

PLEASE REMEMBER TO BRING A FOOD STUFF FOR THE PANTRY

LIARS

"Not Just Another Model Car Club!"



EST. 1991

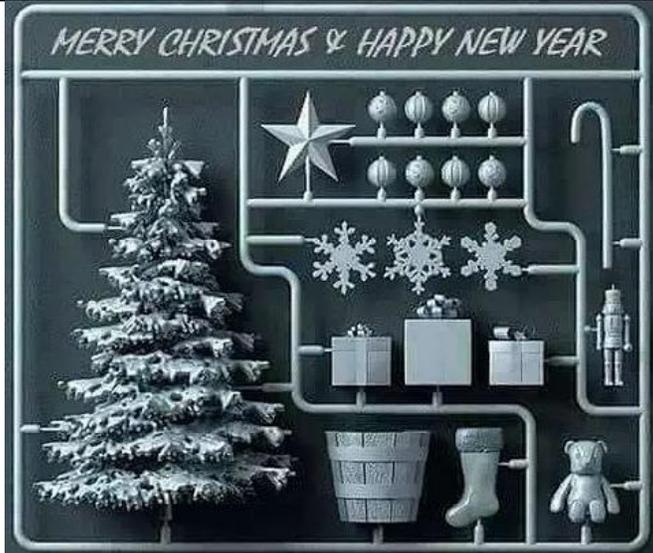
MODEL CAR BRIEFS

LONG ISLAND AUTO REPLICAS SOCIETY

Newsletter Stuff:	Club Staff:
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*January Meeting themes:
Collect Dues & Discuss 2023
LIARS Challenge Assignments*

Welcome to the 2023 New Year's Edition



We've started 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: **Paul 'Hammer' Drago, Gary Get It On Paper Weickart**

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

Wishing you & your family a Happy New Year

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

“CHANGE IS GOOD”

How many times have we heard that statement? Some of us may respond with apprehension and caution. Others will embrace the statement with optimism and enthusiasm. In the end, it all depends on how we perceive it, and how we are personally effected by change.

I am currently making a big personal change. There is a huge desire to challenge myself to push the limits of my skills and go outside my comfort zone. There are so many aspects of our hobby yet to be explored and tried. This will require my time to be spent on other venues in the modeling community.

Effective January 1, 2023, I will be stepping down from the position of Vice President and will no longer continue my membership with the LIARS club. The reason is not due to loss of enthusiasm. It is not a dislike or distrust of the club. It is not due to club policy. It is not personal toward any member or members. The reason is simply the need for me to change and peruse personal growth.

Let me take a moment to acknowledge all of you, (members past and present) who I call my friends. I couldn't imagine where I'd be if I wasn't a member for the past 24 years. Every one of you have taught me skills; shared insights and stories, and even life lessons I cherish.

I ask you to please be respectful of my decision, which is final. If for some reason the above is not made clear, I ask you please read this again, perhaps twice.

Remember, I am leaving the club, but NOT my friends.

You all have my contact info: but here it is again:

Cell: 516-592-2951 (preferred)

Home: 516-681-8439

E-mail: pauldrago426@gmail.com

Change is GOOD.

May you continue to enjoy this wonderful hobby of ours, and *KEEP BUILDING!*
Very Truly Yours,



Paul (The Hammer) Dra

LIARS Unofficial Official

Happy New Year to you all.

The first meeting of 2023 will be held on January 19 2023 at 730 PM and conclude at 930 PM.

It will take place in Blue Point, at the same location as our prior meetings. It is important that you attend because this meeting is going to pertain to our upcoming show.

I spoke with the gentleman who is in charge of the dates and he gave me a confirmation that the date will be Nov.11, 2023.

The show hours are from 9 am to 3 pm. The doors will be open at 7 AM for vendors.

They will help us set up on Friday from 4 to 6 pm. They will set up the tables as per our instructions. I will see before that date to give him the floor layout.

The fee will be \$1880.00, less the \$250,00 that is owed to the club from 2020.

We have a number of items to review with you and need your concurrence on these candidate decisions.

I wish to thank Paul "The Hammer" for all that he did for the LIARS.

The LIARS wish Alan good luck with his move to Tenn. the week of 1/08.

It has come to my attention that Ted P will not be returning in 2023. We wish him well!

That's it for now. Keep building!! Hope to see everyone soon. Pat

Hope to see you all at the meeting.

Stay safe, be well and God bless America

Pat Vecchio, President LIARS

As previously noted, Pat our leader of the pack, elected to host a Yearend get together in lieu of a meeting on 12/8/22 in Bellmore, LI. With the LIARS picking up the tab! Thanks Pat! Dr.V

Attached below are 2 pictures that Dr.V was provided, since he could not attend...



Is that Dave V with a beard...



Is that Vince exhibiting a peace symbol?

A boy's dream Christmas from 1962

Gary Weickart

I do hope you and your family had had a pleasant Christmas and a healthy New Year.

I know I would have been thrilled to see these gifts under the Weickart Christmas tree 60 years ago. But as we oldsters are all too aware, sometimes it takes a loooong time to get what we want.



Pictured is the huge AMT Authentic Model Turnpike from 1962, a 1/25th scale slot car racing set which used standard AMT 1962 dealer promotional car bodies. These were exactly the same as the annual kit car bodies except the hoods were modeled solid with the body shell. My set comes with one 1962 Thunderbird 2 door hardtop, with other AMT produced cars available for

separate purchase. The ones I have seen include a Ford Galaxie, Chevy Impala, Mercury Monterey, Pontiac Bonneville: all 2 door hardtops and all 1962 models.

This set was discontinued within months of introduction for a few valid reasons. First was its staggering price of \$49.95 for the entry level set which gave you only one car precluding any actual racing competition on Christmas day. Additional cars with the controller were priced at \$13.95. So, you can see that to have a competitive race, Santa would have had to shell out nearly \$64 bucks!

Considering that inflation has caused 1962 prices to grow by about 10 times the original price, today's Santa would be out close to \$650 in 2022 dollars to give his kid a race set!

The other reason for the AMT Turnpike sets early demise was its huge size. The basic oval was 9 and a half feet long! I don't know about other households but I felt very fortunate to have my Father set up an 8 foot plywood table in the basement for my Lionel trains, then HO trains, then Aurora Model Motoring raceset.

The other kits pictured are 2 of my favorite Monogram models: one is the very cool 1955 Chevy Bel Air which could be built as a convertible or a 2 door hardtop and the other is the Yellow Jacket hot rod, a really tough kit to acquire.

In closing, I'd like to wish every one of you reading this a blessed, happy, and healthy New Year. Keep collecting and building.

See you at the meeting.

Gary Weickart

Thanks for your story!

Dr.V: I for one never had a model car item that I am aware of under my family apartment tree growing up.

Why? Because I never informed my relatives about my model car passion, until my best friend & I won a 3 legged race in 1958 to win a 1958 Pontiac SMP kit!

My dad did purchase me an American Flyer S Gauge Royal Blue train set over 70 years ago (on a layaway plan (\$1/week) since he did not have the \$10. to purchase it outright!) and had it running around our real Christmas tree in 1950! And I still

have this set! (Please don't share this with my wife (alias Trouble)/offspring who are on my case to reduce my various collections!)

As our offspring came along, I did purchase the Hess annuals for them (ok, I guess I'm a bad dad, I never bought one for our daughter! - so I should be prepared to be subject to current hysterical regarding...you can fill in the rest...) ...today I purchase only 2 HESS vehicles each year (since 2 of our sons are not interested) that cost me more in tax then the original \$1.29 selling price!

If I had it to do again, would I change? NO!

Why? Because my dad forced me to learn carpentry (as in how to build a train board/frame), electrical (how to wire) ...eventually - I became a systems level electrical engineer for over 40 years...

Now back to Gary's story...I had my own bedroom growing up since I was the only boy.

At Christmas time I slept under the American Flyer train board...it was a good thing that I did not walk in my sleep...can you imagine trying to go from under a train board in the middle of the night? Can you imagine coming home at night after hours and trying to sneak into bed under a train board...but that's another story or too...Happy New Year! Hope you can remember all of your previous good times! Bill Murray

Some Words from the Editor At Large

Your MCB staff wishes to convey our vote of confidence to our esteem new as in 2022 Unofficial Official for the thankless job he's doing for us ingrates either directly or assisting the other board members.



POWER. STYLE. BEAUTY. GRACE

CELEBRATING THE DISTINCTIVE HERITAGE OF THE AUTOMOBILE.

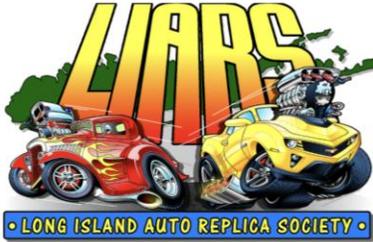
Remember those folks who made a difference in your life in 2022 (good or bad) and use the lessons learned to be a better you. Life is made up of people, events and decisions. 2023 is a time to start fresh. So surround yourself with good people, be active, happy and make 2023 great in spite of COVID 19. Dr.V

HOLD THE PRESSES! One more Holiday Party Picture resides on our website!
Thanks to the Pantaleone's for maintaining ther LIARS Website!



LONG ISLAND AUTO REPLICAS SOCIETY

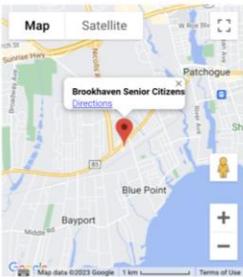
HOME NEXT MEET-UP OFFICERS PORTFOLIOS PAST/FUTURE EVENTS More...



Yes, I'm back in 2023 to continue my crazy rambling thoughts! Alternative is for you all to submit articles...Well this month Gary did!
Early New Year's Resolution: There were probably many, many times as in past years when I as your Ed. may have... Disturbed You, Troubled You, Pestered You, Irritated You, Bugged you, or got on your Nerves!! So today, I just wanted to tell you.... Suck it up!! Cause there **WONT ANY CHANGES planned for 2023!!**

Happy New Year! Out with the old, in with the new? Not so fast here... but don't fret the "old" isn't going anywhere. We want to keep the fire burning of the cars of days gone by; by developing models of these Works of Art. Adding another year is just a way of making this hobby stronger. We celebrate new and old and we look forward to the year ahead to see what will be exciting at the monthly meetings, model contests and flea markets. It's time to get busy, but let's pause and look at what else makes us and our loved ones happy.

NEXT MEET-UP



About Us...
 The Long Island Automobile Replica Society (LIARS) Club is dedicated to preserving and sharing the love of the Scale Modeling Hobby. We build automobile, trucks and motorcycles.
 We are expanding our monthly meeting preferences to include all scale die-cast vehicles, RC and slot cars hobbyists.
 At our monthly meeting, we hold a Buy-Sell and/or parts needed.
PLEASE NOTE:
Starting 2023, our meeting location has been changed!
 We will be meeting at Brookhave Senior Citizens, 39 Montauk Hwy, Blue Point NY 11715. The meetings will be on the third Thursday of each month, starting January 19th at 7 PM. Hope to see you all there!
Happy Holidays!

Holiday Party 2022



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

One way is to develop a new LIARS club travel display. We actually increased membership when we utilized the "John the Artist" car truck variant years ago. However, it was never intended to be transportable and eventually fell apart. We then moved on using Lenny's drag strip but needed too much support!

Now here is one that (IPMS) Howard Cohen utilizes! <https://public.fotki.com/howardcohen/dixie-mall-cruise/>



First Impressions



Something like this one should work! If you spend the time looking at it, you'll see great potential! LIARS could bring our TBD 2023 variant to numerous modeling &/or car events throughout 2023 & beyond. LIARS shall need a handout to give to potential new members that explains who the LIARS our objectives are, yearly show, etc. and most of all SHARE THE FUN FACTOR!

Please route your comments, suggestions etc. to Pat V. (Dr.V will underwrite expenditures – so let's just do something vs. continue the “he said she said” (Oh Oh, Dr.V has now violated some current liberal ...) Life goes on...

Now let return to the late 50s ...Step down to a scaled-down Hudson

A look behind Hudson's "Step Down" 1/16 size promo models. Compliments of: *Old Cars Weekly* / [Phil Skinner](#) (Dec 6, 2022)



Just like a real car, one of the first steps was to prepare the chassis, adding axles and wheels. There was no engine under the hood of each of these models.

Hudson famously advertised that it was time to step up to a “step down” Hudson when it advertised the first of its all-new postwar automobiles for 1948. Today, we use terms such as “bulbous” or “rolling bathtubs” to describe the Hudson’s smooth, “step down” styling. However, when the new Hudsons hit the market, these cars were considered sleek streamliners that exemplified the modern automobile.

The new Hudson’s design was credited to chief stylist Frank Springs, and his design was compared to many of the custom cars of the day — the chop-

top lead sleds coming out of West Coast shops, such as that of the Barris Brothers.

“Step down” wasn’t just an advertising line, as occupants actually stepped down into the lap of Hudson luxury and its recessed floor pans that cradled passengers, surrounding them with a new, all-encompassing frame. Hudson coined the phrase “monobuilt” to describe its new processes, and these new Hudsons were quiet, comfortable, easy to drive and, for the day, quite powerful.



Body shells were molded in clear plastic. Some models only had the driver’s side of the car painted while the passenger side was left transparent to demonstrate Hudson’s “Step-Down Zone.”

As a bonus, these new cars were quite agile on early stock car racetracks, and in the early 1950s, Hudson took more wins than any other manufacturer with legendary pilots Herb Thomas and Marshall Teague behind the wheel. This was an era when stock cars were regular production vehicles that had only been slightly modified. So close to stock were these stock cars that they were often driven to the tracks where they competed.

The incredible shrunken Hudson

Hudson was proud of its new “Step-Down Zone,” as the company referred to it, and in the spring of that

year, announced to dealers that a 1/16th scale “demonstrator” model car would be available. Precision engineered and detailed, these sedans were patterned after Hudson’s higher-priced Commodore series. According to factory numbers, the run was to be limited to 20,000 units, but it is believed more were actually produced. Car makers had been working with several toy makers as early as the 1930s to create miniature replicas of their automobiles. Dealers used these models to demonstrate a vehicle’s styling cues and colors. The miniatures could double as a sales tool, and as a promotional give-away item. Admirers of these miniature motorcars started to collect them, and it’s a hobby that remains strong today.



Clear plastic seats were installed on each chassis, which added to the demonstration goals of these wonderful 1/16th-scale demonstrator models.

Materials such as molded rubber or slush-molded metal miniatures were most popular for these promotional models. After the war, a better quality of die-cast was used, and one upstart company from Michigan — Aluminum Model Toys — came along and created a fairly well-detailed 1948 Ford in cast-aluminum. The following year,

AMT switched to injection-molded plastic and produced accurate models in a rainbow of colors. Unlike other car makers that sourced out the creation of their miniature cars, Hudson created its own in-house models. With advances in plastic, Hudson oversaw the creation of the molds and injection process. A special production line was set up right in Hudson’s Detroit assembly plant where hand-selected workers, mostly women, worked meticulously on the intricate parts. The final products were a fleet of handsome Hudsons recreated in 1/16th scale that were as attractive and impressive as the full-size cars. A recently discovered set of photographs unveiled the secrets of the production of these highly sought-after Hudson collectibles.



After the chassis was built up and the passenger seats installed, the pre-painted body was carefully cemented in place.

Creating a scaled-down ‘step down’

To create the miniature Hudsons, their chassis components — including the frame and floorboards — were cast in several pieces of colored plastic that were glued together. To the scale chassis, Hudson workers added the front suspension and a rear axle, plus four whitewall tires on each wheel. Each wheel was adorned with a silver-painted hubcap, complete with a red triangle in the center. From another

corner in the plant, model bodies were molded in clear plastic, and after each body was cleaned and trimmed, a special painting process was used. The models were available in two basic colors: two-tones of green and two-tones of red. Some of the cars had only the left side of their bodies painted, which allowed dealers to show, in miniature, just how roomy and comfortable the “Step-Down Zone” sedans were.

After a model’s chassis was completed, front and rear seats, also molded in clear plastic, were attached to the chassis, followed by the careful attachment of the main body.



One of the finishing touches was installing the removable front clip, which was painted to match the body, and bright silver plastic for the front grille and bumper.

Another part of the assembly process was the buildup of the model’s front clip. The hood and fenders were molded as a single unit and painted to match the body colors. The front grille and headlamps were highlighted in argent paint, while a chrome front bumper was attached to the assembly. These were painted the same color as the body of the model car. No engine or transmission was included with the model, which may have disappointed some collectors, but the lack of engine allowed dealers to further demonstrate the advantages of Hudson’s “step down” design. Front

clips were then snapped into place on the cars so they could be removed when being shown to customers.

Once the completed car was inspected and any errors corrected, they continued down an assembly line to the packing-and-shipping department where each car was individually wrapped in tissue and placed into a specially marked cardboard box that told everyone that the new miniature models of the “new Hudson’s” had arrived. These boxes were packed six to a case.



Once completed, these demonstrator models individually wrapped, boxed and sent to Hudson dealers across the land.

Model cars were rationed; small dealerships were allowed to purchase two of these cars, while larger dealerships could order up to five. At a substantial cost of \$4.95 each, these were not cheap, but to help sell a new Hudson at about \$2,400 per car, the models were a bargain.

WOW! Can you imagine what one of these models would cost today (given inflation alone)? You be the judge... here's some help...

<https://www.in2013dollars.com/us/inflation/1948>

The U.S. dollar has lost 92% its value since 1948

This means that today's prices are 12.37 times higher than average prices since 1948, according to the Bureau of Labor Statistics consumer price index. A dollar today only buys 8.087% of what it could buy back then.

Comparison to S&P 500 Index

The average inflation rate of 3.46% has a compounding effect between 1948 and 2022. As noted above, this yearly inflation rate compounds to produce an overall price difference of 1,136.56% over 74 years.

To help put this inflation into perspective, if we had invested \$100 in the S&P 500 index in 1948, our investment would be nominally worth approximately \$278,812.89 in 2022. This is a return on investment of 278,712.89%, with an absolute return of \$278,712.89 on top of the original \$100.

These numbers are not inflation adjusted, so they are considered nominal. In order to evaluate the real return on our investment, we must calculate the return with inflation taken into account.

The compounding effect of inflation would account for 91.91% of returns (\$256,265.51) during this period. This means the inflation-adjusted real return of our \$100 investment is \$22,447.38. You may also want to account for capital gains tax, which would take your real return down to around \$19,080 for most people.

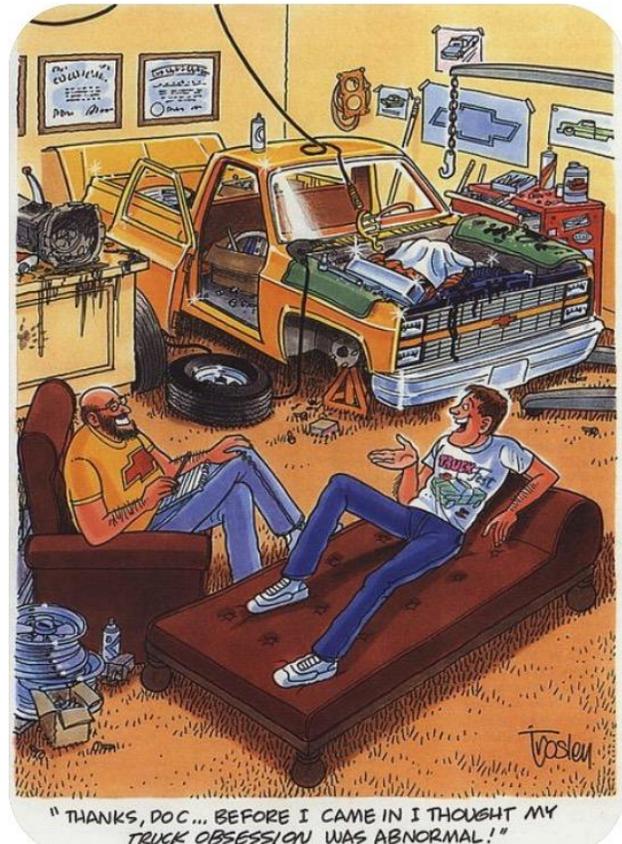
Investment in S&P 500 Index, 1948-2022

Original Amount	Final Amount	Change
Nominal	\$100	\$278,812.89 278,712.89%

**Real Inflation Adjusted \$100 \$22,547.38
22,447.38%**

Information displayed above may differ slightly from other S&P 500 calculators. Minor discrepancies can occur because we use the latest CPI data for inflation, annualized inflation numbers for previous years, and we compute S&P price and dividends from January of 1948 to latest available data for 2022 using average monthly close price.

Then there is ...



BOTTOMLINE it's your club! Hope to hear from you, I plan on releasing this Jan 2023 MCB without your pearls of wisdom. Enjoy your New Year, stay safe, ...Dr. V

Now back to plagiarizing...

A Short History of Pocher-Rivarossi



Arnaldo Pocher was born in Trento on 23 September 1911, where he spent his infancy and first years of youth, and where he

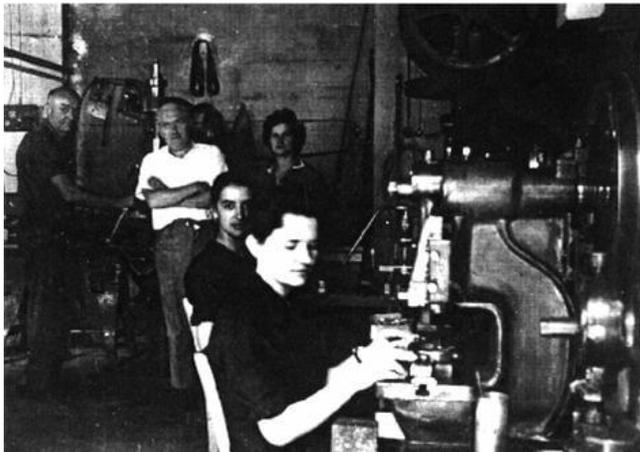
concluded his scholastic career by attending the school for goldsmith-engraver and started work in a goldsmith workshop. In 1932 he moved to Turin to carry out his trade.

In the first years of the post-war period he came into contact with railway modeling and in 1948/49 he realized his first production of some components for a Turinese store, followed in 1950/51 by train signals and platforms. In 1951/52 he founded the "Pocher Micromeccanica S.n.c." together with Corrado Muratore (who took care of the administrative and commercial duties) producing from 1952 train signals, platforms and points, using innovative production techniques.



Arnaldo Pocher

In the post-war period toys were fashionable and many were produced in Italy and abroad, for example by firms like Rivarossi and Marklin, which evoke a glorious past to the railway model enthusiast.



Railway Modeling Component Production

They were truly industrial products, beautiful and technically advanced, but Pocher had the idea to make an even more refined semi-artisan creation, not only for the internal market, but especially for the foreign market. They founded the "Corrado Muratore and Arnaldo Pocher Company": the first one was the manager, the second one the technician. The company was situated in a small suburban villa with annexed workshop, in the Via Foglizzo number 2; the number of staff could be counted on the fingers of one hand. Arnaldo Pocher was a skilful engraver, with great patience and a fiery passion, ideal characteristics for the work he was undertaking. Muratore was a man full of initiative, with all the necessary qualities to start a company from scratch and to achieve ambitious goals. The first catalogues presented ingenious accessories for plastic railways, freight and passenger carriages in white metal and later locomotives and motor carriages. They issued authentic masterpieces that excited those who love true models and they soon presented a tough challenge for the big companies.

The Pocher carriages, embellished with the refined carvings of their creator, became a "myth" for those who, boy or adult, loved to play with electric trains and they still are for today's collectors. They were rather expensive, but they were well-made and produced in limited series, which is why they are much sought after. In the United States they sold like hot cakes and on the ill-fated day in 1956 when the Andrea Doria sank in the Atlantic Ocean, thousands of carriages and other Pocher material in her hull ended up on the bottom of the sea.

The switch to automobiles happened in 1956 when Rivarossi was commissioned by Fiat to produce models of the 600 and 500 that would be issued shortly after the presentation of the real cars. The bonnet of the 600 could be opened to reveal the

spare wheel; both models were equipped with steering and an electric motor.



Fiat 500

The quality of the reproduction was very good and curiously enough they were sold in a box with the text "Fiat 600/500 disassembly model", the exact opposite of today's kits, and with instructions for taking the model apart.

In 1961 Fiat commissioned Pocher, the emerging Turinese company, to produce a series of models of the "1300" that would be presented at the Turin Automobile Show in April. Pocher had very secretly received the construction plans of the car some months before the launch, so the deal was closed in great secrecy and formalized with many notarial deeds. Punctually, the model was ready in April and aroused quite a stir. Realized in 1:13 scale, like the previous ones, it came in an elegant box, it had working steering, the hood could be opened to reveal the reproduction of the engine, it had an electric motor, sculpted tires and a faithful reproduction of the front and rear lights.



Fiat 1300

In 1963, Pocher is transformed into an S.p.A. and capital comes in from Rivarossi, of Alessandro Rossi, which provides the resources for placing the model railway production that is now consolidated, next to the new automotive passion that, thanks to a carefully chosen reproduction scale, could stupefy the enthusiasts with a quality never seen before.

In 1964 the operation is repeated for the launch of the "850": in his mini-factory Pocher works once again in great secret and the model appears together with the real car on May 5.



Fiat 850

The Fiat "1300" and "850" were the first models of a long series that lasted nearly 15 years during which every new car introduced by the Turin factory was followed by a model in 1:13 scale, the last one being the "132".

They were excellent and true-to-scale models, but not yet the authentic masterpieces of Pocher. We must go to the year to 1966 to witness the real leap in quality. By that time, the original premises had become too cramped and the factory had been moved to Via Ambrosini 8, where it had much larger rooms, new equipment and a greater number of laborers.

At the International Toy Fair in Milan in January 1966, the Pocher stand shows the prototype of a maxi-model that astonishes everyone. It is not a

contemporary car but a historical one: Muratore and Pocher had visited the Automobile Museum of Turin and had decided to make a model "with a moustache", an unprecedented specimen, destined to baffle their international markets as well. It was the Fiat F2 "130 HP" with which the legendary driver Felice Nazzaro had won the Grand Prix of France of 1907. Scale 1:8, approximately 50 centimeters long.



Fiat F2 130 HP

The acronym "F2" represents the race number, in fact the regulations required that the cars came marked with a letter that indicated the team and with a number that identified the pilot. Therefore Fiat had the letter F and number 2 was for Nazzaro.

Adding to the impressiveness of the model was the incredible amount of parts and the following data may give an idea. The total number of pieces was 823, subdivided in 144 high-resistance plastic parts, 173 in brass, 506 in other materials like steel, iron, copper, leather, rubber and aluminum. The model came on sale in an assembly kit and also in a mounted version, in 1967, with glass show case.

Pocher had established a new point of reference and presented the enthusiasts with a reproduction of such quality, precision and completeness that it could rank among the masterpieces of the most celebrated modelers on a national and international level. Needless to say that the success was so huge that the Pocher Company began to think of a

second "giant" right away. After the necessary market research and assessing many proposals, the attention focused this time on an equally glorious Alfa Romeo, the "2300 8c" Monza 1931-34, the car that had collected a spectacular series of successes with ace drivers like Nuvolari, Campari, Varzi, Caracciola and Trossi.

Alfa Romeo submitted the original designs and relevant documentation and Pocher exceeded himself so much that there was already an abyss between the Fiat and the Alfa. To get an idea of its perfection one should know that the model consisted of 1452 pieces (629 more than the Fiat) with an integral reproduction of the engine, the chassis and several mechanical components, with steering and working brake system. Splendid were the spoked wheels that were created with steel thread. In the beginning it cost 72,000 Liras mounted and 28,000 as an assembly kit. It was 1968: in only two years Pocher had dealt another sensational blow.



Alfa Romeo F2

But this was not the end. A change in the staff must meanwhile be recorded at the Turin factory: in 1968 Mr. Pocher leaves the company and is succeeded as production manager by Mr. Gian Paolo Altini, also a very skilful modeler, expert of cars and trains, already in the company since 1960. In two years time - we are in 1970 - we see the third novelty appear. Encouraged by the vast acclaim around the world, Pocher decides to play a card

aimed at increasing its prestige abroad even more. Out comes the name everybody had waited for: Rolls Royce. The choice falls on a luxury car of 1932, the "Phantom II" Drophead Sedanca Coupe that is realized with the help of the original designs made available by the English company and thanks also to the collaboration of the collector who owned the real car.

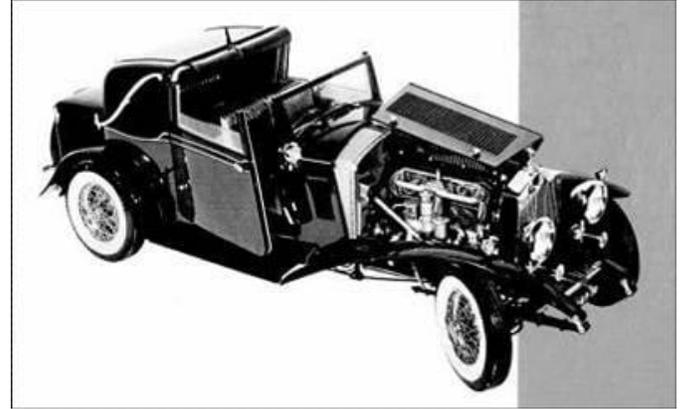


Phantom II Drophead Sedanca Coupe Component

Pocher's ascent does not stop and reaches record heights again: the astonishing **Rolls consists of 2199 parts**, of which 454 in high resistance plastic, 1059 in brass, 430 in stainless steel, 256 in various materials. The wealth of detail and the mechanical functions are impressive,: it can be said that the whole car was reproduced in minute detail: fully functioning steering and suspension, pedal brake operating on the four wheels and hand-brake on the rear wheels, working electrical headlights operated from the dashboard, the drive train complete with connecting rods and pistons, repeats all the movements of the real thing when the starter crank is turned by hand and with belts and gears puts in motion the radiator fan, the dynamo and the magnet. Connoisseurs and traders stood with open mouth.

(PS Before Dr.V forgets, he would like to thank Andy B. for routing these goodies, along with encouragement to the LIARS upcoming 2023

meetingd= even though he along with Ernie could walk to the 2022 meeting hall...)



Phantom II Drophead Sedanca Coupe

On July 1st, 1972, when the fourth model, the Alfa Romeo Touring 1932 (variant of the previous Alfa), is almost ready, a furious fire destroys the Pocher plant and brings production to a halt. After some months the factory reopens in Collegno in the Via Adamello 12 and here work commences on the fifth model that will appear in 1975: the Mercedes-Benz "500 K/AK" cabriolet 1935. It is another magic of Pocher.

The real car, a unique specimen owned by a Turinese collector, comes directly to the plant and here the technicians analyze all necessary particulars for nearly two years. The spectacular model that comes out consists of 2378 parts (another record), is 66 centimeters long and does not come short of the original in any respect.

Unfortunately, the Mercedes is the swan song for Gian Paolo Altini, who passes away prematurely before the release of his masterpiece. It is another hard blow for the company, but once again they succeed in raising the head thanks to the tenacity of Corrado Muratore and also to the contribution of another great modeler, Mr. Franco who takes over the heritage and contributes to carrying on with the activities.

Using partially the mechanics of the Rolls, Pocher introduces its sixth model in 1977: it is the reproduction of the "Torpedo Phantom II

Convertible", a one-off car constructed by coach builders Thrupp & Maberly for the Maharaja of Rajkot. Another dream car to which Pocher dedicates all just commitment: it consists of 2905 and measures 72 centimeters in length. Particularly refined is the interior furnishing with padded walls and upholstered seats with real leather. Characteristic is the saffron color that is said to have a religious significance in India.



Rolls Royce Torpedo Phantom II Convertible

Three years later Pocher, meanwhile having moved to Brandizzo, introduced its seventh model and another historical name is entered in the golden book, the one of Bugatti. The car reproduced was the fantastic "50T" of 1933 that combined power and refined technique. The characteristics did not differ from the previous models and were perfectly in line with the tradition. This car concludes the Turinese history of Pocher which has by now become property of Rivarossi, and is transferred to Como in 1981. Here they introduce other models of contemporary cars, unfortunately less spectacular than the previous ones, such as the Ferrari "Testarossa" and "F40" and, finally, the Porsche 911.

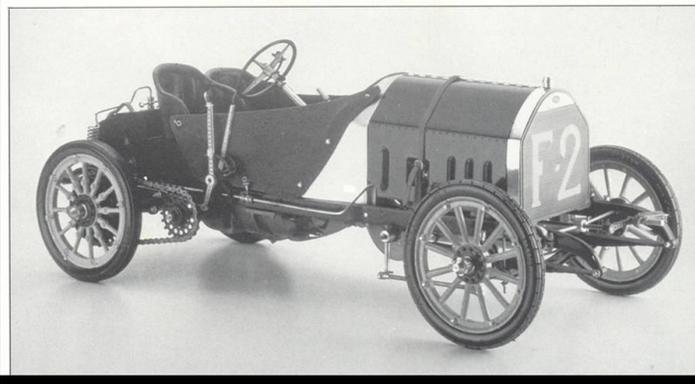
In the centre page of the 1995 catalogue appears the prototype of the Ferrari F50 with reference number K62. This model never entered into production because, allegedly, the prototype was stolen in Milan together with the car that contained it and Rivarossi did not have enough financial means to repeat the operation. The 1995 catalogue was quickly reprinted with only the Mercedes with

reference number K91 on the centre page and nothing is heard of the F50.

The bankruptcy of Rivarossi and its sale in block to the English company Hornby have concluded the history and the production of Pocher, so far. Only thanks to EBay it is possible to acquire and to sell these wonderful models and to find any parts necessary for the restoration.



In alto lo stabilimento Rivarossi di Como dove attualmente vengono prodotti i favolosi modelli in scala 1:8. In basso il primo modello della serie Pocher: la Fiat «130 HP», vincitrice del Grand-prix di Francia 1907.



Pocher-Rivarossi

Production

Classic models Original Series

- K70 Fiat 130 HP Grand prix de France
- K71 Alfa Romeo 8c 2300 Monza
- K72 Rolls-Royce Sedanca Coupe Phantom II
- K73 Alfa Romeo Spider Touring Gran Sport
- K74 Mercedes Benz 500K/AK Cabriolet
- K75 Rolls-Royce Torpedo Phantom II Convertible
- K76 Bugatti 50T

Subsequent variants

- K77 Fiat F-2 Racer
- K78 Alfa Romeo 8c 2300 Monza "Muletto"
- K80 Mercedes Benz 500K "Sport Roadster"

- K81 Alfa Romeo 8C 2600 "Mille Miglia-Scuderia Ferrari"
- K82 Mercedes Benz 540K "Cabrio Special"
- K83 Rolls-Royce Phantom II Ambassador
- K84 Bugatti 50 T Coupe Deville
- K85 Mercedes Benz 540K "Classic Roadster"
- K86 Bugatti 50T Surprofile
- K88 Fiat F-2 Racer
- K89 Alfa Romeo 8c 2300 Coupf© Elegant
- K90 Mercedes Benz 540K "Rumble Seat"
- K91 Mercedes Benz 540K "True Roadster"
- K92 Alfa Romeo "Dinner Jacket"
- K93 Mercedes Benz 500K/AK Cabriolet
- K94 Mercedes Benz 540K Cabrio Special
- K95 Mercedes Benz 540K "Rumble Seat" Trucks
- K79 Volvo F-12 Turbo Truck
- K87 Volvo F-16 Globetrotter

Prestige series

- K30 Porsche 911
- K31 Porsche 911
- K31 Porsche 911 "Silver Plated" Exclusive

Limited Edition

- K31 Porsche 911 Cabrio" Limited Edition
- K32 Porsche 911 "Yellow" Limited Edition
- K33 Porsche 911 "Blue" Limited Edition
- K34 Porsche 911 "Red" Limited Edition
- K35 Porsche 911 "Racing" Limited Edition
- K51 Ferrari Testarossa Coupe
- K52 Ferrari Testarossa Spider
- K53 Ferrari Testarossa Coupe "Black Star"
- K54 Ferrari Testarossa Spider "Sportster"
- K55 Ferrari F40
- K56 Ferrari F40 "Yellow"
- K57 Ferrari F40 G.T
- K58 Ferrari F40 G.T
- K62 Ferrari F50 (not taken into production)

Meanwhile.....

In 1972, Arnaldo Pocher founded the AR-PO brand

(Arnaldo Pocher) and he remained in full activity until his death by a tragic accident in 1989. The company produced accessories for trains in pewter fusion, among the several important collaborations were those with Metropolitan and MCA of Lugano, from 1975 to 1989.



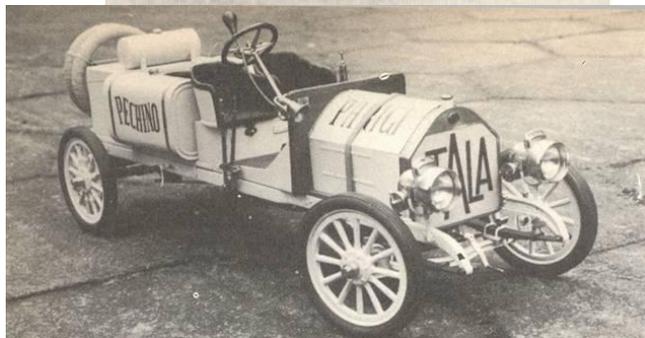
Arnaldo Pocher

Next to the numerous realizations of trains, the company returned to an old love, the cars in scale 1/8, introducing in May 1981 the famous Itala Grand Prix of the Raid Peking-Paris of 1907, realized with the aid of son-in-law Adelmo Canali, famous Turinese modeler. It entered in production in 1983, as an assembly kit under the brand name Metrop-ArPo (Metropolitan - Arnaldo Pocher). This spectacular model measured 57 centimeters and consists of approximately 600 parts, in pewter, brass, copper, high resistance plastic, aluminum and leather. The production was limited to a numbered series of 350 in all.

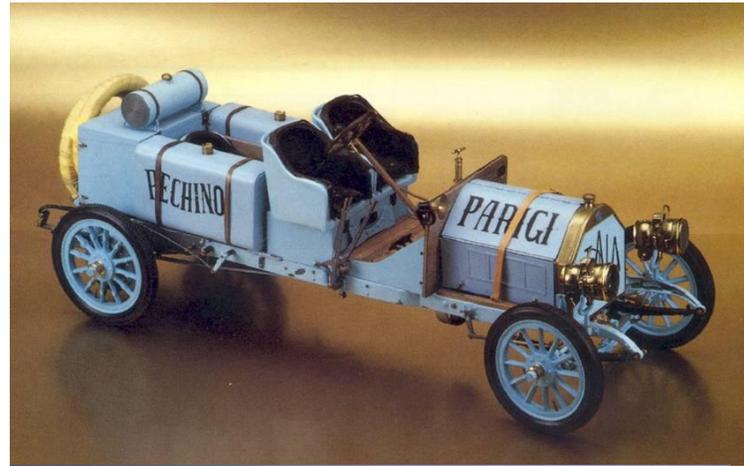
Unfortunately this model, in the light of the years gone by, has a very serious and irresolvable problem: all the parts in pewter, (spars of the chassis, front axle, motor base, differential, great part of the levers, tank, brakes, headlights, radiator and parts of the body), are often irremediably damaged by aging and they crumble under their own weight or as you handle them. This particularity leads the model to "self-destruct". Only a reconstruction work by means of silicone rubber moulds and using polyurethane resin (in order to lighten the weight) and white metal (for the smaller pieces) for all pewter parts can save this very beautiful model, allowing for a reconstructive restoration faithful to the original.



Itala Grand Prix of the Raid Peking-Paris



Pre-serie, at the first presentation in England in 1981



The same "pre-serie" at the presentation in Italy in 1981, will be produced in 1983

Some more models:



Mercedes Benz 500 K/AK 1935.



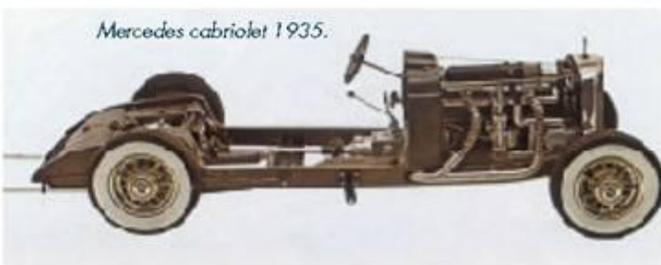
Fiat 130 HP 1937.



- Quattroruote n. 3 del 1987 di Edoardo Massucci, pag. 22;
- Quattroruote n. 190 del 1995, pag. 45;
- Quattroruote n. 4 del 1987, pag. 4;



As is the LIARS tradition, we are grateful (above)...



• **Bibliography:**

Much is taken from the following sources:

- ACI NEWS n. 4 dell'Ottobre 2003 di Edoardo Massucci, pag. 32;
- Antonio Sartori Borotto del Gruppo Fermodellistico Feramatoriale di Trento;
- Modelli in Europa n. 98 dell'Ottobre 1975, pag. 13;
- Modelli e Collezioni n. 110 del Marzo 1977, pag. 17;
- Mini Auto Sprint del Novembre 1981, pag. 53;
- Mini Auto Sprint del Febbraio 1980, pag. 46;
- Mini Auto Sprint del Febbraio 1979, pag. 9;
- Auto Modeller di Maggio 1981, pag. 68;



In Response To: My wife said she wanted a boat, so... *PIC* (T Jessee, esq.)

We sold the real one, but kept this 1/24 scale model. By: Dave @ RnD (emeritus)



It is a custom commission model that we had made. SDmodelmakers.com they advertise in boating magazines.

Speaking of V16's...the November Octane magazine has an advert for a 1/8th scale 1933 Cadillac V16....only 495.00 UK pounds...

I hope you and yours are all well and safe from the virus. It's been a tough year for everyone, dealing with Covid-19, ...etc. and may have to shelter in place. But, we made it through 2022, and hopefully, things will start to improve for us, our families, our friends, and all that have been struggling through this pandemic. Hopefully, I'm speaking for everyone when I say we are blessed. When we think about it, we have our homes, our families, our friends, food on our table, shoes on our feet, and of course, our wonderful collector car &/or model car hobby.

Dr. V wishes to remind the LIARS again, this is intended to be your newsletter – Please support!

Big Daddy Steve Blake could not provide an article this month, since his significant other utilized his computer to access the UNFRIENDLY INTERNET LINK TO SOCIAL MEDIA WHICH CORRUPTED HIS OLDER COMPUTER! PLEASE MAINTAIN A CURRENT BACKUP OF FILES, PICTURES IN THE EVENT THAT YOU SUFFER A SIMILAR CULLAMITY!!! TODAY'S COMPUTER RESTORERS NO LONGER HAVE THE ABILITY TO RESTORE OLDER COMPUTERS/SOFTWARE! WOW!

That's it for this month (almost)- - -**Now enjoy the holidays and then go build a model**

LIARS Annual (2023) INPUT SHEET:

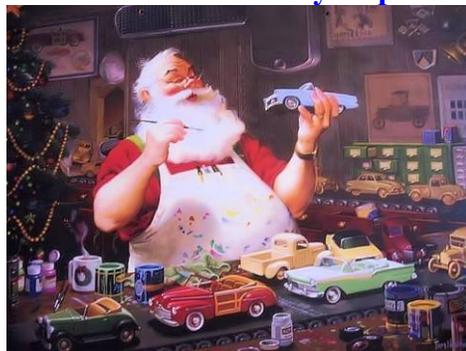
Here is your chance to have some input into this club without having everyone know where it came from. If you have a suggestion, an idea, or a problem you would like to discuss please put it in righting on this sheet and it will be discussed at the next meeting. Please bring your filled out sheet with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

PS can you provide DR. V with your overdue 2023 survey responses?



Until next Christmas

enjoy building!