

LEND A HAND AND BRING A CAN!

LIARS MODEL CAR BRIEFS



SEPTEMBER MEETING THEMES:

"-1964-74 Pontiac GTO/LeMans-"

"Discuss further LIARS show plans, insurance, and trophy packages"

Newsletter Staff:	Club Staff:
Richard Manri (631)-589-6876 picorro93@gmail.com	Dominick Gerace (631)-834-4223 Superbird440@juno.com

LONG ISLAND AUTO REPLICAS SOCIETY



(After the long outside wait...)



(Among other scenes from the August mtg.)



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

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

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

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

MCB Contributors: Richard Manri, Dominick "McMonte" Gerace, Lenny Cromwell, Gary Weickart, Dave Vehrs, Mike Brennan, Ernie Finamore, Bob Kelly, Brian Makse (for Hagerty Media), Rodrez (for Motor Trend), David Conwill (for Hemmings)

From our LIARS Unofficial Official

Happy September! I would like to thank all that attended the August meeting. Nice turn out for a summer meeting! Thank you to our club officers for your support!

As of the distribution of this newsletter, trophy packages have been ordered and we are officially in the IPMS publication for our show in November.

We will discuss raising funds/sponsorship for trophy packages, they are \$40 each if you know anyone that might be interested.

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

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

That's all for now! See you at the meeting!

Your unofficial official,

Dominick "McMonte" Gerace,



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. Richie.

Some Words from the Editor At Large

Second MCB from yours truly and everyone congratulated him for keeping the MCBs running. He in turn greatly appreciates the inputs and applause from our members. Let's keep them going fellas!

August meeting went very well. Discussions among show plans and trophy packages took place. MTG started around 9PM, later than usual due to the late arrival of some of our committee. Overall, things are starting to look up as a group and we've had a few more members return. Luckily yours truly was able to make it, on the other hand Dominick "Mickey" took his own pics anyway (many thanks) and posted them on the Facebook page for those who follow it.

Yours truly is working with Greg L. (welcome back!) as well as Dominick, Dave V., and John P. for assistance in enhancing the newsletter among other things. John and Gregg have redesigned the header with new logo for your editor to put in newsletter and so on.

I have gathered the emails of missing recipients leftover from the transition. I apologize for any inconvenience to those who were missing and I understand at least one member doesn't have an email and isn't currently receiving the MCBs. Those who haven't received them or wish to view past ones, they can go download them here

<https://www.liarsmodelcarbuilders.com/newsletters>

I have been in contact with John's wife Pauline as to getting site leaders listing material updated, as well as

sending me a direct image of the shows flyer to correct the photocopied image from Bill's template (many thanks again, Pauline!)

Dr. V/Bill Murray has been in contact with your newly appointed as to getting our members to submit a modeling log with wish lists, wants, latest purchases, etc. Dr. V will provide more details on this as updates come.

Lenny Cromwell has been appointed as Vice President and Gary W. as Secretary. We wish them the greatest of luck in their positions and managing things to the best of their extent.

This month, yours truly may do another tips 'n tricks seminar, that depending on subject matter chosen and weather the auction occurs or not. More info will come closer to MTG.

If you have a suggestion, an idea, or article submission you would like to bring up in the newsletter, please inform Richard "Richie Rich" Manri via his email or at mtgs. If you forward any articles written by other sources, the original writer will be credited. Any submissions and/or input are a valued treasure.

Important Event Announcements

Dave V. is getting club displays going at two libraries on L.I. The first is at the Patchogue Medford Library on October 1st, the second display setup is at the Port Jefferson Public Library on November 1st. For both displays, it is recommended to bring a build that is cartoony, bright colored and kid friendly. This is to make it more attractive to general audiences and gather potential newcomers into the

hobby. (We could use some new blood in our club right-o?)

Location of Patchogue Medford Library:

54-60 East Main St, Patchogue, NY, United States, New York. (631) 654-4700

The second display setup for Port Jeff is on November 1st. Location of that library:

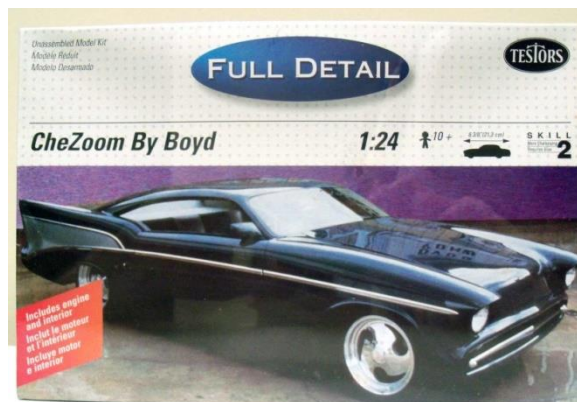
100 Thompson St, Port Jefferson, NY 11777. (631) 473-0022

No exact meeting time has been set for those days, so contact Dave Vehrs @ 516-381-4874 or email him @ dndvehrs@optonline.net for more info. Our Unofficial Official says he will try to attend both, while yours truly will do his best to make the Patchogue display (after all he resides near that area... just parking can be a massive PTA)

More Model Car Ramblings

By Richard Manri

Your author has finished (as of attending MTG and writing this MCB) the 1/24 Boyd's Chezzoom Bel-Air custom rod from 1995-6. A kind of a rare kit nowadays, scored for around the 1995 retail price at NNL East back in April.



Finished below customized to his liking...



A Very nicely molded kit. Somewhat simplified since the body is derived from the snap version, but a fun build. And yes, you need to (carefully) cut the hood open without doing the same

to your fingers! Wouldn't want to lose those, unless your significant other barks you around all day and you decide enjoying life without fingers is more important that getting nagged at... What a world we live in, LOL!

Anyway, these were made by Testors, who had ties to the Craft House/Lindberg ownership of the time. Does anybody know what happened to the tools for these? There were 6 in the line, Chezzoom, Aluma-Coupe, Boyd's Coupster, Boyd's Hauler, Boyd's Vantastic, and Boyd's Smoothster. The former four also having curbside snap versions available alongside.

I know Lindberg got the 37's (Vantastic, Coupster, and Smoothster) as they kept reissuing them and reside with Round 2, but I heard Testors/Rustoluem kept the others like the '06 Charger tool; The latter why Round hasn't been able to reissue that particular one.



(On a related note, Pat V. mentioned he had recently purchased original Johan issues of the above two off eBay)

Testors also might have the Johan tools they repoped in the '90s like the '72 Cuda, '70 Olds 442, AMC Rebel and AMX, and the Mercury Comet. Some examples below:



Though it's also believed the current Johan ownership has the AMX and maybe the Olds 442 tools.

Hopefully Round 2 has or can acquire them if they haven't already, as the Testors side aren't doing much aside rehashing paint schemes to make a buck.

Also, for this month's theme, a 1974 GTO does exist in the 1:1 realm (as a Nova reskin)...



As does an extremely rare, expensive resin trans-kit.



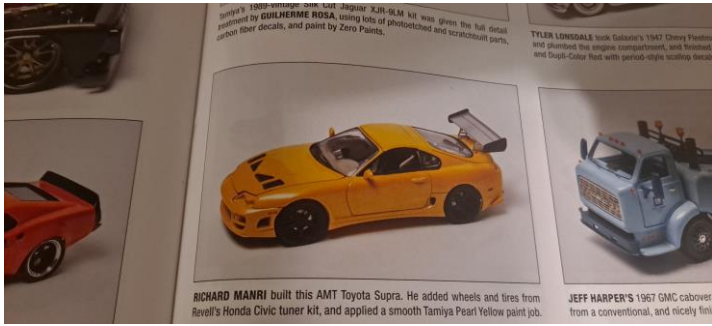
Best of luck for those who can find and build one at a reasonable price... Maybe whoever spends that much can grab a cheap Revell '69 Nova donor and use its leftover body for something like...



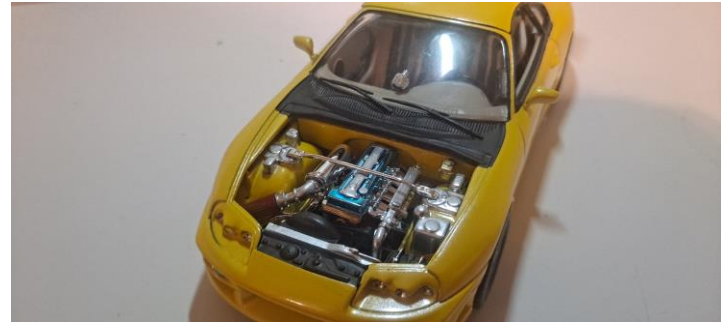
(Sometimes in life, one has to work with what they have and make the best of it...)

Moment of Honor

Your authors build shown at NNL East 2023 made it into the recent issue of Model Cars Magazine, along with several other LIARS builds at the NNL.



At NNL 23 contest table...



Get the current MCM issue at wherever Hobby magazines are sold ...

Beauty pics...



That's all for now folks. Keep on building,

Rich

(Yours truly has done a profile sheet for this month; see pages 24-27 after input sheet blank)



GARY'S FIND OF THE MONTH



Blue Caddy coupe could be saved, but the Pink 'n Blue one was a coupe that some kiddo hacked up into to a convertible... Reminds your author about the hot glue bombs (with literally a hot glue gun) he used to do in his prepubescent days...

AMONG HIS OTHER GOODIES FOR SALE



(Surprised nobody made a 1/24/25th scale Tucker in styrene... Round 2 have heard about the 1988 movie Tucker: The Man and His Dream right?)



(Hint: The Mannix kit was based on the MPC 1966-70 Tornado tool. I'm sure knowing this sumbuddy can still get this puppy and save it using guts from the MPC Californian Custom olds, also recently rereleased and based on the hacked up Tornado/Mannix tool)

MODEL STUFF

By Lenny Cromwell

Last month I told you about the trouble I was having painting the new AMT GTOs. What I have decided to do was to try yet another brand of paint. I've been seeing a lot of videos singing the praises of a brand called MCW (Model Car World). Now, I've used their paints in the past with mostly OK results, but they were lacquer paints and this new line of MCW paints are enamels. I've always avoided enamels for several reasons. My experience has been that they take forever to dry, go on too thick, and dry with a lot of orange peel.

The new MCW enamels, according to the interweb, are supposed to be different, so I decided to bite the bullet and give them a try. These paints come in small bottles and they need to be thinned and you also need to add a hardener to them. Way more work than a rattle can and you will also have to clean the airbrush afterwards. Sounded like strike one, two, and three

to me but I went ahead and ordered two colors as well as the thinner and hardener. I painted two cars; one a light blue metallic and one a dark green metallic.

Each of them used the whole bottle of paint. The results? The paint went on thin, covered completely, dried to a very high gloss, and dried fast (one day). Judging by these two test cases, I can't recommend them highly enough. I've already placed another order for more colors.

Now having talked about paint a little bit, let's talk about panel lines. I've spoken to many modelers about panel lines and there is no real consensus, you either believe in them or you don't. I've built models with and without highlighting the panel lines and the following is my personal opinion.

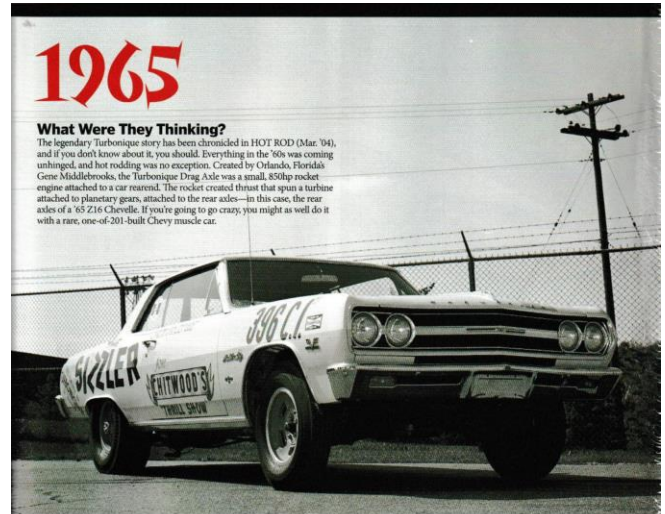
I like them on most color cars but not so much on very light color cars. I find them to be distracting on light color cars because it makes the car look as if it's a jigsaw puzzle. I've heard some folks say to use a slightly darker shade of the body color instead of black for a better result, but who knows. If I can remember, I'll bring some models to the meeting and show you how I do it and you can judge for yourself.

Lenny,

BUILD SUGGESTION OF THE MONTH FROM YOUR AUTHOR

Bob Kelly submitted scans from a 2013 article from Hot Rodding Deluxe about a wild, dual engined Chevelle drag car!

Juicy bits below... Turbine powered as well!

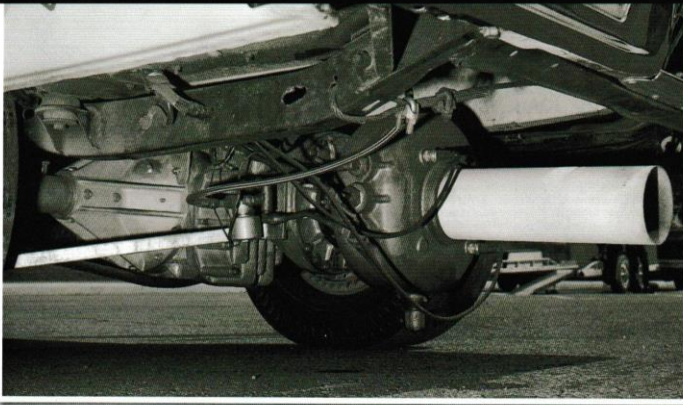


What Were They Thinking?

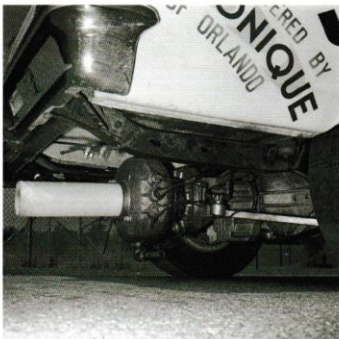
The legendary Turbonique story has been chronicled in HOT ROD (Mar. '64), and if you don't know about it, you should. Everything in the '60s was coming unchanged, and hot rodding was no exception. Created by Orlando, Florida's Gene Misklebrooks, the Turbonique Drag Axle was a small, 850hp rocket engine attached to a car rear end. The rocket created thrust that spun a turbine attached to planetary gears attached to the rear axle—in this case, the rear axle of a '65 Z16 Chevelle. If you're going to go crazy, you might as well do it with a rare, one-of-201-built Chevy muscle car.



> Jack McClure, seen here, explaining how strapping this to his back would be just as same, lived to see more of the '60s: He drove stunt vehicles for the Joey Chitwood Thrill Show and ran several rocket-powered go-karts in drag racing exhibitions, one of them doing 6-second passes at 200-plus mph.



> The 2.83:1 final drive limited the turbine wheel speed to 62,000 rpm. In theory, this was all good—actually this was fantastic! In reality, this was really nuts. McClure was tasked with driving the rocket Chevelle, which was quite easy—just drive up to the starting line, put the car in Neutral, press the rocket button, and grab your ass.



> Quarter-mile burnouts with times in the low 9s at more than 150 mph were common. If you made it to the traps, you were good to go another day. Or not. The last pass for McClure and this Chevelle ended when the gear/turbine/rocket engine melted from the friction, locking up the drivetrain, and the car rolled 12 times through the traps.



> Not normally seen in photos of the Chevelle are the individual exhaust pipes dumping into the wheelhouse above the front tires on what appear to be real magnesium wheels, which mix well with fire. Power was from a stock 396ci and four-speed. Drag Axle-equipped cars could drive around under normal power from a mundane V8.

Elements to use as donor



(Above pictured may have been reissued in the 90s, in a street rod custom of some sort, or probably coming from Atlantis since they have vintage Revell toolings now).

Martin Aveyard's world-class 1:24 models are pure car zen, but he won't sell

By Brian Makse



In my circle of friends, there's not a single car enthusiast who doesn't have a shelf or drawer of toy cars, whether 1:18-scale models they built themselves or 1:64 Hot Wheels they bought at the grocery store in a blister pack. We love our full-size vehicles, but having miniatures around is an unofficial prerequisite to becoming a card-carrying member of the enthusiasts club, and a way to pay homage to vehicles we can only dream of parking in our garages.

On my desk, I've got a Ford GT, a Corvette ZR1, and a V60 Polestar, all vehicles I've enjoyed driving in recent years. In my trophy cabinet, I've still got the Porsche 959, Ferrari 288 GTO, Ferrari Daytona Spyder, and second-generation Volkswagen GTI kits I assembled many years ago. My favorite piece, however, is a 1:18 die-cast scale model of an early Arancio Borealis (that's orange, to you uncultured masses) Lamborghini Gallardo signed by its designer, Luc Donckerwolke.

While I haven't built a model in decades, the game has clearly changed. Social media has connected builders around the world, allowing them to share techniques, brainstorm ideas, and order custom parts with more convenience and speed than ever before. Plus, technology has given the community the ability to push achieve new levels of realism. Case in point? Martin Aveyard, of British Columbia.

An advertising industry creative director by profession, Aveyard has a keen eye, as his finished work and the photography he shares on Instagram bears witness. His 1:24-scale builds are incredibly detailed, and he doesn't stop with the vehicles themselves—that background above ain't generated by no computer.



Although that Countach sprung from Aveyard's mind, it's the kind of modded exotic that you can easily imagine cruising the streets of Tokyo, a product of some provocative Japanese tuner shop like Liberty Walk or Tec Art's.

While Aveyard starts with basic kits from recognized names in plastic-car modeling—Tamiya, Aoshima, Hasegawa, and Revell—he often takes inspiration from real-world tuners. Thanks to 3D-printing, his creations range from precise scale replicas of factory-spec cars to others that exist (in full scale, at least) only in our imaginations.

Aveyard's first-generation Skyline GT-R began with a stock model that he combined with an R32 kit. From there, he 3D-printed the tires to fit barrels deeper than those of the stock R32. "Then, I went to Speed Hunters to see what that exact engine looks like, because Rocky Auto out of Japan does these RB26 swaps into Skylines," he says. "After that, I 3D-printed the exhaust, the intake, the battery, and all that stuff in the engine bay."



Even the camber plates on Aveyard's restomodded Skyline are accurately modeled. After examining this

build, you'll understand that Aveyard is the sort of person that refuses to settle, taking it upon himself to craft pieces according to his own standards and vision. Aveyard was disappointed with the quality and accuracy of the wheel and tire set that came with his Revell Jaguar E-Type kit shown below. He wanted a period-correct, spoked set—so he designed and printed it himself.



“The 3D printing is crazy because I printed those spokes unsupported—as they’re being printed, they just float in air, and then finally they connect to the hub. When it’s done, you’ve got an actual hub with three-tenths of a millimeter diameter spokes out to the outside of the rim. I won’t overestimate or underestimate what the printer can do; when I print, if it doesn’t work, I’ll try something else, but I’m amazed at how often it works.”

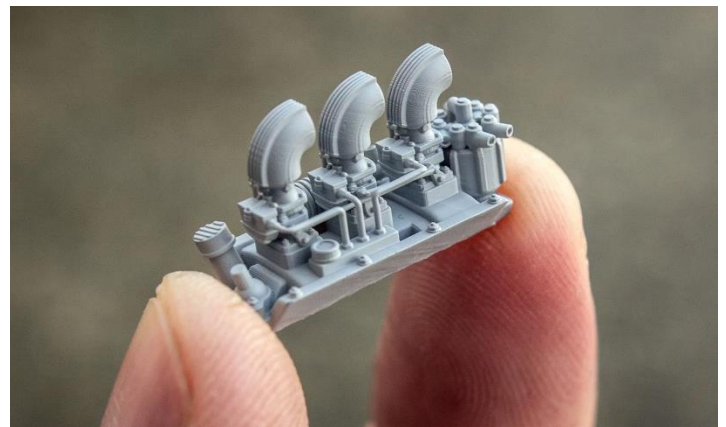
3D printing is key for any modern-day modeler to customize or improve their final product, but the technology is young enough that its improvement curve is steep. According to Aveyard, printing that spoked wheel and tire assembly takes his printer three to four hours.

“I bought a new printer recently, which cut the printing time to about a third. For example, the model that was out last year was printing eight seconds per layer, and now it’s two and a half seconds per layer.” The scale modeling community is as welcoming to newcomers as it is meticulous about its subjects. According to Aveyard, you can easily find designs for many of the parts you may need online.



“There are a few big online sites and on some of them you can download free models. I needed a gas can—a [jerrycan](#)—so I downloaded the file and printed one out and stuck it on the roof of one of the models. There’s a guy called BlackBoxSTL and he’s putting out wheel files, seats, and full kits as well. He’s pretty much releasing designs weekly and he’s put together quite a portfolio of pieces. You can go to [his Cults page](#), pay five bucks, download a set of wheels and tires, and print them out at home.”

On the other hand, there are times when you can’t buy off the (digital) rack. In those cases, Aveyard improvises. “For me, I build on my own 3D files. Fifteen or twenty years ago, I got into 3D modeling just for fun and then I did some of it for work. I did some architectural rendering and logo design using 3D models, and I kept the skills up, so now if I need to make anything, I can throw it together.”



Caught the bug yet? The learning curve for model-building isn’t steep, and you don’t need to spend the equivalent of a Miata on a set of specialized tools. “You obviously don’t need a 3D printer,” Aveyard laughs. “You can build kits as they are, but my recommendation for people is always to get an

airbrush. The control you have with the paint is so much better ... mine was \$100. If you see all this stuff on Instagram and then you try and do it with brush painting or spray cans, you'll be disappointed. I always tell people to invest a little bit of money and time to learn the airbrush, because the quality increases tenfold."



Aveyard doesn't stick with miniature builds, either. Ten years ago, before he dove deep into modeling, he restored a 1972 Triumph Spitfire ten years ago, doing everything himself except paint. He hasn't honored it with a scale replica, at least not yet, but he's got some plans for the vintage Brit.

"If I had known 25 years ago what my Spitfire would still be worth today, I might have picked a different car," he says. "I would like to convert it to electric because I've seen a lot of people converting DB4s and E-Types to electric and some shops are even charging a million dollars to do it, but I think there's a way to do it for less."



Aveyard doesn't build his models for profit. Not a single one is for sale and he doesn't take commissions.

Like many of us, this hobby provides a change of pace, an escape from a busy work and family life.

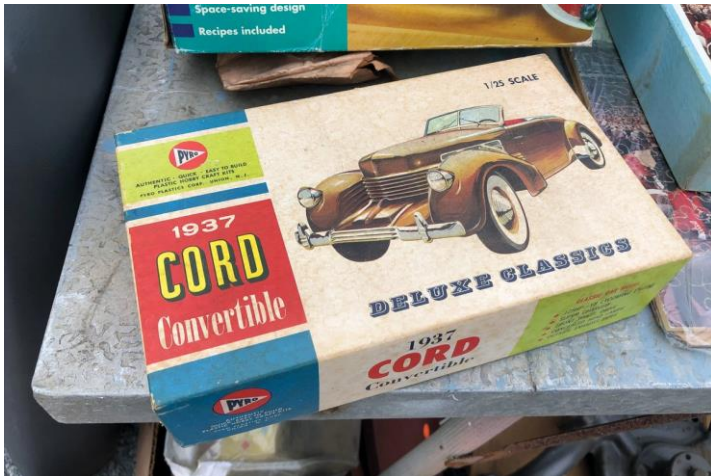
"My kids are a little older now, so I had a bit more spare time, and I wanted something a little bit quiet. I sit downstairs after everybody's in bed for an hour ... it's like a meditative hobby as opposed to something that's loud, like grinding and welding, which I can't do in the house at night."



Aveyard may not sell his models, but his 60,000 Instagram followers prove that gearheads and model builders alike appreciate his work even when they can't own it themselves. He's clear-eyed about his popularity, though: "It's almost like I've got a kind of a tailored skill set for Instagram, because there's a lot of fantastic builders out there that maybe don't have the photography skills, and then there's people who photograph die-cast models that do an amazing job. I think I've been lucky to have a skill set that kind of combines both to present the work in the best possible way."

Passion without regard to profit or popularity. It's a lesson that's rare in our hobby. Most of us can't set aside the constraints of budget when it comes to our real-world vehicles, but poring over Aveyard's models is a delightful, meditative escape—for observer as well as creator.

**Box Find: "1937 Cord
Convertible" Model Kit by
Pyro Plastic Corporation**



A Small-Scale Classic

By David Conwill

While we all dream of it, not everyone will be afforded the opportunity to obtain an amazing barn find, such as the now-restored 1930 Cord L-29 Brougham. As it stands today, 1 in 3,000 people will have better chances of getting struck by lightning in their lifetime. Better still are the odds of finding a coveted "full classic" at a considerably smaller scale—especially at a storied event such as the [AACA Eastern Fall Meet](#), held each October in Hershey, Pennsylvania, where we found this 1937 Cord convertible for sale produced by Pyro Plastic Corporation.

Pyro Plastic was founded by William and Betty Lester in 1939 after perfecting the injection molding process for creating precision forms of various sizes. Located in Union, New Jersey, Pyro quickly established itself as a “leading contractor of custom-made parts and products in plastic.”

It wasn't hyperbole. During World War II, Pyro was awarded military contracts, at least one of which was for the manufacture of aircraft parts. After the war, the company shifted focus to the boom economy plainly in the making: toys.

Armed with freshly minted molds, Pyro's toy program centered on military-type products, initiated by its introduction of trigger-actuated, noisemaking “clicker” pistols. Inexpensive, quick-to-manufacture army men, jeeps, tanks, airplanes, and other such creations were quick to follow, all designed to fit in shop owner's aisle bins or in nicely packaged poly bag sets. By the mid-Fifties, Pyro was the dominant producer of military toys, further bolstered by creations that coincided with the growing interest in space-age science fiction. If that were not enough, Pyro further diversified into the fledgling assemble-it-yourself plastic model kit market.

Research by dedicated modeling enthusiasts has found that as early as 1952, the first of a series of plastic ship kits were manufactured in the guise of four “box scale” military vessels: the *USS Missouri*, *USS Chicago*, *USS Shangri-La* and *USS Sumner*. These early sets reportedly had low piece counts and were supplied with wheels jutting slightly below the keel, perfect for budding floor-cruising skippers. Designs and piece count quickly expanded, and by the late Sixties over 50 ship kits, in various scales, had been released.

Automobiles joined Pyro's resume in the early Fifties, too. Unlike the early box scale

ship kits, car kits were released in 1:32 scale, though they were initially basic in design. For example, solid disc wheels were used in lieu of spoked pieces; engines were absent. As was the case with ships, car kit designs quickly evolved, and 1:32 models were offered in nearly 60 sets across two distinct series with increasing detail. Some went so far as to include drivers. These kits were bolstered by a run of 1:16-scale models, though the larger specimens were comprised of customs, hot rods, motorcycles, tricycles, and scooters.

Pyro did offer 1:24 models during the late Fifties and early Sixties, as demonstrated by our featured 1937 Cord, unassembled and molded in yellow with a reasonable \$25 asking price. It was one of just six models offered in this scale, complete with details many modelers had become familiar with. Others were a 1935 Auburn roadster, 1948 Lincoln Continental convertible, 1959 Volkswagen 1200, 1959 Volkswagen beach buggy, and a late Sixties Triumph GT6. Only the Volkswagen 1200 was offered with or without motorized wheels.

Of the three scales, the 1:32 kits were Pyro's best sellers, driven in part by slot car enthusiasts who wanted the bodies. The rarest then and today were the 1:24 models. Pyro smartly reasoned that the market segment was already dominated by AMT, MPC, Revell, and others. No matter the scale, however, several were offered in redesigned boxes by other companies via licensing agreements during the Sixties. One such company was Life-Like, a company best-known for its scale model train accessories. In 1972, Life-Like

purchased Pyro from the Lesters at terms never disclosed to the public.

Mike Brennan Spotlight

If any one is interested in getting some Revell Chrome Spray, Performance Hobbies had some available Phone number 1-585-872-4990 [Performance Hobbies](#)



Since last month I've bought a few more models. A 1961 unbuilt AMT Plymouth Valiant annual release:



And lastly, a JO-HAN unbuilt 1961 Oldsmobile F-85 Station Wagon:



A 1962 unbuilt AMT Plymouth Valiant Styline kit:



Mike,

Model Mercantile Market

"Wanted or For Sale" section...

WANTED: Rear bumper for 1963 AMT Falcon.

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

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

Contact Gary Weickart at 631-581-5834 or gweickart@aol.com.



WANTED: Body shell for Revell 1994 Impala Super Sport. Can be painted from any issue as long as it's not badly battered or twisted like a banana.

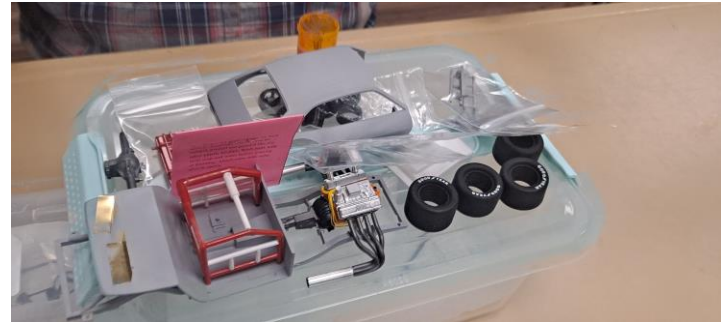
WANTED: Large diameter wheels, tires, and disc brakes from Revell/AMT/Tamiya/Aoshima/ect. kits. 1/24th and 1/25th scale.

WANTED: Modular and modern motors like LS1s, HEMIs, DOHC 5.4 Cobra motors, import motors like Toyota 2JZ and Nissan Skyline RB. 1/24th and 1/25th scale.

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

Contact Richard Manri @ 631-589-6876 or his email picorro93@gmail.com to negotiate price or trade for the three above.

More August meeting pictures



Free stuff





Goodies for sale



(Gawking frenzy over a Pocher kit... Good luck to whoever decides to buy and tries building it... Over 50 parts to assemble one individual section like a wheel!)

Latest from yours truly





Among fabulous builds from our members



Your Unofficial Official's build and WIP slate





As well as other members WIPs and test subjects

Fall is (almost here) and so is our show. Some Corvettes for the change of seasons...





***Happy motorin' and
keep on building!***

***Next page contains the LIARS
Annual (2023) INPUT SHEET. You
can either email or bring it to the
next meeting...***

LIARS Annual (2023) INPUT AND PROFILE SHEET:

Here is your chance to have some input into this club without having everyone know where it came from. If you have a suggestion, an idea, or a problem you would like to discuss please put it in writing on this sheet and it will be discussed at the next meeting. Please

bring your filled out sheet with you, or you can email it to your editors email address on the first page header. ALL subjects and suggestions will be brought up in front of the club.

YOU DO NOT HAVE TO SIGN THIS SHEET.

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

- How long have you been building models? _____
- How long have you been a member of LIARS? _____
- What do you usually build? _____
- Where do you usually build? _____
- How many models do you have? _____
- Have you ever had any failed builds that were scrapped or recycled for other projects?

- Have you ever parted out old finished builds and recycled their contents for new projects?

- How many unbuilt models do you have? _____
- What are your favorite 3 models you have built? _____
- Have you ever won an award for building a model? _____
- What 3 models should win an all time kit of the (last) century award? _____
- What 3 models are so horrible that you would buy them just to protect others from having to build them?

- What was the dumbest, most boneheaded mistake you've made in the past? (Can be model or general related)

- Was there any kit you regretted ever purchasing?

- What do you drive now? _____
- Are you bitter about anything? _____
- Are you saving your pennies for something fun to drive? _____
- With an unlimited budget, what 10 full size cars would you have in your garage?

- What (if any) person (living or dead) in the 1:1 automotive world would you like to meet? _____
- Do you go to model car shows? _____
- What are your favorite model car shows and why? _____
- Do you have kids & if so, do they share your passion? _____
- Did you build models with them? _____

LIARS Profile September 2023: Richard “Richie” Manri

How long have you been building models?

Since 2003

How long have you been a member of LIARS?

Since May 2009

What do you usually build?

Customs, Pro Touring, Resto Mods, imports, modern makes, some drag

Where do you usually build?

Single bedroom of doom

How many models do you have?

Too many

Have you ever had any failed builds that were scrapped or recycled for other projects?

Too many to list, haha!

Have you ever parted out old finished builds and recycled their contents for new projects?

Several times, too much to list LOL!

How many unbuilt models do you have?

Currently over 150, and that’s way too many for my lifetime and pace haha!

What are your favorite 3 models you have built?

AMT 1995 Toyota Supra

Revell/Monogram Pontiac Trans/Am Firebirds 1993-2002

Revell Acura NSX Snap-Tite

Have you ever won an award for building a model?

Sweepled Juniors categories in the past before turning 18, mainly due to lack of contestants.

What 3 models should win an all time kit of the (last) century award?

AMT '67 Impala Super Sport

AMT '32 Ford Phantom Vicky

MPC Toyota Supra

What 3 models are so horrible that you would buy them just to protect others from having to build them?

Revell/Monogram Bugatti EB-110 – Complex, ill fitting kit. Absolutely NOT FOR BEGINNERS and not recommended as a slump buster!

AMT '65 GTO – Awful backtooled dogs#!t from a AWB funny car, needs lots of work to be presentable; MPC '67/70/72 GTOs come close in their awfulness!

AMT Piranha Super Spy car and Drag cars - For those who have not built them, Google it and you'll see what I mean!

What was the dumbest, most boneheaded mistake you've made in the past? (Can be model or general related)

Used a hot glue gun to assemble kits... Yes, this is true!

Was there any kit you regretted ever purchasing?

AMT/MPC '69 Camaro SS Coupe – Fast and Furious livery issue purchased for \$2 clearance in 2006, paid way too much for it even then! Roof was laughably bad and the whole thing was just a poorly fitting, ill-detailed dumpster fire. Revell's kits are way better IMO!

What do you drive now?

2021 Chevrolet Trailblazer – not something uber or special, just to get me to Point A and B.

Are you bitter about anything?

The world, breakup with GF, things falling apart in general for me. Maybe it will get better, maybe not; Life goes on...

Are you saving your pennies for something fun to drive?

Someday when I get lump sums of cash, yes, but not right now

With an unlimited budget, what 10 full size cars would you have in your garage?

Pontiac Trans Ams, '90-92 GTA, '93-97 TA coupe, 98-'02 Trans Am Firehawk – all customized (three total)

1993-97 Toyota Supra – customized with V8 swap among other things

Latest Corvette ZR/GS for guilty pleasure cruiser/pooty hunting

Dodge Challenger Hellcat or Demon

Dodge/Mercedes Benz/Chevy van for transporting multiple/large items

4WD crew cab pickup for off road travel in hilly states

4WD SUV (eg, Toyota Rav4) for casual driving with multiple guests; hopefully they'll pay for gas and not leech!

4 door sedan (EG Toyota Camry) for single daily driving

What (if any) person (living or dead) in the 1:1 automotive world would you like to meet?

Chip Foose

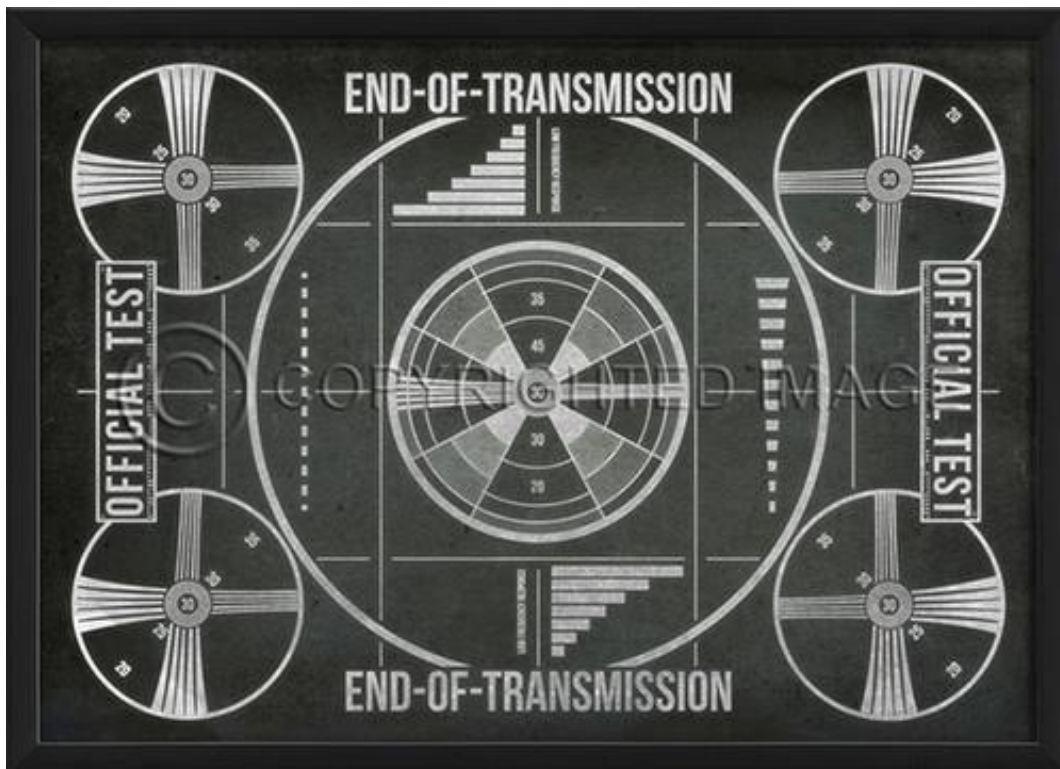
Do you go to model car shows?

Yes, on occasions work/life permitting

What are your favorite model car shows and why?

L.I.A.R.S Model Car Contest because it was my first exposure to the club. Met many people there and learned some things there, also saw talents far beyond my skill level at the time

NNL East because it was my second exposure and seeing LIARS flyers encouraged me to join in May 2009



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 REPLICA SOCIETY •

SPECIAL THEME CLASS ★ CHEVROLET CORVETTE 70th ANNEVERSARY ★



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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 ADITIONAL 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, vendor applications, and to download our show registration forms.