Jim's enthusiasm was contagious and the "new guy" quickly made a place for himself in the club.

Jim was a founding member of the South Bay Region, one of the first VCCA Regions, located in a suburban area just

south of downtown Los Angeles. He served as the VCCA's first historian until 1963, when he moved from Los Angeles County to his current home in Santa Barbara, California, about two hours north of Los Angeles. Jim has been a member of the Foothill Region for many years.

After a bad auto accident, Jim left the professional car world and became a schoolteacher, teaching in districts in Monrovia and Santa Barbara for 25 years. His passion for cars didn't diminish, though; he simply made them his hobby instead of his livelihood.

Over the years, Jim has amassed an amazing collection of more than 4,000 model cars and trucks, as well as an extensive collection of auto-related memorabilia such as old-time filling station lights, signs, license plate frames, and, of course, VCCA memorabilia from past meets.

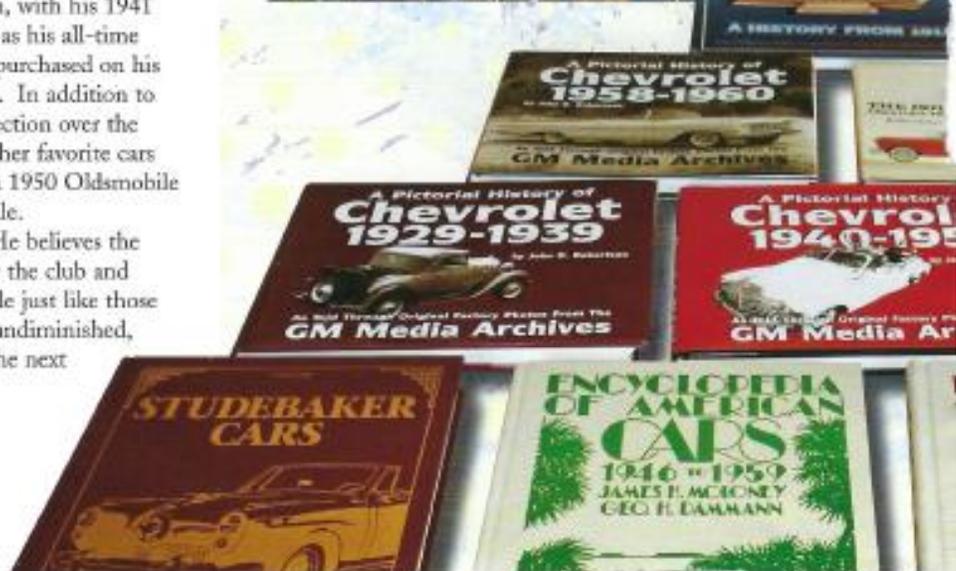
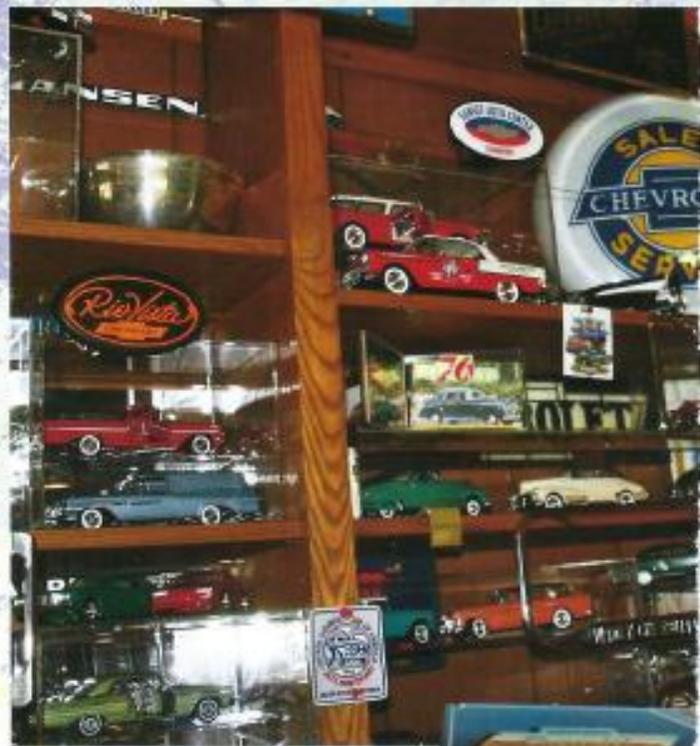
His collection represents all makes, marques, and models. While GM cars—and specifically Chevrolets—are close to his heart, his interest in automobiles is broad and his collection features a representative of just about every major U.S. automobile company, as well as many imports. Jim also has an interest in Volkswagens; he has owned a few in both model and real versions and still has his 1982 Volkswagen pickup.

Jim is an authority on automobiles and has published many automotive books, including the *Encyclopedia of American Cars 1930–1942*; *Bowties of the Fifties*; *Studebaker Cars*; and *Encyclopedia of American Cars 1946–1959*, which he co-authored with George H. Damman. He has also served as a contributor for several other books documenting the history of Chevrolets.

His large garage and shop can house 23 cars, with room to spare for his model collection. But the models have made their way into his residence and parts of his collection can be found in each room of his spacious ranch-style Santa Barbara home.

Models, of course, are only part of his collection. Jim currently has an extensive Bowtie stable, including a 1941 Special DeLuxe Club Coupe, 1958 Impala Sport Coupe, 1970 Monte Carlo, and 1997 Monte Carlo. Still, he's never claimed to be an exclusive Chevy man. He loves Bowties for sure, but he has other favorites. In particular, of all of the model years he has owned (both in full-size and models), 1941 GM cars are dearest to him, with his 1941 Buick Eight convertible taking the crown as his all-time favorite car. In fact, the first car that he purchased on his own as a teenager was a 1947 Oldsmobile. In addition to his Chevrolets, after thinning out his collection over the past few years, Jim still has a few of his other favorite cars sharing space with his models, including a 1950 Oldsmobile 88, 1939 Dodge sedan, and a 1940 La Salle.

Jim's outlook on the VCCA is bright. He believes the recent changes in the VCCA are good for the club and that today's VCCA leaders are good people just like those back in '61. His passion for cars remains undiminished, and he's looking forward to seeing what the next 55 years have to offer! 🚗





Please be safe, enjoy your model collection of built, unbuilt & more in importantly in work variants



To all the days
here and after -
May they be filled
with fond memories,
happiness, and laughter.

~Irish toast