

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 REPLICAS SOCIETY

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

*June Meeting themes:
Discuss 2023 LIARS Challenge
Assignments & OUR FUTURE!*



Some of the Works of Art displayed at the May LIARS meeting

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, Joe Murch & Richard Manri

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 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.

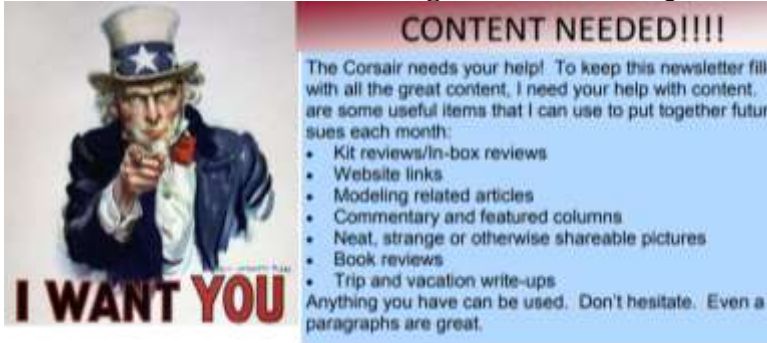
Some Words from the Editor At Large

Rich Argus recovery continues to go well! Rich can now with a cane walk to his (*expensive to Dr. V*) backyard Gazebo.

This month, LIARS welcomes Richard Manri as a MCB article provider along with Steve Blake continuing to support from PA!

This is your newsletter, please contribute! Thus, this MCB contains various show filler, including model articles &/or related pictures!

Dr.V concurs with the following fellow club's request!



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 paragraph is great.



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

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) - Dr.V's spin.

MC stuff, by Richard Manri

(picorro93 picorro93@gmail.com)

First off, if one browses the Model Cars Magazine forum, I'm sure some of you have come across the topic someone made there titled "Rustoleum paints are terrible"? People have been having mixed results but it seems the problem lies with using the right primer coat vs not. Funny enough, I've had mostly good results with Rustoleum. I have had bad batches in the past, but those were either really old cans never used until then or came from places like Home Depot and K-Marts. Depending on temperatures, one needs to let the cans heat up in near-boiling water in a bucket for about 15 mins and shake each can for about 20-50 secs. Keep in mind I do all my coats at one go with 10-15 min intervals between painting other parts. I don't wait long days and sand in-between as 13-yr old me used to do that when using Testors brattle cans exclusively and had countless issues. I only pre-sand bodies and parts meant to be glossy, and there is rarely any pre-washing done (unless there's thick grease coatings as on some recent kits). I also use Pledge/Future (/whatever it's now called) as I had bad experiences with rattle can clears.

One needs to be very careful with versions out there, they are not the same formulas. The cans with "universal", "metallic" "color shift" and standard "stops rust" formulas I use all the time. They work very well with the True Value grey primer and cheap Home Depot sprays underneath, and Tamiya pearls go over them real nicely. They have "very hot" solvents and will craze direct unprimed plastic without a good primer. Rustoleum primers OTOH, are all horrendous!

They ripple, crack, bubble like mad as well as craze styrene! I once stripped a body that someone else painted with what appeared to be Rustoleum White Primer or perhaps Flat White. I thought the stuff was super tough and the Purple Pond wasn't taking it off, until I realized the pond was lighter in color and I was hitting the bare plastic that took a real beating from the hot Rustoleum primer.

The Rustoleum Painter's Touch and 2x Ultra Cover cans are usable, but **DO NOT PUT THEM**

OVER ANY PRIMER COAT as they will attack the solvents and ripple/crack the surface. This makes using the gloss colors nearly impossible as depending on the thickness of plastic, the solvents from the combined formula will wreak havoc and sometimes even dissolve the weakest spots of the styrene! Best to use the PC/2x flat/satin colors on interiors and non-glossy parts as those work really well and most of the time the crazing is non-existent or minimal. That is true, but if one experiments with a method like I have, it can be done safely. I have tried using the same brand paint method before and they were very rough or crazed like mad and that was with sanding in-between and all that!

The reason why there's stories of paint job mixing "going south" is because ppl ether tends to use pure super-hot lacquers or auto grade stuff directly on styrene without primer, or they mix and match softer stuff like Testors/hobby grade paints as base coats/primers and lastly hit it with heavier lacquer/acrylic stuff, the latter can spell big trouble. Rustoleum paints and primers are 100% Enamel, but if the primer is Rustoleum and you put say, Krylon or Duplicolor on top of it you will get problems. The Enamel-Lacquers for primers I use take any top coats well enough and certain ones I found don't react to the plastic (and that depends on the molding and how opaque it is in itself).

I found an unused can of Tamiya Grey primer and tried it on an experiment hood. This was on a Round 2 issue Knight Rider hood. The surface was not only extremely rough but crazing clearly happened.

Even with respraying and sanding it was still there with the wrinkling and all. After a week of it curing, I had sanded it yet and sprayed another round, it wrinkled and cracked like mad! The can I bought in November 2021 at the LHS and was new sealed. I have 15 year old cans ovarious brands and almost all of them work fine to this day. I've heard people using the TS grey and white fine primers in the past and getting phenomenal results. Either I had a batch that was made under "COVID regulations", the versions sold here had the formula silently changed to "comply with California ARB emissions", or the hood was lousy mold and anything one would put on it reacts. Regardless, I was very disappointed since that was a premium product costing 16.99 USD! The Primer I get True Value is def Enamel-Lacquer, called Color Decor. Works well, goes on smooth, no crazing on most plastics, almost no sanding required. Better than the Rustoleum and Krylon primers I tried at various

points which were junk, and a Duplicolor primer that had badly reacted with the styrene.

Then I hit the final color coat choice with an arrangement of Rustoleum, Testors One-Coat (which is also Enamel-Lacquer), Tamiya, and occasionally Krylon. Some Keylon's are Enamel-Lacquers, others are pure Acrylic. The Krylon Acrylics can occasionally cause cracking/wrinkling if the Enamel-Lacquer base coats aren't dry enough. Tamiya is supposedly Acrylic-Lacquer, but I've used it over Rustoleum base coats all the time and very rarely had issues, unless I rushed it and never let the bases thoroughly dry enough.

As mentioned, the Rustoleum Painter's Touch and 2x Ultra Cover cans have primer built-in and can wreak havoc with the base primer coats even if they are Duplicolor or Tamiya. This makes using the 2x gloss colors nearly impossible as depending on the thickness of plastic, the solvents from the combined formula do not mix and sometimes even dissolve the weakest spots of the styrene! Best to use those flat/satin colors on interiors and non-glossy parts as they work well and most of the time the crazing is non-existent or minimal.

In the event something goes wrong for me, the Purple Pond works wonders taking the Enamel-Lacquers and Tamiya top coats off. Sometimes I use 91% rubbing Alcohol and 8% Testors Paint Thinner to get paints that the PP won't budge or tight spots it can't take off. Using budget rattle cans and mixing brands underneath can be done, as long as, the primer coat is good enough and doesn't craze the plastic.

An example with one of my semi-recent builds, the color shifting '67 Impala I had shown at the January mtg, using True Value brand Grey primer underneath, Home Depot brand Flat and Gloss Black, followed by a coat of Rustoleum Color Shift Pink Champagne cleared with Pledge.

The interior used Rustoleum Painters Touch Flat Pimento Red over the bare plastic. AMT Piranhas. The Spy Car Piranha used CD Grey primer, Rustoleum Flat and Gloss White base coats, then Rustoleum Orange, followed by a mist coat of Tamiya Pearl Yellow over the Orange to create a Pearl Tangerine. The Drag Car used CD Grey primer, Quick Color Flat Black base, Rustoleum Metallic Gold base coat, followed by Tamiya Candy Lime Green over it. Both looked Immaculate and super smooth with no crazing/OP/wrinkling. Call me strange, but this what I find works and get nearly flawless results each time.

Now the other thing I want to mention is the shockingly bad quality control problems with recent kits, even affecting new tools and pricey high end/import stuff. Yes, I understand it costs money and all to design and make these, especially the licensing fees the auto rights holders charge these days (on a side note, this is also one of the reasons why we don't have molded Goodyear tire lettering on most Revell and Round 2 kits, tampo printed stuff aside). Yes, there's profit margins in a diminishing market, when most of today's youth are on their UBER cool iPads/Chromebooks harassing folks on social media.

Yes, I understand there's issues with factories in a certain country we are tethering on getting into ugly stuff with. However, with everything but our incomes going up its borderline unacceptable to be paying 40\$+ for a kit (that can be a reheated reissue in the worst-case scenario), but has several badly twisted and ill-fitting parts that can be near impossible to fix without breaking or throwing the damn things!

For Christmas 2022, my dad purchased the Round 2 reissue of the Don Garlits Daytona Transporter set. The online retailer he bought it from sent him two for the price of 1 because of some backorder screwup, so that was the only good thing to come out of that whole mess. Not getting around till opening the kits until a bit after the holidays, the first kit had the transporter cab and back badly twisted like a banana and the Don Garlits dragster had a frame that looked like something out of a Warner Bros cartoon and the body only two left pieces and one bottom, when it was supposed to have had left, right, top, and bottom halves. So, I open the second kit, Transporter body was better on that one but the dragster parts were still screwed up and having lots of short shots! Was not able to return them due to being over the return window and R2 wouldn't replace my parts due to "COVID delays and Chinese New Year" BS. I just built the transporter (the color shifting one you all saw at the March mtg.) and have tons of motor and drag parts to work with at least!

I found another one at the Model King booth at NNL East for much less than what my dad paid for the botched ones online. Decided to take the risk and opened it up upon arriving home, transporter was fine and the drag car pieces are proper. HOWEVER, they gave me 2 extra left pieces for the dragster and another decal sheet. Talk about bizarre random things one after another, holy fook!

Next is the Model King/Mobius '67 Ford Ramp truck, a long awaited pretty hyped kit. Paid a fair price for a new sealed one at the NNL East, upon

opening it up everything looked nice and all. Once I saw how tightly shoved things were in the box and how twisted most everything got, OMFG! Warped hood, brittle ramp bed pieces that had snapped, and warped and broken front of frame. The floor-pan in the first kit that was warped was both thin and flat and if left to cool outside of the mold they would be quick to twist and curl like they did. I was able to unbend the hood and fix the frame, but the ramp bed stuff was f**ked beyond belief! Had to rush buy another kit online for a bit more than the one at NNL, so roughly \$100 spent so far!

This 2nd kit had a badly warped cab, floor plan, and even worse frame, but the ramp pieces were not snapped and mostly straight. Used the ramp from the second kit for the first one I had started to straighten out.

I had located another Racers Wedge bed so for the 2nd kit I should be able to make a tandem ramp truck once I straighten out the cab and stuff. I managed to finish the first kit with the White & Blue one at the May mtg. using the new ramp parts and the rest very careful bending/shaping and gallons of glue. Would it kill them to (I do not know why not) make the boxes bigger? ... I can imagine that the shoved contents only hasten the warping.

This warpage problem reminds me of the Q.C. issues of Monogram kits Inc.1986-c.1987, especially the then-new 1986 Monte Carlo SS. Only difference, is these kits were more common to get and cheaper, unlike the Model King issue made in a certain country during lockdowns and in limited numbers. With as much coin as these kits are these days, the Q.C. issues are virtually unforgivable. For a \$50 kit this isn't acceptable at all!!

This is all I have for now. Maybe next time I will have some more positive things to say, depending on if I encounter any more twisted overpriced Bananas or messy mishaps LOL!

Dr. V thanks Richard Manri (Richie Rich) for responding to LIARS/my request for articles! Please, please consider to submit future articles – you are providing AN UNBIASED ASSESSMENT!

Model Mercantile Market.

Gary routed "As we spoke last month in regard to a newsletter "Wanted or For Sale" section, I think it's a good idea.

So, on that note here's my "Wants" for the Model Mercantile Market.

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.

Thanks Bill. I hope this idea takes off and helps fill the many pages you so skillfully edit. Best Always,
Gary Weickart

Next...

WANTED: AMT/ERTL 1962 Ford Thunderbird new tool parts. Need the following for kiboshing project: full body, left and right interior panels, rear seat, center console, firewall, and dash. Body can be in any condition or whatever just need the molded in engine bay intact. All the other parts can even be painted or glued as long as they're not heavily globed up or battered to the point of being unusable. Have tons of parts to trade or can negotiate fair price.

Contact Rich Manri at 631-589-6876 or email @ picorro93@gmail.com

Last month Dr/ V included an interesting picture



Hammer thought about buying the above until he saw \$350. price – shame on him/or us!

Dr.V surfed the Internet and found...



Now to filler...

Scale Models at the Fiat Centro Storico



The girls dressed in perfect Eighties style admire a selection of Fiat car models including the Mephistopheles in the 1924 version and the 130 HP racer, winner of the GP de l'ACF 1907, both models by Bruno Reggiani; and (front row, left) the 1899 3 ½ HP, model by Silvio Morselli.

Text by Aldo Zana

Photos by Fiat Centro Storico and Acerbi family

Once upon a time no one even remotely thought about preserving a sample of the cars produced by a factory. Fiat complied with this dominant attitude until the late Thirties, when some managers were stricken by illumination: if we have not saved the originals, why not build scale models?



The Tipo 802-805 Grand Prix racer of the early Twenties. Model by Bruno Reggiani. These cars were destroyed on order by Senator Giovanni Agnelli. The model is the only three-dimensional reference left of the originals.

This model making activity endured through the early Eighties of the last century and led to the creation of one of the industry's largest collections of large-scale models in the world. Most of the models are still on display at the Fiat Centro Storico (the company's historical car collection and archives) at via Chiabrera 20, in Turin, located in one of Fiat's early 20th Century main facilities, now skillfully refurbished and repurposed as a car museum.



A sample of what Fiat meant in the Fifties and Sixties: Terra Mare Cielo, i.e. Land Sea Sky. The model car is the 850 saloon presented in 1964; the aircraft is the prototype of the G.91 small fighters, winner of a NATO concours in 1958; the ship is the Italian transatlantic liner "Cristoforo Colombo" launched in 1953, whose power plant was made by Fiat; the DMU is the ALN 56, widely used by the Italian State Railways in the Fifties and Sixties

A hundred-plus Fiat scale model vehicles were built over the years. They reproduced cars, buses, lorries, tractors, aircrafts, ships, diesel-propelled railcars and encompassed the entire range of the Fiat product line, echoing Fiat's claim to produce

transportation for the "Terra Mare Cielo" (Earth, Sea, Sky)

The collection presents the early Fiat cars as well as the newly introduced models up to the Eighties. While the models built of the early cars were meant to fill the gaps in the history of the company, the later models were built as promotional items to be displayed by dealers and subsidiaries.

Most of the model cars are in 1:5 scale – an imposing size, asking for top class modeling and detailing skills. The orders stated the use of metal as the basic material because they had to be built to last. As a consequence, the bodies over a strong metal frame were usually shaped from aluminum sheets beaten on a wooden buck. Skilled panel beaters from the Turin carrozzerie connected with a select group of professional modelers to create these masterpieces which never were marketed or advertised.

The reproduction of the 1934 Balilla Coppa d'Oro open roadster was modeled by one of the greatest artists in the trade, Manuel Olive-Sans. The model is the only one in the smaller 1:20 scale, as are other masterworks of the late Spanish artist.



Tipo 508 Coppa d'Oro, the only model in 1:20 scale, a masterwork of the Spanish artist Manuel Olivé-Sans.

The main supplier of the large-scale models was Bruno Reggiani, a Turin-based professional modeler born 1927. In 15 years he devoted 800 to 1,000 hours to crafting each model for Fiat. He was also in charge of their maintenance, as some were returned in

damaged condition from short-term loans outside the Centro Storico.

Rubber tires cannot withstand the typical 40 lbs. weight of a 1:50 scale model. Reggiani therefore turned to Plexiglas, painted black; they remain in perfect shape after so many years. His main job was the reproduction of the racing cars destroyed in 1927 by order of Senator Agnelli. They remain the sole three-dimensional proof left of their existence. Reggiani's list widened to other racing cars, including the land speed record car "Mephistopheles", driven by Ernest Eldridge at 146.01 mph in 1924. The original car was later retrieved and restored by Fiat, many years after the model had been ordered. It is today on display in the Centro Storico.



Mephistopheles as raced by Ernest Eldridge when he won the land speed record on the Arpajon (France) public road on July 12, 1924 with a speed of 146.012 mph.

The craftsman of the X 1/9 and 1100 Colonial 1:5 reproductions, as well as a Turin trolley bus in 1:10 scale, was Sergio Abrami, born 1927 in Trieste. Contemporary cars of the Fifties were modeled by Piero Ferré in his workshop north of Milano. He was also the creator of many wonderful models of the Fiat aircraft, completed with the scale frame showing through the transparent skin. He was also the builder of the 1913 Fiat Zero.



1911 Zero type, 1:5 scale model by Piero Ferrè. It is the only one built in three units: one for Fiat, one went to the Turin National Automotive Museum and the third to a private collection in France.

Silvio Morselli, working near Turin, delivered his first model in 1962, the 3.5 HP, the very first Fiat produced in 1899. He then moved on to build model buses, the reproductions of the 24 HP 1902 racing car and the well-known 130 HP Grand Prix "F2" from 1907. Alas, he had only a short spell of work for the Centro Storico due to his early death. Enrico Acerbi, born 1925, was also briefly active in the craft, creating a few scale models in the late Sixties in his workshop in Aosta. He built six models in the regular 1:5 scale, including the contemporary 1300/1500 saloon, the 8 HP 1901, the 508 "Balilla" saloon and the 500 "Giardiniera", a small woody from the Fifties.



The Enrico Acerbi workshop in Aosta. He built the models using newer materials, including fiberglass and molded resins.



The 1300/1500 saloon model in the production process at the Acerbi workshop. The model of a contemporary vehicle was aimed at dealer's showrooms.



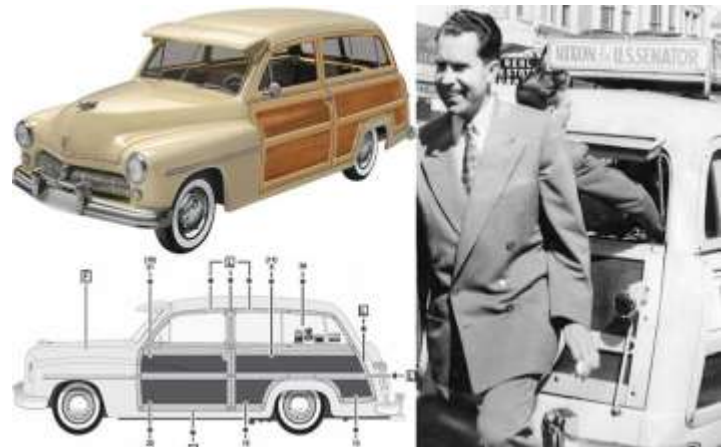
Another shot of the 642-truck model construction in the Acerbi workshop. The workshop opened in 1967 and lasted only until 1971 when the founder died prematurely.

[T Jessee, esq.](#) posted following on [Spotlighy Hobboes](#)

Final polishing work on the painting of the 1300/1500 saloon model in the Acerbi workshop. The imposing size and the fine detail of the model can be easily understood.

Richard Nixon's 1950 Campaign Car, Now In 1/25 Scale Model Form!

Sadly, Revell does not mention Richard Milhous Nixon's name anywhere on the kit's packaging
BY MURILEE MARTIN PUBLISHED: JAN 29, 2016



REVELL

Acerbi modelers at work on the model of the 1:10 scale 642 truck series. The truck series was built from 1955 to 1967 in many different layouts and versions.

The last time we looked at scale model kits of vintage American vehicles, those vehicles were out-of-production vintage custom van kits from the heart of the 1970s. Today, we have found a kit sold by Revell right now that offers great historical significance: it is the same year, make, model, and color as the car driven by Richard Nixon during the campaign that put him into the US Senate.



flyers that doomed Nixon's 1950 opponent... in 1/25 scale, of course,,

Next... From ATCO Raceway Last weekend, the night of thrills featured funny cars, Jet cars, wheel stander and other cool stuff. One of the most beautiful cars was the House of Color Jet dragster: just had to see it to believe it.

A flathead V8 and an assortment of vintage travel and surfing stickers come with the kit.

The Nixon Library and Birthplace in Yorba Linda, California, has a nicely restored '49 Mercury woodie wagon on display, in the same color as the shots Revell used to depict their assembled kit. An ambitious diorama builder might put together a 1/25-scale scene showing Nixon speaking from the tailgate of his '49 Mercury, while Murray Chotiner whispers to his aides and a 1/25-scale bagman representing Southern California real-estate interests slips a fat envelope of C-notes into the car's glovebox.



The photographer wanted this sample display to take home!



What could be more wholesome and American than a Mercury station wagon?

This could open up a whole new field of politics-themed automotive kit-building— imagine, for example, a diorama depicting Charles de Gaulle's Citroën DS shrugging off a fusillade of would-be assassins' bullets. For the '49 Mercury woodie kit, you'd need to include a big stack of the "Pink Sheet"



Next up, is a Freeport sign that Hammer has, takers?



Only cool kids rode a Schwinn



HEY KIDS! BUILD YOUR VERY OWN MOONSHINE STILL!

With the help of **Lil' JOHNNY SCOFFLAW**

JOHNNY SCOFFLAW LITTLE MOONSHINER KIT
All the materials you need to make a fully operational and excitingly illegal still! Think of the money you'll make and how popular you will be with the "top" kids! And since you're a minor, the cops can barely mess with you.

Aren't secrets fun?
And that's what we have here, kids, a secret. A special secret. You must always remember that you cannot tell Mommy or the Feds about our little project. You can tell Daddy. In fact, if you promise him a cut of the action, he may even help.

Other quality tool sets from Lil' Johnny Scofflaw:

- No. 142 THE LIL' ENFORCER
- No. 163
- No. 197

Is/ this the next LIARS Limo?



Next up is a new contributor!

Joe Murch built the AMT 1937 Ford pickup 2-n 1 kit for his brother: Teal paint job, orange interior. Then came a matching sedan.



'Big T' Roadster replica

One of two replicas of Darryl Starbird's famous T-bucket that was inspired by the famous Monogram model kit.



Wayne Jesel bought it at the Mecum auction in January 2020," said Jesel of his "Big T" T-bucket roadster.

"My friend, Don Wallace, had several vehicles staged and going through the auction," Jesel continued. "The T-bucket pulls up and the bidding starts; for whatever reason, the bidding starts slow. I then realize there's an opportunity to own the 'Big T' roadster. Acting on impulse, I decide to go for it and make an offer. I raise my hand and the auctioneer yells out, 'Going once, twice,' and bam!, the hammer comes down and it's mine. Later, Don Wallace walks up to me and says, 'I'm glad you ended up with the car.'"

Building the 'Big T' roadsters

The "Big T" roadster that Jesel purchased is one of two replicas of a hot rod originally built by custom car designer and builder Darryl Starbird from a scale model that inspired a generation of hobbyists.



The original Monogram scale-model kit

In the early '60s, Starbird partnered with Monogram to create a series of scale model kits of unique hot rods and customs. His first effort was a 1/8th-scale 1923 Model T Ford roadster pickup known as "Big T." The model was very well detailed, and the parts were so authentically fashioned that, for many youngsters (and more than a few adults), it felt as though they were assembling a real car.

Starbird built an actual “Big T,” of course, and it was a major presence on the show circuit. After several years, the original “Big T” was awarded to a lucky model contest winner, who supposedly resided in southern California. The owner and car rode off into the sunset, never to be seen again.



The vintage gas station at Camp Light makes the perfect period backdrop for the “Big T” T-bucket roadster. The “Big T” was displayed at Camp Light during 2022.

Decades later, Starbird coordinated with Chad Vogele and the staff of Predator Performance in Dubois, Pa., to build replicas of his “Big T” roadster. These recreations are based on Total Performance chassis and fiberglass bodies by Spirit Industries (the original used a real steel Ford body). All the details of the original are there, from the dark-red paint and hand-applied white pinstriping to the white carriage-style high tops, the “baby moon” hubcaps, the antennas frenched into the cowl and the vintage Model T running lamps.

The red-and-white vinyl interiors are exact recreations of the original down to the wooden-rim Model T steering wheels. Monogram even built the skull shift knobs for the projects using the original tooling. Out front, there are correct 1957 Chevrolet 283-cid V-8 engines with period finned valve covers, triple Stromberg carbs and chromed side-dump

headers connected to Ford four-speed Top-Loader transmissions.



The interior of the “Big T” roadster built for Darryl Starbird after the original went missing has been accurately remade down to the shift knob, which was recast by Monogram from the original tooling.

The tubular dropped front axles are fitted with tube shocks and reproduction Wilson Welding Lincoln drum brakes, while the Ford rear ends are finished with polished quick-change center sections and drum brakes. Total Performance steering boxes and steel reproduction Ford wheels from Wheel Vintiques shod with Firestone big-’n’-little whitewalls (with slicks in back) round out the rolling stock.

Gone but not forgotten

After years of searching and wishing he could have back his original “Big T,” Starbird had the pair of exact replicas built. He planned to keep one of the “Big T” clones to display in his museum, [the National Rod & Custom Car Hall of Fame Museum](#) in Afton, Okla. The museum features many of Starbird’s cars, as well as other notable examples from the history of custom car and hot rod culture. The other replica was to be given away in a Tulsa-based radio promotion.

Influenced by the Norm Grabowski and Tommy Ivo T-buckets made famous by TV appearances, Starbird's original car ran a simple ladder frame, but the replicas' Total Performance chassis is similar.



Model T lamps were used on the "Big T" model kit, the car made from that model kit, and now the two recreations of the original. Note the "Design and Body - Darryl Starbird" badge on the cowl.

In addition, the original "Big T" roadster used a Model A pickup bed that was shortened 8 inches, and so do the recreations. The rear sections, like the front cowl, are flanked with vintage Model T running lamps, just like the original "Big T." After researching the old "Big T," exact copies of the red-and-white vinyl interior were made by Chris Trout. The tall, matching top gives each T that classic "bucket" look.

Jesel's "Big T" roadster, with its classic old-school hot rod look, is an award-winning and eye-catching recreation of the original. Even the white pinstriping, by Dave Simmons of Neon Exposure in Reynoldsville, Pa., artfully replicates the carefully applied lines on the original car. For all the kids and adults who built Monogram "Big T" models, this exact replica brings back fond memories. Expertly built, it's a very close copy of the long-lost original, and it's been authenticated by Darryl Starbird himself. It's a full-scale head-turner.

A 1957 Chevrolet 283-cid V-8 with three carbs powers the "Big T" roadster.



In 2021, Speedway Motors Museum of American Speed in Lincoln, Neb., and Darryl Starbird's National Rod & Custom Car Hall of Fame merged. Darryl Starbird's "Big T" roadster can currently be seen at the Speedway Motors Museum of American Speed. The whereabouts of the original and its owner remain a mystery.

Getting 'Big T' in front of the lens

Camp Light opened its doors in 2014 and continues to evolve with support from Zach and Brenda, Scott and an incredibly talented team of individuals driven by passion to make it a success.

"You might want to see what we have in here, it's pretty cool." He opened the trailer doors to reveal what appeared to be the "Big T" roadster. Zach said, "This is one of the 'Big T' roadsters that custom hot rod builder Darryl Starbird recreated and built for Monogram. This belongs to my good friend, Wayne Jesel. He bought it in January 2020. Scott made him a cool display and we took it to the Darryl Starbird show in Tulsa, Oklahoma, in 2020. After the Tulsa show, Wayne allowed us to take it to Camp Light and we've had it on display in and around the gas station when the weather cooperates. We're planning to deliver it to a museum where it will be on display for a while."

...Next item interesting miniatures that work!

<http://justacarguy.blogspot.com/2015/06/miniature-fully-functional-13rd-scale.html>

Miniature, fully functional 1/3rd scale replicas of a Cadillac were made for the British Royal family of Siam, Norway, and one for a grandson of the founder of Cadillac.

opinion that American products weren't built to last. His persistence finally paid off in 1909 when Cadillac became the first American auto manufacturer to receive the Royal Automobile Club's prestigious Dewar Trophy after a rigorous interchangeable parts test in 1908.



the one built for the royal family of Siam above, the other for Norway below.

Interestingly, Prince Chula was the great-grandson of the much romanticized King Rama IV (1851-1868) of 'The King and I' fame.



The brain behind the little car was Frederick S. Bennett, an Englishman who played a pivotal role in establishing Cadillac's success in the UK. As a Cadillac dealer across the pond, Bennett's greatest challenge was emasculating prevailing public



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

The Great Seasonal Brain Cramp. By Steve "Big Daddy" Blake

It's Summertime, Summertime, Sum, Sum, Summertime. Its Summertime. And I have not gotten a thing worked on.

With the warm weather we all have our chores around the old Homestead to work on. Being that I haven't worked on anything to present, I will present some old projects I did



This was my first contest car. Back in 1974 there were no aftermarket suppliers, so, I got creative, sourcing stuff like "stretched sprue" for molding flares and blending the hood scoop from an AMT 68 Shelby.



The chassis, engine and side vents came from an AMT 73 Vette Roadster. I used waxed sewing thread for spark-plug wires and black carpet thread for brake lines and fan belt. The wheels and tires were from AMT Riptide 59 Vette.

No Bare Metal foil in those days, I used Pactra Chrome paint, which is long gone from the market. Over all I think it came out OK.

Even back in the day I would rethink a "finished" project.

One of my earliest was a MPC 73 Vette that I wish I had photos of its early configurations. It finally became my version of an SCCA A production "groundpounder".



The stuff done to this is too many to list. Besides, I can't remember all that stuff. After all it started out as a Street Machine, then it became a Gasser, finally this.



Later down the road my love of Corvettes resulted in a replica of the first Vette given to a celebrity, a 1953 presented to John Wayne. Made from Monogram's 53 kit.





Well, that's all for now. "Keep On Building LIARS"
 Steve "Big Daddy" Blake



Additional May meeting pictures...



Future Works of Art



Next page contains the LIARS Annual (2023) INPUT SHEET and either email it or bring it to the June 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?** _____



LeMans CLASS WINNER 1960... By: [Frank LuQue](#)

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



1
9
5
3

2
0
2
3

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, vender applictions, and to download our show registration forms.