

**LEND A HAND AND BRING A CAN!**

# **LIARS MODEL CAR BRIEFS**



*Meeting themes:*

**"Vehicles from 1980-1989"**

*Discuss further planning for remainder of year, Model Car Challenge, ect...*

Newsletter Stuff:	Club Stuff:
<p><b>Richard Manri</b>          (631)-589-6876  <a href="mailto:picorro93@gmail.com">picorro93@gmail.com</a></p>	<p><b>Dominick Gerace</b>          (631)-834-4223  <a href="mailto:Superbird440@juno.com">Superbird440@juno.com</a></p>

**• LONG ISLAND AUTO REPLICAS SOCIETY •**



**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 33rd 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 "Mickey" Gerace, Bill Murray/Doc. V, Thomas A. DeMauro (for Hemmings), Tara Hurlin (for Hemmings), David Conwill (for Hemmings), Bryan McTaggart (for Hemmings)*

### **From our LIARS Unofficial Official**

***Hello everyone! Every once in a while, a surprise comes from out of the blue. This very thing happened to me a couple weeks ago.***

***A friend of mine, Dan Doane in Arizona, sent me a message with a link to a YouTuber and his recent "Got Fuels" blog. He was going over some new model kits and also some tools and such. He also had the most recent issue of Model Cars Magazine.***



***All Dam said in his message was to skip to 12:45***

***The YouTuber briefly gave an overview of each page in the magazine. Lo and behold, there was a feature on my replica Superbird build. Apparently, they took it right off the model message board site. They included a***

**bunch of pictures of the built and also a photo of my car!**



**It's so cool with stuff comes out of the blue like that. A few days later, a bunch of my friends contacted me about the article. So keep an eye out there! You never know where your works of art will end up!**



**That's all for now, don't forget to bring a canned good for the pantry and whatever 80's Mustang or Stranger Things replica you're working on! See you on Thursday!**

**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 sporadic about this, but think about those who are much less fortunate than us.**

**See you at the meeting!**

*Your unofficial official,*

*Dominick "McMonte" Gerace,*



Remember those folks who made a difference in your life in 2023 (good or bad) and use the lessons learned to be a better you. Life is made up of people, events and decisions. 2024 is a time to start fresh. So surround yourself with good people, be active, happy and make remainder of 2024 great. Richie.

### *Some Words from the Editor At Large*

Well, it's been one year since yours truly took over MCB duties following Dr V's departure (he still provides materials and submissions, thank you very much). It was a very hectic period last year, for not only our club but some our members. Rich Argus' passing sent shockwaves through members current and longtime, and the tension was already intense before with issues regarding show planning and finances. I myself was going through post-breakup and being frustrated with life among other things, I even had a mental episode last August and got sent to Stony Brook Mental ER! Things like that all happen to us one in our lives, just gotta overcome and evolve fro them.

Time and going through life takes a while to heal things, but like our club I think

things have drastically improved since last year. Dominick "Superbird" became our unofficial official and other members assumed the roles of VP and secretary.

I'd like to thank everyone for their roles and hard work in improving the club and making the meetings fun again! I'd also like to thank John ""The Artist" Pantaleone for his work in getting logos, designs, and flyers for our club and his wife Pauline for her work on the website and managing the digital end of artworks. Their contributions are vital and we couldn't really do such without them.

I'd like to congratulate Dominick "Superbird" on having his work featured in a MCM piece. It feels good when someone likes your work and features it on a wide scale!

This year 2024 has been great for us so far, we got some new members and several returning ones. With the new leadership working together (pretty much) drama free and making the club a fun, welcoming environment once again, we can continue to plan ahead, thrive and get new blood in our club... Maybe someday we could get enough of us to build a new Club display in memory of former leader Rich Argus...

Summer is basically here, yet the warm weather is kinda late this year? Lots of nice days to paint outside without it being over 90 degrees. Usually May and June were the early scorcher months, but then again we've been having warmer than normal winters so anything goes I guess.

This month's theme is rides from 1980-89. Several manufactures made 80's cars unlike the modern lineups we have now. Many of us have dozens of these even sealed right-o? Can be

anything from that era, even municipal vehicles and trucks.

Also, while yours truly was out in Rocky Point helping baby nephew, wen to Hobby Lobby in Riverhead for the first time and it's a bigger store with more models than the Bayshore and Commack stores! They also have the MPC Dodge Demon and AMT '60 Ford P/U 40% off (bi-weekly) if anyone wants `em.

That's all the main bits I got here. See you all Thursday the 20th<sup>th</sup>.

I understand many of you have been busy with life things as I, but we need our members to provide content such as write ups and/or neat for your editor to include for the MCBs. I've had several provide me content for this month, thanks Dr. V. But otherwise I can't do everything alone so anything from you all will help.

For those who haven't received the recent MCBs or wish to view past ones, they can download them here <https://www.liarsmodelcarbuilders.com/newsletters>

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.

Keep in mind that article submissions close on the 2nd Friday of the month, so that MCB delivery can take place the Saturday or Sunday prior to the 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.

*Per the last few months, anybody have any rare and crazy/unique box arts to add for the next issues?*

**Dr.V's Colum**

## Collector and dealer types

*This article was originally published in the December 1990 issue of Classic Toy Trains. John Grams was a longtime contributor and author of CTT's Q&A column. He also wrote a number of toy train/hobby books. He died in 2011.*

*How do you think this article holds up today? Route a comment about the "characters" you've encountered at shows to he MCB editor...*

Dave Bennett drawing

I like to watch people, particularly when they're having fun. For the past nine years I've regularly attended train meets and shows. Although I can usually be found behind a dealer's table, I'm not a big-time seller. And, if I don't do a lot of selling, I can't do a lot of buying, so I've had the time and opportunity to take in the action and observe the unforgettable characters on both sides of the tables.

The same types of people are found at collectors' confabs everywhere. You'll find them at the large annual or semiannual extravaganzas sponsored by the national organizations, down to the local events held in some back room. So here they are, a rogues' gallery of 40 such types, evenly split between dealers and customers.

### Dealers (as seen from the customer's perspective)

Wholesale Herman

Has 14 tables piled high with new merchandise from all of the leading manufacturers. His prices undercut the competition, both advertised and unadvertised. He claims he sells everything for "cost." When asked how he can do

that and stay in business, he shrugs and explains that he buys below cost.

### **Dealer Wheeler**

Fancies himself to be Wholesale Herman's major competitor and positions his table complex accordingly. Formerly in the gasoline business, he often starts price wars just to get Herman steamed. He says he doesn't care if he loses money on every sale. When asked how he can do that and stay in business, he explains that he makes it up in volume.

### **Parts-is-Parts Bart**

Carries thousands of items in fishing tackle cases and browser boxes and on pegboard racks. He has parts for obscure trains made 50 years ago, but never seems to have the one you need.

### **Train Paper Chase**

Deals in old railroad timetables, magazines, catalogs, and other train-related paper items, many of which are badly mildewed and crumbling into dust. His customers find his table by sniffing the air or by listening for the sound of sneezing.

### **Bad Meet Pete**

Complains constantly about his lack of sales and threatens to quit coming to the meets. He's been carrying around the same overpriced merchandise for the past three years.

### **Audio Augie**

Demonstrates state-of-the-art electronic train sound effects equipment at a decibel level that is always far out of proportion to the scale of the models.

### **No Price Brice**

Never tags anything. The price of an item, one suspects, is determined by how much he thinks the customer is carrying.

### **Madison Avenue Melvi**

Dressed in a suit and tie. Show the slightest interest in something or ask a question, and he launches into a canned 30-second commercial about it.

### **Spray Wax Max**

Everything on his table shines.

### **Durward the Dumper**

He never unpacks, just opens his boxes and pours their contents onto the table.

Vinny the Intimidator. Dave Bennett drawing

### **Vinnie the Intimidator**

Has a very high sales volume. He's tall and muscular and stands erect, with his chin out and his arms folded. Pick up an item, and it's yours. No one has ever dared to make a lower offer.

### **Hector the Erector**

Spends hours constructing elaborate display shelves, back panels. and outriggers, all clamped

### **Pink Convertible Floyd**

Always shows up with his sexy wife or girlfriend. She does the selling, while he sits back and handles the money.

### **Cellophane Blaine**

All his stuff is neatly packaged and wrapped in plastic bags. He claims that this keeps items from becoming shopworn, but it also hides some of their flaws.

### **Blue Light Bennie**

Spends most of the time at the meet repricing things. He's especially good at this when someone is watching him. His tags always reflect "drastic reductions," "markdowns," and "closeouts." His big scam: He will reduce an item's price every hour until it's sold.

### **Bad Light Dwight**

Sets up in a far corner or unscrews the bulb directly over his table to enhance the condition of his merchandise.

### **Flea Market Fred**

Has a few trains on his table, but really deals in surplus sweat socks, ashtrays, belt buckles, auto pans, and plumbing fixtures.

### **Oppenheimer the Operator**

Always has a layout of some kind chugging and blinking to attract customers to his table.

### **Whiskey Carton Martin**

All his trains are displayed in the compartments of old liquor boxes. This is fine if you can recognize the piece you're looking for from its end.

### **Out to Lunch** (no last name)

Nobody knows him because nobody has ever seen him. He comes early and loads his table with interesting items. Then he disappears for the rest of the meet.

### **Customers (from the dealer's perspective)**

#### **Frankie the Finger**

Touches everything on the table. He specializes in poking, probing, and spinning wheels. When he picks up an item, he makes sure that his sweaty palms are over the rubberstamped lettering. His prints wind up on everything at the meet, but he usually leaves empty handed.

#### **Hal the High-Roller**

Carries around a huge wad of bills, which he flashes at every opportunity. However, no one has ever seen him spending more than \$2 a time.

#### **Miller the Scratchbuilder**

Religiously attends every meet, trying to find missing parts for a locomotive or carbody that he bought for a bargain price. He's very persistent and is often able to piece together a \$20 item for about \$40.

#### **Trader Vic**

Carries around a box of battered Scout locomotives and plastic cars, which he hopes to parlay into a Lionel No. 773.

### **Boss Hogger**

Obsessed with the desire to own every train that was ever made ... not a copy of each one, but *every train*.

### **Henpecked Henry**

Attends each and every train show within a 500-mile radius of home. They're his only excuse to get out of the house for a while.

### **Lowball Lenny and Would-Ya-Take Gary**

Usually operate as a team but have been known to do a single number from time to time. They talk loudly to each other, generally casting aspersions about condition and denigrating the merchandise. Their theory is that the seller may offer them a reduced price just to get them away from the table. Sometimes it works.

### **Percy the Purist**

Wouldn't think of buying a train unless it had all the original dust on it.

### **Archie the Antiquarian**

Collects only obscure early pieces by Voltamp, Elektoy, and Boucher. He never finds anything, but he's never disappointed either. Probably the only guy who leaves a meet with all the money he came with.

### **Lionel Krylon**

Has the urge to repaint everything he owns, right over the nicks and rust.

### **Pocket-Guide Clyde and Want-List Willie**

Both walk around all day, happily thumbing through their little books.

### **Greg Garious**

Always starts a long conversation with four of his friends right in front of your table. Meanwhile, everyone else has to go around them without seeing what you have for sale.

### **Dave Bennett drawing**

### **Bruce the Bag Man**

Walks around carrying a shopping bag full of stuff. He usually hangs out with Greg Garious and sets his bag on top of your merchandise while they gab.

### **Last Week Louie**

Says he found a train just like the one you have for sale last week, in better condition or cheaper.

### **Sidestep Sidney**

Can be seen with his hands in his pockets, facing the tables, seriously contemplating every last detail on every item. He never looks up or down. He never takes his hands out of his pockets. He walks only sideways.

### **Know-It-All Paul**

Lets you know he's an expert, who's seen and handled everything (as he's handling your merchandise). He can tell by the solder joints on your locomotive how much vino Mario Caruso had for lunch on the day it was made. This is the same guy who will swear up and down that Lionel, Ives, Flyer, or even Marx never produced such a variation. Never! Never! Never!

### **Arthur the Atheist**

Doesn't go to church, so he has to go somewhere on Sunday mornings.

### **Be Back Jack**

Takes up an hour of your time asking questions and examining your piece from every angle, then says he'll be back later to buy it. His cousin, Hold-It-for-Me McGee, uses the same technique. Of course, they're long gone before the meet's over.

### **Tony the Test Pilot**

Has run more locomotives than Casey Jones. He gets his kicks by taking every engine in sight to the test track. Then he gives his evaluation of their performance and walks away.

### **Original Box Wilcox**

Never buys anything that isn't in its original, factory-sealed carton that he never opens. All his boxes are neatly lined up on shelves in his train room. His trains never get dusty that way. He has no need for a layout.

But he could use a secondhand X-ray machine. He got a new one last Christmas, but just can't bring himself to take it out of the box.

That's about all I could think of. While these 20 dealers and 20 customers are presented as broadly generalized caricatures, anyone who's been to a few train shows will agree these fellows exist. Look for them the next time you attend a show; you'll be amazed at how many you meet.

Two final notes: Try not to laugh too hard when you do run across them, and don't be surprised if one of them is staring back at you in a mirror.

**Until next month, enjoy our hobby and have fun!  
Dr.V**

## **Pinewood Derby Racer: The first father and son car project**

[Thomas A. DeMauro](#)



While digging around in the basement the other day, my first Pinewood Derby racer resurfaced. Upon reading that sentence, those of you who were in the Cub Scouts likely became 8-years-old again, if just for a moment.

For those who weren't, the Pinewood Derby was an annual rite of passage for Cub



Scouts. The Den Mother would provide you with a Pinewood Derby car kit comprised of a rectangular block of pine, black plastic wheels and four nails to act as axles to hold the wheels on.

The idea was for the parent and son to whittle the pine into the desired vehicle shape, paint it any colors desired, add any decals, install the axles and wheels provided and prepare the car to compete in the derby, by ensuring it met the size and weight specifications.

These cars would be lined up on a wooden track with a downhill slope and gravity would carry them down it. Heats would be run to determine the fastest cars and prizes would be awarded.

Though it's pretty beat up 40 years later, with the wheels missing and chipped paint, there are still indications that my Dad and I put some work into this block of wood. Note the somewhat aerodynamic shape—mostly Dad's doing, as I wasn't allowed to handle many knives at 8-years old. I did do some of the sanding though, and I applied the decals. They were from a plastic model car if I remember correctly.

I seem to also recall some issue about using graphite on the axles to make the wheels

spin more freely. Only a certain amount was allowed or something like that.

Anyway, this Pinewood Derby car is the first father/son car project I can recall doing with my Dad. It performed fairly well against the competition and went a few heats. The next year we built one with a wedge shape, painted it orange and added more decals. I think there were also some rule changes that we were able to employ to make that car more successful. Of course I can't find that one, but the little kid memories this one provides will certainly suffice.

Were any of you Cub Scouts? Did you participate in the Pinewood Derby? If so, please share some of your recollections.

## New F1-Engined Lanzante Porsche 930 Takes TAG Turbos to the Next Level

[Tara Hurlin](#)



Lanzante Motorsport is officially taking the TAG Turbo to new extremes with its latest announcement, a limited-edition Porsche 930 that packs over 600 horsepower into its engine bay in the form of a real F1 engine. Only three examples will be made, but don't let that stop you from taking a closer look.

The original TAG Turbo by Lanzante was equipped with a repurposed 1980s Porsche-designed twin-turbo Formula 1 engine. Cosworth re-engineered the engine and detuned it from over 1,000 down to around 503 horsepower with a rev limit of 9,000 rpm. This time the output will be raised to 625 horsepower with a 10,250 rpm redline.

Each of the three examples built will pay tribute to a specific driver and year of the F1 championship. Lanzante states that each are produced "with genuine race-used examples of the TAG TTE P01 1.5-liter V6

twin-turbo, which claimed three consecutive world titles for McLaren with Niki Lauda and Alain Prost."

The first of the three Porsche 930 TAG Turbo cars is equipped with the engine that F1 driver Pascal Prost won his first Driver's World Championship title in during the 1985 season.

Aside from tuning, Cosworth crammed the engine with new pistons, connecting rods, valve and valve springs, and revised camshafts. Lanzante states the 930 TAG features "an all-new Formula 1 wiring loom," which is connected to a new Cosworth-developed ECU. The setup also received a new airbox, redesigned cooling systems, and a new exhaust setup. The newly developed titanium turbos sport housings that save around 17 pounds.

The total weight savings on the TAG Championship Porsche 930 equates to approximately 948-pounds when compared to the original 930-generation 911 Turbo. Assisting with the low 2,028-pound curb weight is the use of Formula 1-grade carbon fiber on the hood, front wings, doors, roof, bumpers, and rear wing. Speaking of carbon, upgraded carbon-ceramic brakes provide stopping power.

In racecar fashion, certain components have been stripped, such as the electric motors for the mirrors and windows. The interior was stripped and equipped with carbon-backed Recaro seats, BOSS-branded black and white six-point harnesses, and a suede steering wheel.

The first of three Porsche 930 TAG Turbo cars will make its full debut at the 2024 Goodwood Festival of Speed on Thursday, July 11<sup>th</sup>.

## This Restored 1953 Ford Customline Club Coupe Houses Overdrive And A Ford Flathead V-8

It's the model that encapsulates the era between Henry Ford dying and Ford Motor Company going public

[David Conwill](#)



The story of this coupe begins with that of a sedan: A four-door 1953 Ford with a 101-hp 215-cu.in. "Mileage Maker" OHV six-cylinder and Ford-o-matic automatic transmission. Like this coupe, that sedan was green—probably Seafoam Green. Seafoam was one of four green shades offered by Ford for the 1953 model year, the others were Timberline Green Poly, Fern Mist Green, and Cascade Green—the latter of which replaced Fern Mist for the spring selling season.

That Seafoam Green, six-cylinder, automatic sedan was just an average used car in the spring of 1960 when Michael Cescon of Mint Hill, North Carolina, was about to graduate from high school. His parents spotted the car and for reasons now lost to time, selected it to be their son's first.

## Pop-Up Headlight Cars May Never See Production Again, But These Classics Are Here to Stay

Here are 11 flip-up headlight cars that you could buy today on Hemmings Marketplace

[Tara Hurlin](#)



Pop-up headlights, also referred to as flip-up headlights or hidden headlamps, were prominent features on sports cars from the '80s and '90s. The pop-up headlight feature gave cars more character, making them take on a cartoony human-like appearance when opened and providing a more streamlined look when down and not in use. Pop-up headlights made classic sports cars like the [Ferrari F40](#), [Porsche 944](#), the [Toyota MK1 Supra](#), and Mazda's [MX-5 Miata](#) and [RX-7](#) iconic in today's car market. So why aren't automotive manufacturers making vehicles with pop-up headlights anymore?

Are pop-up headlights illegal? That rumor is a common misconception. Pop-up headlights are not illegal, however today's increased safety standard regulations make it increasingly difficult for manufacturers to offer the feature on new vehicles. As cars began to develop in the 1970s through the 1990s, so did pedestrian safety regulations. The stricter regulations required

manufacturers to make the front end of their cars safer for pedestrians. Even though this regulation is put in place for European countries, manufacturers follow the global rules to easily offer their car models in multiple countries.

Due to changing tastes, cost of production, safety standards, and some mechanical issues, automakers ceased to produce cars with pop-up headlights by the 2000s. It's likely that we may never see new cars with pop-up headlights rolling off of factory lines again, but that gives us an opportunity to appreciate the ones we still have. Check out 11 popular pop-up headlight cars that are currently for sale on Hemmings Marketplace.

### **2004 Chevrolet Corvette**

The C5 Corvette, a symbol of American automotive prowess, was the last true post-2000s car to feature pop-up headlights. This 2004 Chevrolet Corvette is equipped with a six-speed manual transmission for the driving enthusiast who craves precise control and exhilarating gear changes. According to the classified ad on Hemmings Marketplace, the odometer shows 72,969 miles on the original engine. Finished in a timeless black hue, this iconic

sports car commands attention with its muscular stance and aerodynamic contours, hinting at the thrilling experience awaiting [behind the wheel](#).

### **1978 Porsche 924**

This [1978 Porsche 924](#) is offered for sale by the California Automobile Museum and is described as “very clean and sharp looking.” Power is supplied by a 2.0-liter inline-four cylinder engine backed by a four-speed manual transmission. A factory sunroof adds to the style and driving enjoyment while an aftermarket audio system provides entertainment for those longer road trips. Here’s your chance to [get behind the wheel](#) of an affordable Porsche sports car.

### **1990 Mazda MX5 Miata**

For an affordable sports car with pop-up headlights, a Mazda Miata is the answer, more specifically a first-generation Mazda MX-5, also known as the Mazda MX-5 NA. Introduced in 1989 and produced until 1997, the pop-up light equipped first-generation Mazda Miata quickly became a best-selling roadster, gaining popularity with its timeless aerodynamic design and agile handling. This example, a [1990 Mazda Miata MX-5](#), is described as a

beautiful unmodified, original sports car with a clean history. Power comes from its stock 1.6L DOHC engine paired to a five-speed manual transmission. The sale includes two keys and manufacturer’s literature.

### **1993 Toyota MR2**

The 1993 Toyota MR2 is a rare gem that embodies the perfect balance between style, performance, and low-mileage preservation. According to [the listing](#), this particular MR2 has a unique history, having spent its life in the sun-soaked state of California, which has contributed to its exceptional condition. Under the hood, you’ll find a spirited 2.2-liter four-cylinder engine, renowned for its reliability and efficiency, mated to a five-speed manual transmission. The exterior of this MR2 is a head-turner, boasting a distinctive Turquoise finish that not only captures the spirit of the 1990s but also [stands out in any crowd](#).

### **1980 BMW M1**

One of BMW’s most iconic sports cars of all time, the BMW M1, was born from competition, wearing Italian-designed bodywork by Giorgetto Giugiaro and built by German specialty coachbuilder Baur. This rare example is described as being

“maintained and preserved to the highest standards.” Over \$125,000 was spent to bring this car up to a concours "preservation-quality" level. Get the details on [Hemmings Marketplace](#).

### **1987 Pontiac Fiero**

The Pontiac Fiero started life not as a sporty car, but as an urban runabout. Where it lacked horsepower, it was still dressed in a sporty guise with a wedge-shaped front end and pop-up headlights that completed its sleek looks when down and not in use.

This [example from 1987](#) is equipped with a factory sunroof and its original 2.8-Liter V6 with 41,000 original miles. It exhales through a performance dual exhaust.

According to the classified ad on Hemmings Marketplace, the Fiero has a clean CarFax history, great service records, and comes with all book and manuals and a custom car cover. The seller states that it “runs and looks great.”

### **1992 Acura NSX**

Short for “New” “Sportscar” “eXperimental”, the Acura NSX was an instant sports car marvel upon its release. It was created by Honda to rival the performance of V8-equipped Ferraris and

was the first ever mass-produced car to sport an all-aluminum body.

The first generation NSX was produced from 1990 to 2005. This particular example, [Chassis # JH4NA1159NT000781](#), is an early pop-up headlights model equipped with a five-speed manual transmission and the 270 horsepower 3.0-Liter V6. It’s hard to resist the aerodynamics and styling, which was inspired by an F-16 fighter jet cockpit.

### **1973 Opel GT**

The Opel GT, often referred to as a scaled down Corvette or "European Corvette," is a charming and nimble classic sports car that combined the look and feel of a sports car with more economical pricing. Today, the timeless design has earned the Opel GT a cult following. This example, a [1973 Opel GT](#), was reportedly stripped to a bare shell and repainted in Oxide Gray Metallic. The seller states that the “engine was professionally rebuilt to a 2.0 at a speed shop” and the car is “ready to be driven and has drawn a lot of attention at car shows.” It took six years to complete the project. [Check it out here](#).

### **1976 Ferrari 308GTB Vetroresina**

Introduced in 1975, the glamorous 308 GTB, designed by Pininfarina and built by Scaglietti, was the first Ferrari road car with a fiberglass—or “Vetroresina”—body. Only 712 such models were built before production was switched to steel panels, adding over 300 pounds to the car’s curb weight. Tipping the scales at a relatively light 2,315 pounds, the aerodynamic and well-balanced Vetroresina 308s have become an increasingly attractive choice for Ferrari enthusiasts looking for responsive performance and agile road-handling capabilities.

This car is accompanied by a tool roll, an owner’s manual, a service booklet, and a protective leather wallet. This rare, lightweight 308 GTB presents an excellent opportunity to [add a spirited prancing horse to your stable](#).

### **1998 Lamborghini Diablo Coupe SV**

A predecessor to the Lamborghini Countach and successor of the Lamborghini Murcielago, just 346 Diablo SV models were produced between 1995 and 1999. This example, offered by August Motorcars, is finished in stunning Giallo Evros over Nero SV Leather interior and features the incredible dual roof scoop that

gives this Diablo SV a road presence unlike anything else. A must-see for enthusiasts and collectors alike, the seller writes, “this Diablo SV comes to us in beautiful condition with no accidents, has been fully detailed, and passes our stringent 100 point inspection making it August Certified.”

### **1993 Mazda RX7**

The [first generation RX-7](#) was introduced with retractable headlights, but it was the third generation RX7 model’s pop-up headlights that cemented themselves in pop culture. This [1993 Mazda RX7](#)’s sleek styling is the cherry on top of its sequential twin-turbocharged rotary engine and agile handling. According to the seller, this three-owner RX-7 has been cherished from new and it has covered only 40,259 miles. It is described as “brilliantly original” and an “investment-grade example that you can drive or show with pride.”

## **Personal Luxury Meets Pro Street Power In This 1975 Dodge Charger**

[Bryan McTaggart](#)



For car enthusiasts who weren't around in 1975, you might hear a variation of "look around, what is happening in today's world is what happened back then." There is a vein of truth to that. Just a few years ago, buying a car with over 700 horsepower and a warranty that was brightly colored and sounded like the devil's personal limousine was only a matter of having enough money to cover the purchasing cost. Two-door, four-door, station wagon, sports car, all available. But sooner or later, the party ends and now we have companies trying to foist electric vehicles and small crossovers that they promise will excite in the same way. The sad truth is, they won't. Something is lost. The "x-factor".

When the original era of muscle cars ended in the first half of the 1970s, it was the same scene. The only difference was that instead

of technologically loaded vehicles, luxury was the by-word. Since you couldn't feel the grunt of torque like you used to, you might as well feel sumptuous seats, leather-covered surfaces, and a ride that was numb to the road. Surprisingly, this sold well. Chevrolet took inspiration from Pontiac's Grand Prix for their Monte Carlo and pretty much everyone followed suit. As the pony cars died off one-by-one, they were replaced with a new style: the personal luxury car. Those nameplates that remained evolved into softer, plusher and larger versions of themselves.

The Dodge Charger was no exception. While there were signs of luxury creeping in after the 1971 B-body debuted, the overall shape of the car still meant business, especially on NASCAR circuits where Richard Petty continued his reign as the king. But for 1975, Chrysler Corporation had a problem: they could either chase the Monte Carlo's path to personal luxury sales, or they could carry over the 1974 body and satisfy enthusiasts but miss the potential sales. Using the new body but designing a unique look for it was out of the question due to Chrysler's financial issues and the additional manufacturing challenges that would be faced.



Dodge chose to use the new body that would be shared with the [Chrysler Cordoba](#), and while the Cordoba proved to be a hit right out of the gate, that success didn't carry over to the Charger. The Cordoba outsold the Charger almost five-to-one between 1975 and 1978, and according to [Burton Bouwkamp](#), the Chrysler Corporation engineer who oversaw the Charger project (among many others), appearance alone was to blame. [As he told Allpar in 2004](#), "In 1974, at a consumer research study to learn how to merchandize the 1975 style, a Charger owner said to me, 'I see the nameplate on the car, but that is *not* a Charger!'"

Then there was the insult to injury: Richard Petty never ran the 1975 Charger in NASCAR. It is a documented fact that he loved the 1971-74 Charger body. In his eyes, the shape was perfect for whatever kind of racing he was taking part in. Compared, the 1975 Charger was a barn door that had aerodynamic issues stemming from the rear window being too upright and the decklid being too short. Instead, he utilized the 1974 body until it aged out, at which point he gave the 1978 Dodge Magnum a shot. Let's just say that Petty didn't like that car much.

What does one do with a car that doesn't have racing credentials, that didn't share the mythical status its nameplate implied, wasn't as luxurious as its platform mate, and is largely shunned by enthusiasts? The sky is the limit, as this [1975 Dodge Charger Daytona](#) we found on [Hemmings Marketplace](#) shows. Painted in two-tone Lucerne Blue Metallic over Silver Cloud Metallic, this Pro Street-inspired Charger features what many don't see in this era: class, performance, and showmanship. While the Daytona package's two-tone wasn't sold exactly like this, eliminating the pinstripe between the colors and moving the "Charger Daytona" callout completely onto the doors cleans up quite a bit of the look. Removing the bumperettes and painting the bumpers and grille surround contributes to the cleaner appearance as well, while the A-body dual-snorkel hood scoop brings a little bit of muscle car flair back.

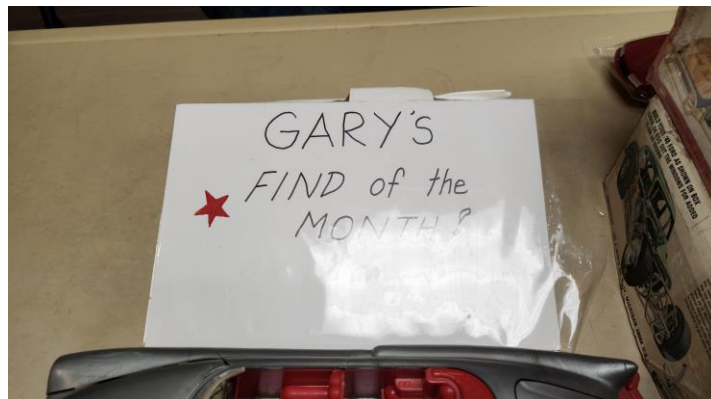
Under that scoop lies 505 cubic inches of Chrysler RB big-block that has replaced the original 2-barrel 360-cu.in. small-block that originally occupied the engine bay. The modified 727 TorqueFlite sends 657 horsepower and a boatload of torque out to the narrowed 9-inch rear axle with 4.11 gears. Stopping the big B-body is a

combination of factory discs up front and Wilwood discs in the rear.

The interior is best described as a custom take on Dodge's idea of luxury for 1975. The high-back bucket seats, center console, door panels, dash and console all remain, but the faux-woodgrain items have been swapped for aluminum plate, the courtesy lights have custom covers, and the gauges are aftermarket Auto Meter units. There is no ignoring the wheel tubs, the sound system, or the roll cage, but they all continue the blue theme of the interior. Even the trunk, which houses a 20-gallon fuel cell and the battery, is carpeted.

Yes, the Charger crossed over to the dark side in 1975. But there is a silver lining: there is nothing stopping anyone from improving one of these mid-1970s machines. Styling will always be subjective and there is no way anyone could compare it to the 1968-1974 Charger at all. But a comfortable interior, a big-block and a traffic-stopping appearance can make up for a lot of ills.

## **Gary's Find of the month**




---

## **Model Mercantile Market**

### **"Wanted or For Sale" section...**

**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](mailto:gweickart@aol.com).

**WANTED:** Dave V. left a bag of rims on the table for Virgil but he wasn't there took them and Dave forgot to bring them with him. If anyone finds or found a Ziploc baggie with wheels and tires on the meeting tables, contact Dave at 516-381-4874

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

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

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

**WANTED:** Revell/Monogram '82-91 Firebird/Trans Am front hood, front glass, 2x rear glass, and rear taillight. Need these to restore recently acquired parts kits missing these pieces. If you have a full kit or 2 I'll take that too.

**WANTED:** Johan '68-70 Oldsmobile Tornado BODY SHELL ONLY. Recently acquired an AMT boxed version that is missing the body, but everything else is there and untouched.

Contact Richard Manri @ 631-589-6876 or his email [picorro93@gmail.com](mailto:picorro93@gmail.com) to negotiate price or trade for the three above.



**May 2024 Meeting pictures**





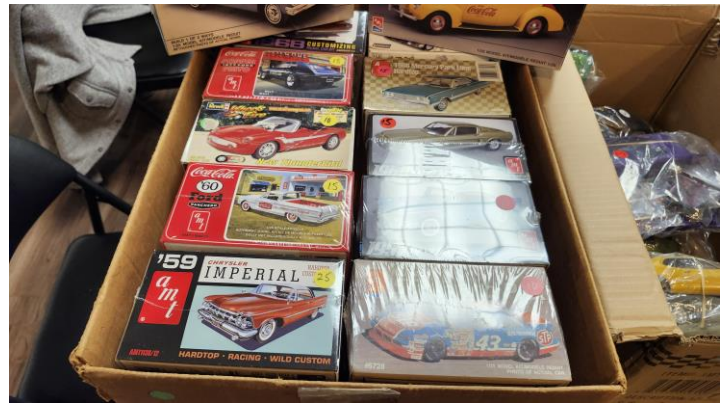
**'32 Ford Parade**

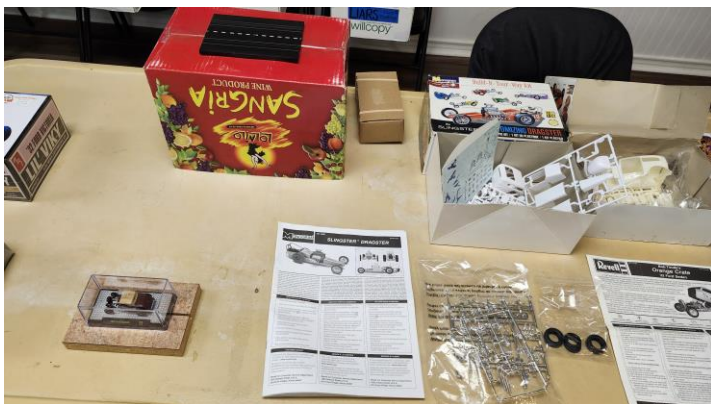
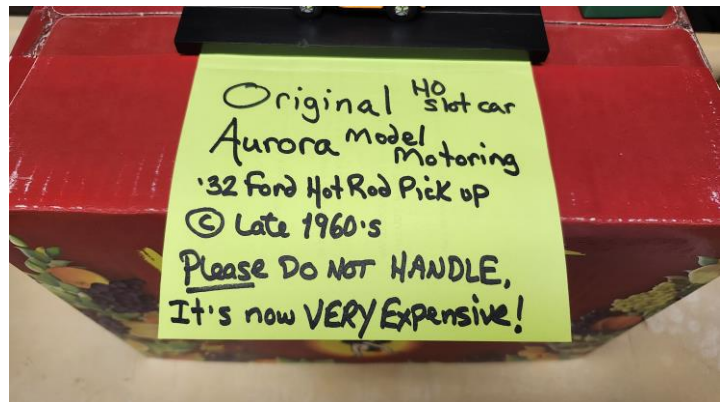






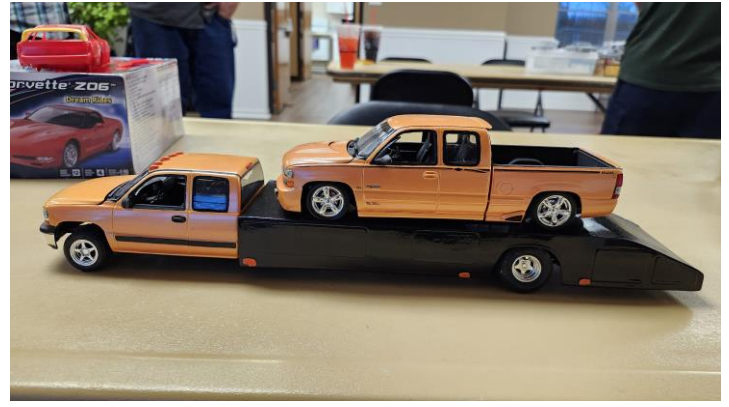
**Goodies for sale**





**L.I.A.R.S leadership going over tibs and tabs, etc.**

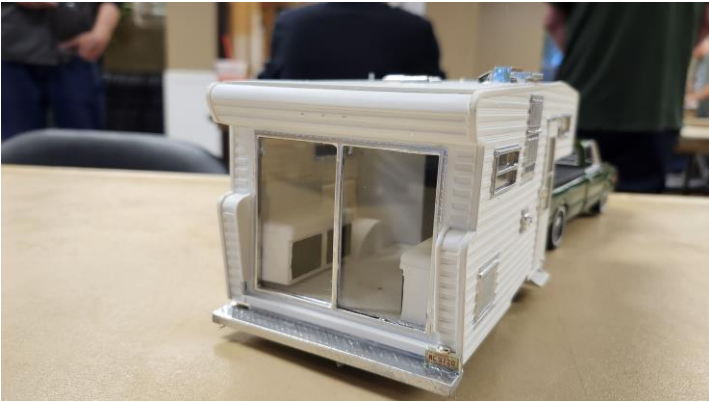
**Ernie's ultra rare Slot Car on display**



***Works of art from yours truly***









***Seagraves Bros***

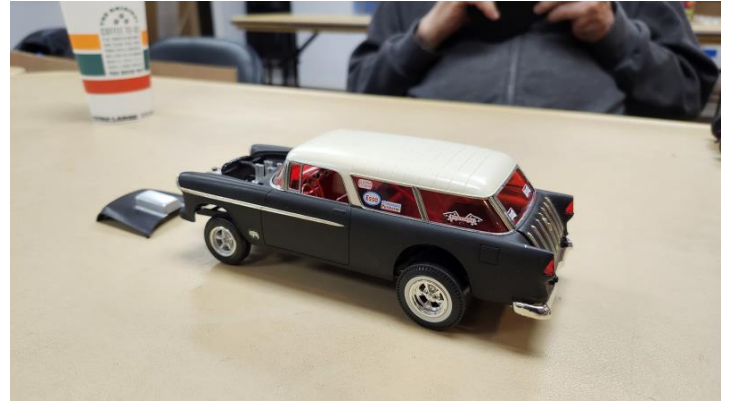
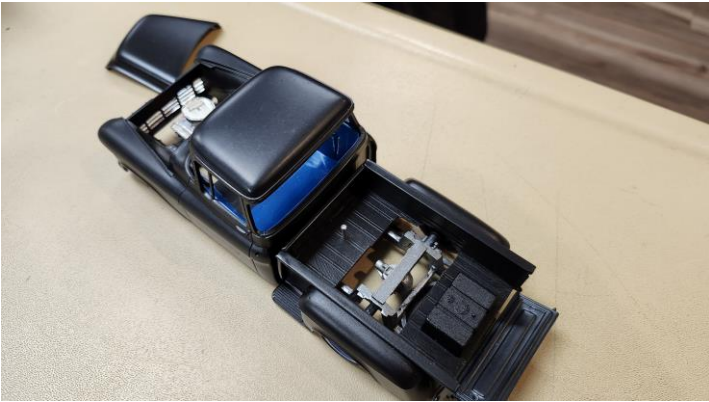
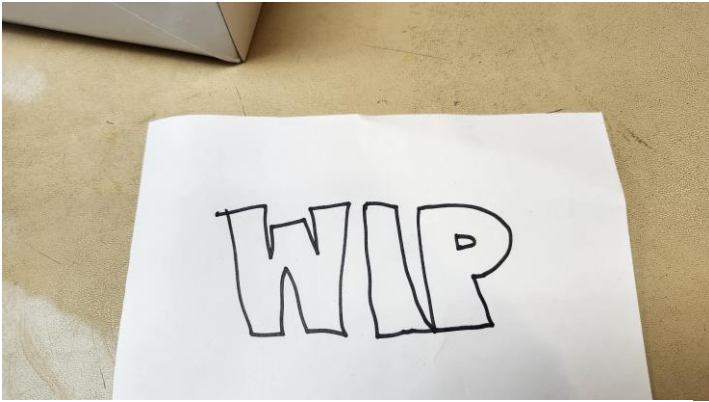
***Superbird Dominick WIPs***





***And the rest of members portfolios***









# *Happy summer motorin'...*



**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? \_\_\_\_\_

Long Island Auto Replica Society  
**MODEL CAR CHALLENGE**

**MODEL CAR SHOW & CONTEST ★ SATURDAY, NOVEMBER 9, 2024**

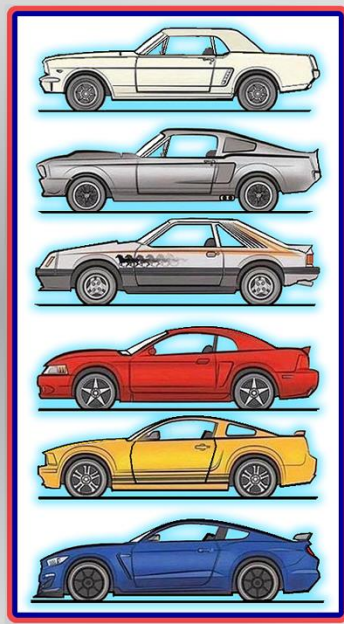
★ **FREEPORT RECREATION CENTER** ★

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



• LONG ISLAND AUTO REPLICA SOCIETY •

★ **SPECIAL THEME CLASS** ★  
**60th Anniversary**  
**of the**  
**FORD MUSTANG**



**1**  
**9**  
**6**  
**4**

**2**  
**0**  
**2**  
**4**

**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** - \$15.00 FOR FIRST 5 MODELS  
 - \$1.00 EACH ADITIONAL MODEL  
**JUNIOR** - (12 AND UNDER) **FREE**

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

★ **SUB-THEME** ★  
**TRI-FIVE CHEVROLETS**  
**55 56 57**

For Show and Vendor Information Call (516) - 680-2399, or go to the  
 LIARS website - ([www.liarsmodelcarbuilders.com](http://www.liarsmodelcarbuilders.com))

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