

PLEASE REMEMBER TO BRING A FOOD STUFF FOR THE PANTRY



MODEL CAR BRIEFS

Newsletter Stuff:

Bill Murray
(516) 293-6378
murfam7@yahoo.com

Club Stuff:

Rich Argus
(516) 579-3379
r.argus@juno.com

*Next Real Meeting's theme:
LIARS Auction you & I need one!*

Even Walt Disney enjoyed Model Cars...



We've started our 30th year as a Club; let's hope that we all stay healthy during this COVID-19 crisis and that we can all attain some measure of prosperity. Then perhaps we can build a new Club display...

MCB Contributors: Steve "Big Daddy" Blake, Paul Drago, Joe Lupo, Ted 'Muddy'Pappacena & Pat Vecchio
LIARS Web Page <http://www.liarsmodelcarbuilders.com/>

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

HAPPY - HEALTHY NEW YEAR TO ALL AND TO ALL ENJOY YOUR FAMILY - Thanks for supporting the LIARS

LIARS Unofficial Official**HOT STUFF****Old & New****LIARS Unofficial Official****HOT STUFF****Old & New**

Hi Everyone ... read on...

Dr.V – it is winter, so as I have come to realize our Unofficial Official Leader is not feeling so good. This year, Rich came down with COVID-19, then double pneumonia. He has been in a local hospital for about a week, where he is on pressurized Hi Flow oxygen. The device is so noisy he can't hear the phone too well.

Per his daughter Joan, his sugars and heart enzymes all look good and have been going down from when he was admitted which is a good sign...She reports He can now sit in a chair (ok 2 days ago) for a few hours, he ate (complained he wanted a burger – for some reason they don't serve White Castles – Andy why not?)..., they keep saying he is going in the right direction. Joan is still worried though because they say this virus can change at any time with no reason.

He has 1 or 2 more days of antibiotics and was moved (1/30) to a regular room. So just keep praying that our tough guy pulls through again. Joan Argus

In keeping with Rich's theme - That's it for now. Keep building!! Hope to see everyone soon. Rich r.argus@juno.com

A message from MAMA

Because of the on-going COVID-19 pandemic situation NNL East, the Philly NNL, the Diversified Scalerz Challenge, and our own Mid-Atlantic NNL have all been postponed until 2022.

Even with vaccines being rolled out at "Warp Speed," dreams of "100 Million shots in the first 100 days," and everything going well, the likelihood is that it's going to take most of this year for all Americans who want it to get vaccinated and to begin gaining control over COVID-19. Accordingly, the teams responsible

for these Northeastern shows have concluded that we are, once again, best off being safe.

Whenever we can hold live meetings and conducts shows again, I want to see all of MAMA's members and friends there. Please be careful, stay safe, and stay healthy. Tim Powers, President and Web Master, Maryland Automotive Modelers Association (MAMA)

Some Words from the Editor At Large

Your MCB staff wishes to convey our vote of confidence to our esteem Unofficial Official for the thankless job he's doing for us ingrates either directly or assisting the other board members. We wish him a speedy recovery!

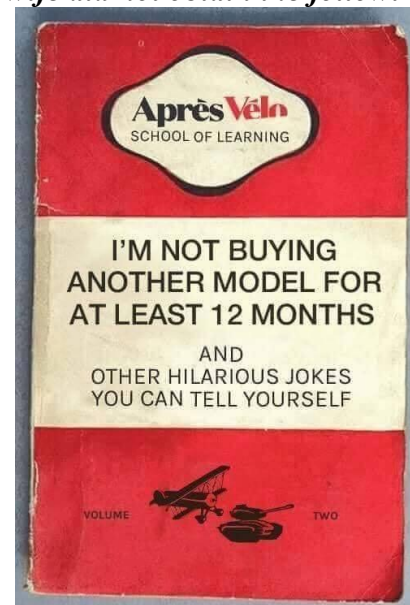
First Impressions**POWER. STYLE. BEAUTY. GRACE**

CELEBRATING THE DISTINCTIVE HERITAGE OF THE AUTOMOBILE.

Remember those folks who made a difference in your life in 2020 (good or bad) and use the lessons learned to be a better you. Life is made up of people, events and decisions. 2021 is a time to start fresh.

So surround yourself with good people, be active, be happy and make 2021 great in spite of COVID-19 & its effects on our leader & others ...

Dr.V's wife did not obtain the following for him...



Since it is time to escape reality, let's proceed to your reading room...Dr.V has been using this byline

since 1997 when he joined the LIARS! That's almost 24 years ago!

(Next 3 Photos from PINTEREST)

Now here's a diorama!

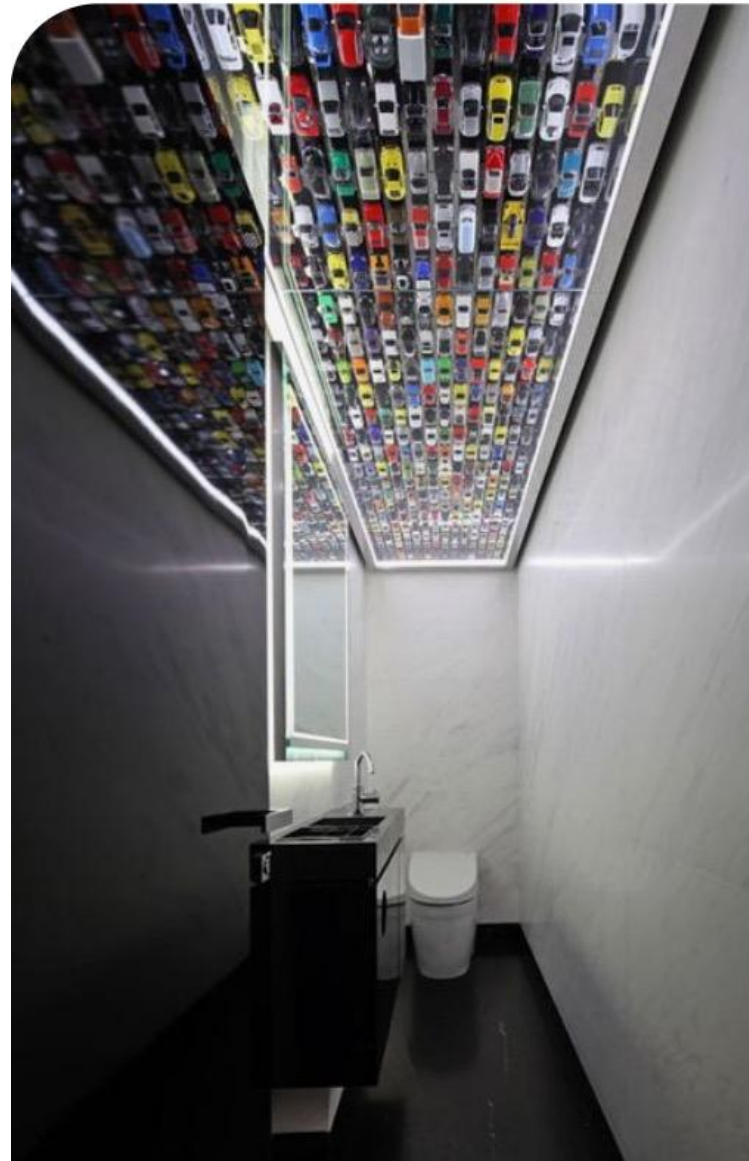


Next - Brings back original LIARS Hammer contest. Could this be Hammer's new approach?



Well some folks enjoy reading while sitting on the throne (Dave V where are you?) or perhaps while in the bath...how about enjoying the view above...

Dr. V's wife alias TROUBLE would never agree to this...as it is, she had me move some of my stash to the attic last week during the beginning of the current cold wave...



LIARS Last Jan. 21st Virtual Meeting

Bob Garofalo & Dominick Gerace continue to host the LIARS Virtual Meeting; while we await our normal recreation center meetings to resume. Plan is to continue conducting these Virtual Reality events on the 1st (2/4) & 3rd Thursday 2/ 18) each month.

- Mickey discussed his 3D printer carbs & hubcaps.
- Billy displayed some of his dragsters.
- Richie Rich showed some of his latest models.
- Pat showed his painting technique using a 25 T.
- Bobby G kept visiting his basement to fetch a model that was under discussion.
- Pat wants to buy Bobby G's 53 Victoria model
- Ernie discussed latest Hemmings Classic 3/21 Cadillac issue...
- DR V was quiet and enjoyed the discussions.

Sorry no one provided a summary/pictures – so your stuck with Dr. V's / pic on page 18

Every now & then we receive an invite to obtain something/share from a friend, acquaintance, family member, etc. This month, Dr. V wishes to share the “SUFFORK SCALE MODEL CLUB” 6/14/90 issue that was included in the Joe Lupo (who is in the process of cleaning out his house.) box of older MCBs that he offered to the LIARS members.

I your editor jumped at the chance to gain access to older MCB issues. Dr. V plans on bringing these issues to the (I hope) next LIARS mtg. to allow you all to read, discuss, etc.

I will then transfer these newsletters to our esteem leader of the pack, Rich.

Dr. V included a pdf of the recent 3 part HOT ROG magazine “The Model Cars and Collectibles Man” within this MCB Email.

Summary: Meet the dealer with the massive collection of vintage model cars, antique car parts, and automobilia. Hot rodders love old car stuff. That might be the most obvious statement ever typed on the Hot Rod website, but it's also the truest. And our interest isn't limited to cars—it extends to anything related to the subject, including model cars, old magazines, catalogs, vintage signs, antique car parts, apparel, racing equipment, toys, and more. Thousands of hot rodders collect these things, and...

Another “DOUBLE HAMMER” Feb 2021

Let's face it, 2021 should be the year to show all the projects we've been building in 2020. In the interim, I have 2 articles...

[1-21-21 at 11:11 and what format should I save this as? Or should I say how to route Microsoft WORD documents without leasing their products\)](#)

Here are a few tips I picked up along the way for sending articles for the newsletter. Dr. V needs a format he can easily manipulate: In other words, its frustrating when someone puts together a great article and sends it, only to be difficult to manipulate and format for the newsletter. Most any document in WORD format is desirable. I had Word 7, then 10: however with my new laptop (which I'm using as my primary computer) does not come with WORD.

There is a program called LIBREOFFICE <https://www.libreoffice.org> that basically mimics most of Microsoft word, and it's FREE! I've been using it for a year now and although not perfect, at

least I still have a format that works for the majority of applications. I am using version 6.3 but the most current one is now 7.

One important tip: when finished writing an article, you can save it a number of ways: as .odt (LibreOffice doc) but the most versatile is to click on the suggested variants (in my case its WORD 2007 365 format) by saving it in this format makes it easier for anyone on the receiving end to edit, manipulate, format, resize, in general, just about everything our esteemed editor needs to easily publish your pearls of wisdom. Give it a try but please don't ask me for any additional advice because I really am computer challenged. I just found a nice shortcut, that's all.

GHOST HOBBY SHOPS

by HAMMER

Unfortunately, for most of us, the fondest memories of hobby shops might be those which don't exist anymore. Yes, there are a few exceptions, as we luckily have a few hold outs. For purposes of this article, stores such as Hobby Lobby and Michael's don't count. You know exactly what I'm writing about. THAT special store you went to and wish you were locked in for a year. The local brick and mortar store you dream of visiting as much as you can, or afford. We call them many things, Hobby Shop, Hobby Store, Hobby and art supplies, but when the word HOBBY is used it almost always meant, THERE'S MODELS IN THERE! And thus the inspiration for a new series of articles we can all participate in.

I would like to solicit a short story from all our members about their favorite hobby shop. It doesn't have to be a novel, but please include the location of the store as detailed as possible. When did you visit and why was it your favorite place? What made it special? What did you buy there? Is it (the building) still there; if not, what was it “turned into”.

For now, Lets try to keep it limited to stores that were true “hobby Shops”. Reason being, really, there were so many other types of stores that sold models, and perhaps these were your go-to places also: IE: Candy Stores, 5 and 10 stores, Bike stores, Drug stores. We also had the “big stores” back then, Grants, Whites, Mays, TSS, Korvettes. Later came Bargain town, Play world, and Toys R us. We will cover these types of stores at a later time.

For me, growing up in Seaford, my main hobby shop was “Eastli coin and hobby” located on Broadway in Massapequa, just a bit

north of Sunrise highway and the LIRR. This place had all types of slot cars, models, train and racing sets to name a few. My Dad took me there in January 1967. Maybe fate, but the timing couldn't be more perfect. the owner of the store (Mr. Silverman) would have an end of year sale. (are you ready for this?) Buy two kits, get a third kit FREE! I got two AMT 66 Annuals: a T-Bird, and Buick Riviera. The free kit was a MPC 29 ford woody wagon, complete with a figure character called "hot Curl" and his surf board. To this day, the AMT 66 Riviera is my most beloved and cherished kit, and subsequently my favorite "real" car. The store also ran ads in local penny savers such as three matchbox cars for a DOLLAR!

Later in years, Mr. Silverman sold the store to two guys. At that time the Revell drag racing cars were making a big splash. The new owners also had a model car contest, and I'm happy to say yours truly won 1st place. When I went to collect my award, I also met the two boys who won second and third. We all became friends for several years. Still in my teens, and via Dad, we all went on excursions to other hobby shops, and one was Dave's in Freeport. That in a measure will be discussed at a later time.

I can go on, but I hope you get the idea. And by the way, our club member ERNIE has amazing stories about EASTLI Coin and Hobby because he actually worked there! I now yield the floor to all of you who have similar stories.

SOME RANDOM THOUGHTS

By Ted Pappacena

I like Western movies. At the top of my list are "The Searchers", "The Man Who Shot Liberty Valence," and "Gunfight at The O K Corral". Also at the top of my list is the 1993 classic "Tombstone" with a great ensemble cast that includes Kurt Russell as Wyatt Earp and Val Kilmer as Doc Holliday (who should've gotten an Academy Award for his performance). There's one scene in the movie where Earp deputizes Holliday for the upcoming fight to rid the town of Johnny Ringo and his band of cowboys. Holliday has the badge on when he kills Ringo but takes it off and gives it back to Earp saying "My hypocrisy only goes so far". Holliday had disdain for the law but Earp was his one and only friend and he would do anything for him.

So where is this going (?), you may be asking? Well, I'll tell ya! Bill (Dr V) keeps asking, no make that begging for material for this newsletter and when he does, I feel guilty for not writing more and try to come up with something. However, I haven't

built anything going on 20 years now. I've made attempts but they go nowhere. Bill keeps nudging me to write just about anything and I try to keep it model related. Like last month's column on the diecasts I bought during last month's Black Friday sale at Replicarz.

And this brings us to this month's edition. Going on 7 years ago, I bought an AFX slot racing dragstrip. Auto World was closing them out and I got a pretty good deal on it. Also the birth of our first grandson was on the horizon and I wanted to be prepared for the day when we would race each other. That day did come about 3 years later. Tyler caught on fast and most every time he comes for a visit we go to the basement and race. He always seems to want the car that wins and we have a great time. Now you may or may not know where I stand about slot cars within LIARS club meetings. I'm not really for them. There are (or maybe not) other clubs for them. They're (AFX cars) not really built so much as they are being modified to go faster. I'm sure this can be argued but not by me and not here.



The set came with 2 generic Matco Tools current day funny cars and an Allen Johnson Pro Stock Mopar. I picked up the L A Hooker and Foster's King Cobra Mustangs at a local swap meet followed by a blue Jungle Jim Camaro. Lenny parted with two that he had; Bruce Larson's 1968 USA-1 Camaro and the 1970 Hawaiian Charger and last year Auto World came out with a special 3 car Jungle Jim Camaro set. One blue one that I already had, the red Camaro run by Pete Williams, and another variation of the blue Camaro. I also bought a Big John Mazmanian Willys Gasser from Ernie that sashays all the way down the track!

Last year Auto World came out with a Snake & Mongoose set and I wasn't about to shell out \$140 just to get the 1970 yellow Snake Cuda and 1970 red Mongoose Duster. However a few months ago, they did release them along with another classic. I've also seen that a white Snake Cuda and blue Mongoose Duster are in the wings. So I bought them and now I almost have enough for a National Event. Right now it's just match racing with Tyler and hopefully soon with Aaron, then Alex, and lastly Leo. I try to match up the cars that are close

to each other performance wise but the Snake Cuda is by far the fastest one that I have. Right now I'm practicing reaction times with both controllers. You can use the standard countdown tree or a pro start (400 light). I think I'm doing okay but I'm starving for some competition. Hopefully when we all get vaccinated and get back to some sort of normalcy I can get some. By the way, the other classic I mentioned in this new release is the Ramchargers 1970 Challenger. Hmmmmmmm...

And there you have my "hypocrisy going only so far". Hopefully I won't be writing about slot cars anytime soon. I never hear any feedback about my columns so what say you? *Ted*

Filler:

Looks like NNL West and FSM are teaming up for a virtual show.

Praesidian Capital has acquired a controlling stake in South Bend, Indiana-based Round 2, a collectibles company that produces model kits. Just do a search on 'Praesidian Capital' and you'll find the press release.

- Per fellow modeler Dave Van (a Sr. Analyst for 25 years in the banking industry) these things only go one of two ways. FANTASTIC or dumpster fire. We'll see.....hope for FANTASTIC!

The Devil's in the Details Part Two

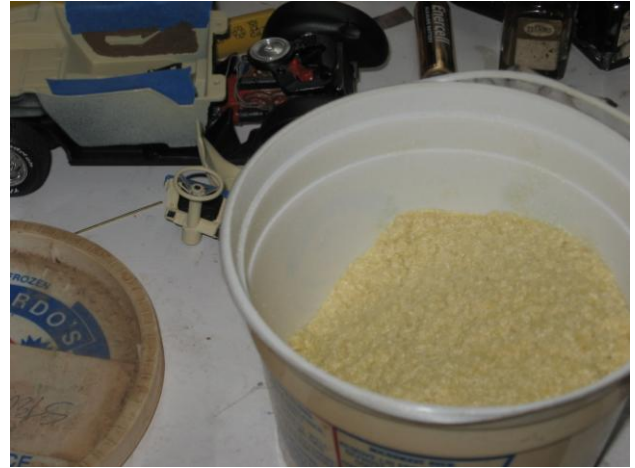
By Steve "Big Daddy" Blake



Well, as I stated in the previous installment, if you F--- up the flocking you will be fixing a bunch of POO. So, that is what I am doing. Stripping, cleaning and repainting.

To start with, the chosen carpet color looked like the afore mentioned POO. So I began digging in my closet of "NO RETURN" and found several containers of flocking I had gotten from Phil Melfi

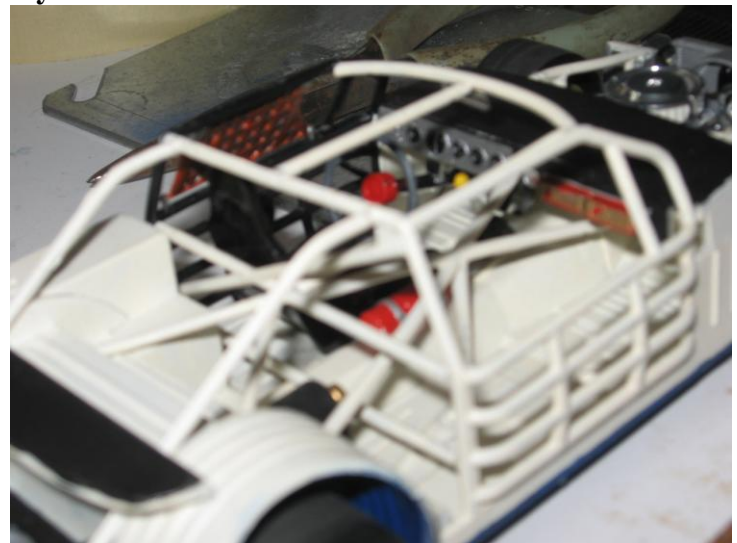
almost 30yrs ago (Man Time Flies) In this box I found....



Stripping and painting done, I now begin at square one.



Masking is a time consuming job and now my ADD kicks in.

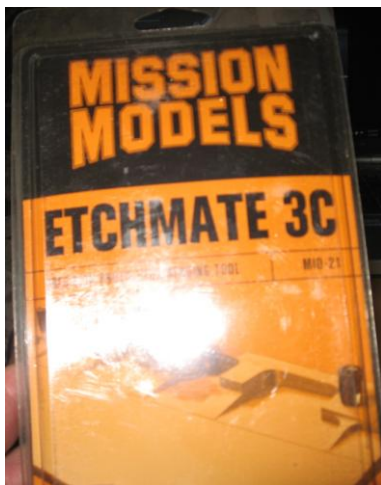


Having done the paint detailing on this restoration, I wanted to give this piece a little subdued hook. I chose Detail Master's stock car hood hinges to give it that little zing.



Now if I could only find my “Duck Bill” pliers.
“BUT WAIT, THERE’S MORE”

Sometime ago, I purchased a Gizmo To bend photo etched parts from MicroMark. This thing is called Etchmate 3c by Mission Models.



I looks to require a higher skill set of manual dexterity that my be in limited supply within.
WISH ME LUCK! Until next time BSafe. Steve

Next theme deals with building a scale model of a real 1:1 ...what do you think about...?

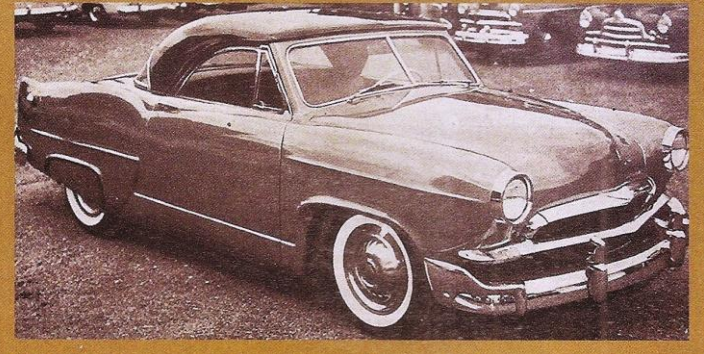
J in the Wind

IF THE POINT OF CUSTOMIZING WAS TO BUILD SOMETHING LONG AND LOW, then the Henry J represented a deficit that most customizers opted not to start with. Ed Roth reportedly had one, and a few others popped up here and there in the 1950s, including the one that James E. Hare of Cumberland, Maryland, built sometime before September 1954.

That’s when his appeared briefly in *Motor Trend*, along with a rundown of the modifications he made to it: Plymouth cowl and windshield, Nash dash, 1951 Ford hood reconfigured as a rear deck, 1951 Chevrolet Bel Air top and bumpers, extended quarter panels, lowered suspension, and 15-coat red-and-black lacquer paint.

And that’s about all that anybody seems to know about it. It appeared at least one other Henry J custom took Hare’s cue of replacing the fastback with a Ford hood, but Hare’s Henry J disappeared from the limelight afterward.

Ron Johnson of La Harpe, Illinois, however, would like to know more about the smart little custom. What did Hare use to power it? Did he keep it in that configuration? And whatever became of it?



Wow, we’re on page 7 before Dr V discusses LIARS Bus candidates... This month, it’s a 1930 Ford Model AA Custom Bus. Just think we could enter it in car/truck shows...



Would you please share your mancave, workarea, displaycabinet(s) or whatever pics with your fellow modelers? Please shame your fellow modelers into cleaning up their areas...
 Now back to plagiarizing...





Ron Dreschler shared this link to a story about the models of Mike McGee of Windsor, Ontario, Canada, and all I can say is. "Wow!"

https://www.hagerty.com/media/automobilia/model-citizen-paint-and-body-man-gives-dead-cars-their-due-in-1-25-scale/?utm_source=SFMC&utm_medium=email&utm_content=21_January_22_Newsletter_NewDD

Here's a link to Mr. McGee's own web site, if you'd like to see more of his work:<https://125scale.com/>



Model Citizen: Paint and body man gives "dead" cars their due in 1/25 scale

Jim Koscs 21 January 2021



The entire classic and collector car hobby is built on the concept of preservation and restoration. It's the reason many readers come to the [Historic Vehicle Association](#) website each day. It's written right into the HVA's mission:

"Through the collective efforts of enthusiasts, specialists, and professionals, the HVA aims to help ensure that our automotive heritage is more broadly appreciated and carefully preserved for future generations."

Mike McGee of Windsor, Ontario, has been part of that effort for 25 years, rebuilding and painting the broken and bent bodies of customers' treasured cars. At the same time, he was intrigued by the idea that many cars never get preserved or saved. What happens to the damaged or inoperable vehicles stashed away in dark, forgotten garages before they emerge as "barn finds" decades later? Who remembers the cars cast aside after a crash, catastrophic failure or that just are not worth the cost of fixing?

McGee, who had been an avid model builder since childhood, has been telling and selling those stories for two decades in the form of custom-built, one-of-a-kind 1/25-scale plastic models. They've certainly struck a nerve; he's sold about 400 over the past 20 years, many to collectors who have bought multiple models from him.

"They trigger peoples' emotions and memories,"

Full circle



Mike McGee devised his own damage and weathering methods for his models.

McGee's professional work spawned a new twist on his model-building: if a kit for a customer's car was available, he'd buy it and custom-build it the way the car looked when it entered his shop. For some, it took a lot of work to recreate damage or years of wear and tear. He'd give the "before" models to customers when they picked up finished cars.

"They'd get the biggest kick out of it," he says.

McGee also built models of his own cars, including a '57 Ford. He mainly starts with AMT 1/25-scale plastic model kits. The only way to get some cars, though—especially sedans and wagons—was to buy

more expensive, finished resin models. In either case, the 58-year-old McGee draws on his own experience and memories to detail his models and create their background scenes.

“As a teen, I worked in scrapyards,” he says. “As a restorer, I combed those yards for parts, so I was very familiar with how these cars ended up, and what they looked like with parts pulled. I knew how particular cars rusted or got damaged in collisions.”

McGee also built models to keep for himself. As his collection grew, he created a 4×8-foot junkyard, adding cars, scrap motors, tires, and scratch-built parts and backgrounds. Customers who saw the display in his shop encouraged him to sell his work.



McGee’s current scrap yard. See anything you like? “It was just a hobby,” he says. “I didn’t see it as a business.”

But then he decided to try. McGee bought his first computer in 2000 and began putting some of his wrecked, weathered, and “barn find” models on eBay.

“It (took off) like wildfire,” he recalls, sounding somewhat surprised even 20 years later. “The models would have multiple bidders. Most sold for \$300–\$500.”

McGee’s models drew customers from around the world, and many commissioned special requests. He preferred those, he says, because it meant a guaranteed price versus luck of the auctions.

“It was never all about the money. I have a real passion for doing this.”

Bidding battles



Any good parts left on that Shelby?

His passion for cast-off cars resonated with many. On eBay, the models sometimes ignited bidding battles among repeat customers. One was the head of a large dental product manufacturer who was building his own large display as a father-son project. Another, the owner of a Cincinnati architecture firm, won everything for weeks while he built his collection.

“It was exciting to watch,” McGee admits.

Renowned bronze sculptor Albert Guibara has been another multiple buyer. He once called McGee to offer some suggestions. One was to charge more for his work, and another was to include some high-end cars, like Ferraris and Porsches.

“He wanted me to know how special what I did was, but I didn’t change my ways over it,” says McGee, who preferred to stick with the cars he knew and grew up with. In appreciation of Guibara, however, he added a classic Ferrari 250 GT SWB to his current junkyard.

“If you have an old Ferrari, even in rough shape, it’s not likely to be in a scrapyard,” he says with a laugh.



McGee “junked” a vintage Ferrari by special request.

The owner of a large dismantler in Hamilton, Ontario, who had been buying many of McGee's cars, surprised him with an offer to purchase his entire junkyard, which had about 60 models in it. "How much would you want?" he asked. McGee had to think quickly.

"He was a good customer, so I didn't want to say no, but I also *really* didn't want to sell it," McGee recalls. "I gave him my I-don't-want-to-sell-it-price: \$4000. He just asked how we could arrange delivery."

McGee decided to deliver the junkyard himself. Conveniently, the setup fit inside his father-in-law's 1998 Chevy pickup. Coincidentally, McGee and his wife, Brenda, began their four-hour journey on the day of the 2003 Northeast blackout, not realizing that what they thought was a local power outage extended far beyond. They encountered other setbacks but made it to the buyer's scrapyard, where all the employees were there to greet them.

Back home, McGee began assembling another junkyard with about 40 cars, which he would keep for himself.

TV cars and burned-out Pintos



Hit from behind and burned—a Ford Pinto's final chapter. Mike McGee

After selling his models on eBay for about six years, McGee felt a bit burned out with the auctions. He took a break but found sales were not as brisk when he returned. He began selling the models at car shows, where he says they always drew a crowd.

"I was amazed at how many people would hover around my table. They'd take pictures and tell me stories of their similar cars."

McGee learned WordPress and built a website (125scale.com) to showcase his work. By 2019, the site was getting 5000 visitors a month and earning additional money through Google AdSense. Since COVID-19, the monthly count has gone up to about 7500.

Visitors to the site will find several distinct themes among McGee's models, including total wrecks, old tow trucks, barn finds, hand retired drag-race gassers that look hopeful for another shot down the quarter-mile. Among his most popular models is the "[General Lee](#)" 1969 Dodge Charger from the *Dukes of Hazzard* 1980s TV show, which McGee builds as the stunt cars sacrificed for the action scenes. He's sold about 12, all slightly different from each other.



"Dukes of Hazzard" stunt car, as envisioned by Mike McGee Mike McGee

"Dukes of Hazzard fans had everything but that," he says. "I was punching the engine and tranny through the cowl, bending the front end way up, and putting a barn board through the windshield." McGee has sometimes applied a touch of the macabre to his models. His Ford Pintos, burned after rear-end collisions, recall a dark chapter in manufacturer negligence. Some of his model scenes, he concedes, might have gone too far for some people, including wrecks with bodies sprawled across the windshield and the Bonnie & Clyde death car with bullet-riddled bodies in the front seat.

Bringing life to "dead" cars



'66 Ford Fairlane gasser; McGee improves parts to build his drag cars. Mike McGee

In addition to his scratch-built junkyard dioramas, McGee has made garages, alleys, derelict buildings, and other settings for his models. In his garages, he adds details such as musty, old cardboard boxes.

"It's an added challenge to build a scene around the look of the car, so I generally finish the car first, then decide its final resting place. Does it look like a barn find? Or is it something that was left outside?"



Another garage, three more Chevys.

Although McGee starts with kits, achieving his vision for each vehicle always requires scratch-building some parts. For picked-apart scrapyards cars, he creates the inner details of the car that are exposed when parts such as lights, grilles, and bumpers are removed. To make a headlight bucket, for example, he reverses a baby moon hubcap and weathers it. Where multiple parts of a real car might be molded as one piece on a model, he'll cut the area apart and reassemble it to show the gaps.

McGee recently added a 3D printer to his toolset, allowing him to print objects he previously had to scratch-build. To make a tow truck out of a [1950 Chevy 3100 truck](#) kit, for example, he 3D-printed the wheels and made the boom from the frame of an old big-rig model he had laying around in a parts box. He made the cradle from electrical tape and cut a hollow model tire to make the front push bumper.



McGee's '50 Chevy wrecker uses improvised and 3D-printed parts.

Building gassers also takes some improvisation. "There's a lot of butchery involved," he says. "Gassers were built to be push-started to keep them light, so they had push bars on the back. I make a push bar and bang it up, because that's what happened in racing. Then, I add rust."

McGee devised his own methods and materials for adding weathering effects to models. Rust is the real thing, scraped from junked cars. He dabs on a latex base coat to an area and sprinkles rust dust on top of that. When it's dry, he brushes it off and covers it with a paint-flattening agent, which seals the rust and dulls the chrome on bumpers and trim. He also mixes the flattener with the color to "kill the paint down."



40 Ford gasser based on the 1/25-scale Lindberg kit, with straight axle from the Malco gasser kit and 3D-printed rear "steelies."

In addition to knowledge of how cars crush and break in collisions, making wrecks from plastic models takes a deft touch. To crumple body panels, McGee uses a hot-air welder that's commonly used by body shops to repair plastic bumper covers. The tool concentrates superheated compressed air onto a small area, allowing him to soften and manipulate the plastic.

Getting down to details



Mike McGee applies real rust to his plastic models. To make torn upholstery and vinyl tops, McGee rubs two-inch wide masking tape into the model's molded seats and then paints over everything. When the paint dries, he tears into the tape and adds bits of stuffing coming "out" of the seats. He also uses the 3D printer to make objects that one might find in junked cars. "There's randomness

with the things people have stuffed into them,” he says. “Now I can just print what I want.”

The lure of making a quick buck on eBay has attracted imitators selling their own “junked” models and dioramas. McGee says most were easy to spot for their lack of realistic details.

“Model cars are stiff, so if you put one on top of the other, you have to pull down the top car’s suspension and wheels, because that’s what gravity does. The people that copy me would miss those details.”

McGee admits he has made some mistakes, like adding rust to the bed of a [1957 Chevy Cameo](#) pickup. “I didn’t realize it was supposed to be fiberglass,” he says. “People corrected me pretty quickly on that.”

Lights, camera, inaction



A pile of junk motors in McGee’s scrap yard.

McGee, who does not have a background in photography, says he’s been surprised by the compliments he’s received for his photos of the models. His equipment is modest; he started with a \$150 Olympus camera and now uses a \$300 Canon.

“I don’t do anything special with lighting or photography,” he says. “I just display the models the best way I can. I try to take pictures as if I’m the size of the cars. I get down really low. I know where my eyes would see over the top of the car. I might take 50 shots of one side of a car and not use any and then start over again. I know the right shot when I get it.”

It is a necessity of the \$25 billion auto recycling industry that millions of old and not-so-old cars get scrapped, shredded, and melted down every year for the material to be reused. Through his models, McGee helps us to remember how some of those cars lived ... and died.



McGee enjoys building the workaday vehicles many remember, like this '60s Dodge A-100 van.



Mike McGee's '57 Chrysler 300 in different settings.



Garage find” '57 Chevy



Meeting: June 14, 1990
Thursday @ 7:00--9:45pm



SUFFOLK SCALE MODEL CLUB

CHAPTER OF THE INTERNATIONAL PLASTIC MODELERS SOCIETY

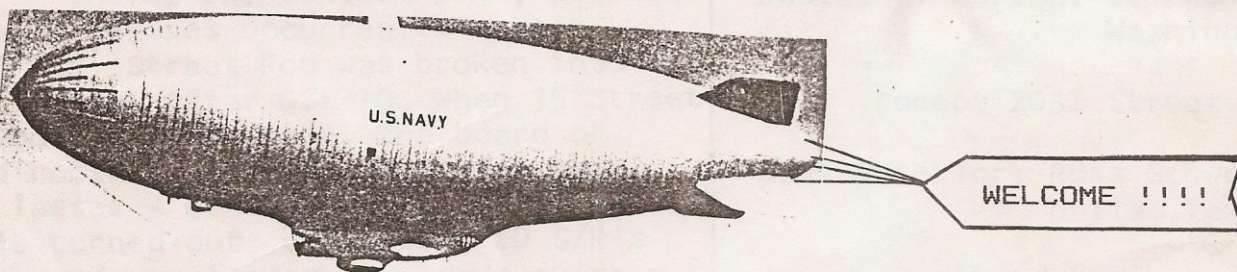
Newsletter by Robert DeMaio
& Phil Melfi



"Come on down" to the meeting this month!!! We want your bodies present for an article that will be published in a national magazine about our club. Pictures will be taken, so look your dapper best in case you get in the way of the camera. Try to bring down at least one model for display and/or a model you are building. I know we have been getting a good monthly turnout of display models but I wanted to mention it to make certain that we have a nice turnout of people and models.

Due to the tremendous rain storm we had last month, I did not perform the demo that was planned. Anyone that showed up was lucky to make it into the building half dry, like myself. So this meeting I will give this demo building techniques that will include glueing, shims, puddy, clear parts, and the tools to use.

"Workin on the railroad!" Those of you who are interested in dioramas, Ken Hamilton who is a model railroader, will be attending our meeting, to display some of his diorama techniques. He may have a couple of ideas he uses that can be applied to our techniques.



NEW RECRUITS!! Alan Aug interested in Auto building.
Phil Morin interested in Autos & Dioramas.
Tom Woods interested in Autos & Dioramas.

Where does our club stand in our interests?!?! We have 42 members on our current list. Taking a poll of what our members like to build, taking into account that a member has multiple interests, I counted each of his interests as such.

Aircraft	Armor	Ships	Space	Sci-Fi	Autos
28	12	5	4	3	26

STRIP IT CLEAN

As you know from the last two newsletters, I have been looking for a Minicraft Hasegawa 1/32 scale F-86F to build for an ex-pilot. Since none was found, I used the advice of Phil to use Easy-Off to remove the paint from the old model that the ex-pilot put together a few years ago. The Easy-Off worked just great!! The fine rivet detail and all detail was not even touched! I washed it really good with a liquid soap and water, after using water and tooth brush to remove the Easy-Off. Some parts had to be resprayed a second time for those tough areas. I will have this model with me Thursday to show you the results so far.

Filler:

Does anyone have info regarding this camper that was posted on PINTEREST – please route to Dr.V

**Greetings fellow modelers**

I have been building models since 1958. Over the years I have learned how to paint using an airbrush. My preference is a Paasche double action using a 3 mm needle. I also use the Paasche air compressor. I set the psi at 20. This gives the spray a nice mist and covers well. I am aware that using an air brush requires more work in disassembling, cleaning and reassembling but I feel the results are more than worth it.

I must admit that there are times that I do use a rattle can, but that is for mostly priming the body before painting.

The advantages in using an airbrush are that I can experiment with different painting techniques such as painting ghost flames or blending colors on various projects.

This brings me to my next topic. I recently discovered Pearl Ex powdered pigments made by Jacquard. I purchased them from Michaels. There are three separate sets each containing 12 jars of various colors. There are powders so you do not need much to do a car or truck. You first prime your model with a good primer such as Tamia, then you lay down your base coat. Let it fully dry, then you mix the color pigment of your choice. This will give you the pearl effect. I have also mixed the pigments with two part automotive clear. This is why I prefer to use an airbrush. In this case it's a must. The results are well worth it. If you have any questions, please feel free to contact me @ 516 375 6047.

My next topic is very important. Recently I was watching on U Tube a video made by Don Yost. Don is an expert model builder. He was talking about that today's primers are not like they used to be. It seems that Rust oleum has changed the formulas for plastic models. He said that this along with some model manufactures using recycled plastics will cause crazing on the plastic. This I have found to be true. He does not which manufacturer uses recycled plastics, but this happened to me on the 1957 Ford Del Rio by Revell. The older kits were made from virgin plastics.

Thankyou for your time and please remember Rich Augus in your prayers. *Pat Vecchio*

MODEL CAR NEWS.....

BY Phil Melfi
Ken Hamilton

**** GSLMCC 11 ****

by Ken Hamilton

The Greater Salt Lake Model Car Championship has been a major force in the resurgence of the scale vehicle hobby and this years eleventh edition continued the tradition of excellence.

Held over the weekend of May 4-6 1990 at the Little America Hotel in downtown Salt Lake City, GSLMCC 11 attracted over 125 modelers from all over the U.S. (including Hawaii) and Canada. A total of over 250 models competed for the prestigious Salt Lake Gold.

GSLMCC has always received strong corporate support and this year REVELL donated special issue Cougar XR-7 kits that were in the "goody bag" given to each contestant. These kits had special GSLMCC 11 decals inside and a GSLMCC 11 sticker on the box under the shrink wrap. Also included were a pair of 1/25 scale photo-etched "GSL11" Utah license plates. Definitely a future collectible.

Inside the contest room, two notable changes occurred this year. First, Street Rod was broken into two classes. After GSL 10, when 35 Street Rods hit the table, the board of directors decided to go with two classes - Early and late model. As it turned out, only about 20 S/R's showed up altogether - down quite a bit from last year.

Another new class was for "Bonneville" racers. This turned out to be a hot hot and highly supported class. Both Fred "Street Rod" Grumke and Draq" Hotshoe Don Fahani jumped on the bonneville bandwagon, but the big class winner was Steve Catron (remember the little tan 29' drag roadster

from GSL 10??). Steve's beautiful Scratchbuilt belly tanker, a replica of the markley bros. blown flat-head, scored 1st in Bonneville, a Masters award for "Best Scratchbuilt" and the coveted "Best in Show" plaque. Not bad for a new category.

East Coast modelers held their own, too. Larry Booth's new '49 Ford custom got finished after NNL East and nailed down first in "Custom" and pulled away from everyone else for "Modelers Choice". In fact, Larry came darn close to taking "BEST IN SHOW".

Space doesn't permit a complete list of winners, but here are the Master Awards.

Best in Show - Steve Catron
and

Best Scratchbuilt- Steve Catron

Markley Bros. Lakester

Best Detail: Dave Abel, Denver, Co.

D-8 cat. Bulldozer

Best engineering: Jairus Watson
Washington State

Cocept 2032 Street Rod

Best Interior: Russ Schwenkler
Dallas, Texas

Mazda

Best Paint: Gary Ellis, Denver, Co.

Box stock Nova

P.S. Painters entering the N.E.
Challenge be prepared!!!!
Gary Ellis's "NOVA" is parked
in N.J., Even as you read this

waiting to drive up to Totowa for the challenge. So polish your candy colors..... this is the car to beat..

**** UP COMING EVENTS ****

JUNE 26- Northeast Challenge...
Totowa, N.J.
For info contact Phil Melfi
516 928 6222

Aug. 26- Long Islands Largest Model
Car Swap Meet.
For info contact Joe Lupu
516 732 1152
Venders wanted.....

SEPT. 3- Plastic East : Held in
conjunction with the
"LEAD EAST"
at the Sheraton Meadowlands
hotel. E. Rutherford
N.J.
Swap Meet and Model Contest
Venders wanted
For info contact:
Joel Naprstek
76 Park Place
Morris Plains, N.J. 07950

SEPT 19- Brownies Hobbies Annual
Contest and swap meet
This show is held in conjunct
ion with the annual Antique
car show at the College at
Staten Island. For info
contact: Mary at Brownies
Hobbies 718 727 2194
Venders wanted.....

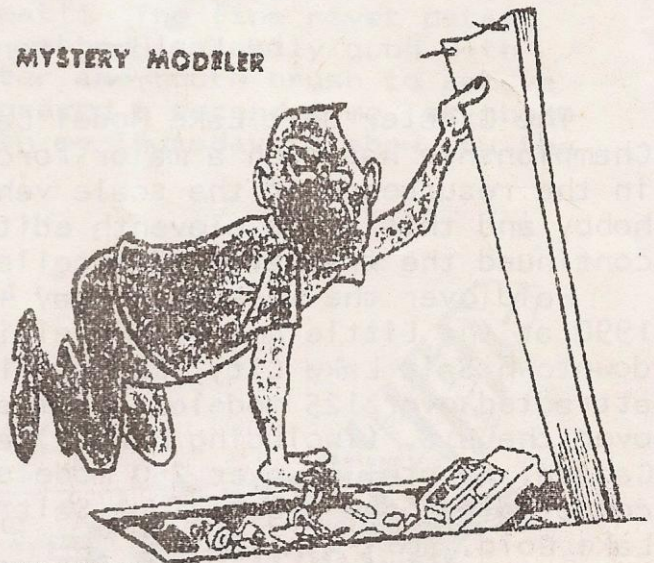
If you know of a show, lets us
know we'll list it here.....

One final note on the NE challenge
Chrome + will be on hand from Canada.
If you have any items to be chromed
have them ready and bring em with
ya. You'll save the postage.....

This cartoon was supplied by

BIG BOB LENZO

any question??????????



MYSTERY MODELER.. Suffers a gnawing fear that somebody will copy his latest customizing ideas before he can finish the car. Goss to fantastic lengths to keep all his model-building projects deep, dark secrets. Takes photos of his in-completed models - then burns the negatives. Has unfinished cars stashed everywhere since he's too busy figuring out how to keep them safely hidden to ever get them completed.

Well, sorry, its a bit short
this month, been builing. Promise
next month we'll have the results
of modeler of the month and more.
So stay tuned to this newsletter..

Till then

Keep building....

One final note: Ken Hamilton
will be at our next meeting and
we'll be taken photos for an
article for Car Modeler. Be sure
to bring down some models as well
as works in progress. Not just cars.
Aircraft and armor T00.....

Thanks Joe Lupu for the above newsletter...

The following article is from the Hemmings Classic March 2021 issue...Interesting read

Sampling the Standard

In assembling our issue this month with a spotlight on Cadillac, I had plenty of opportunity to reflect on what the storied brand has meant to me through the years. When I was a young kid in the '70s, Cadillac still maintained its status as one of the most aspirational automobiles in America, even as premium European makes like Mercedes gained ground. There was just something special about a Cadillac.

I got my first real dose of what made GM's top-tier cars stand apart when my uncle purchased a slightly used 1975 Coupe de Ville when I was about 8 or 9 years old. I was already infatuated with cars of all types, and well aware of the status of the Cadillac – it was a big deal in my family when he brought that car home. His was among the last of the really big Caddies, seeming gargantuan, even among other cars of the '70s.

I well recall that day my uncle pulled up to our house after taking delivery, he and my father then engaging in that bygone American tradition of standing around the new (to him as least) car with the hood up, soon drawing in a few of the neighbors. The vastness of the engine bay was noted by all, with talk then turning to the massive 500-cubic-inch V-8.

My first ride in that car made an immediate impression. It was nearly silent once the vault-like doors were closed. This was then a late-model, so it functioned just as intended, its factory-installed exhaust system dampening any hint of the usual pulsations generated by a V-8 – a faint hum was all that occupants would hear as the car accelerated. Luxury in a car of that time meant not having to be aware of what was moving you forth, and to that end, even the transmission shifting was nearly imperceptible – the car simply motivated itself forward when the big, metal-trimmed gas pedal was pushed.

But it was the ride quality that most set it apart from any other car I'd yet experienced at that point in my young life. In addition to being largely isolated from mechanical noises and vibrations, imperfections in the pavement were mostly absorbed – only significant bumps could be detected by passengers, and even those were diminished. The car truly did seem to float down the road in a way that seemed magical at the time.

As I got older and started working on cars in my teens, I would occasionally encounter a Cadillac, and it was always immediately apparent that those pre-'77 models were not like any other GM car of their respective time. Massive frames with large control arms up front and long trailing

arms in the rear, heavy-duty everything, and lots of bits and pieces you just wouldn't find on an Impala, or even a Buick Electra. Even subtle little details, like the operation of the door handles, or the ignition lock cylinder in the steering column, seemed to function more smoothly and positively than similar parts from other GM cars.

While I was in high school, a friend bought a low-mileage '70 Sedan de Ville that, in spite of being 15 years old by then, still provided the Cadillac experience on the road. In helping him install an aftermarket stereo, I was astounded by all the various forms of sound deadening material I encountered while mounting new speakers and running the wiring. When the music finally flowed forth, the well-sealed cabin seemed to help the acoustical quality of the new sound system – we could ride around, lounging in the plush seats and sampling our favorite albums with the same relaxing solitude that formerly required someone's home stereo and a living room.

Later, I owned a Cadillac of my own, a 1973 Coupe de Ville that still looked great with its Harvest Yellow paint and white leather upholstery and vinyl top. It, too, provided quiet comfort for the long drives back and forth to college for a couple years, before I had to give it up for something a lot smaller and more economical – Cadillac ownership was not well suited to starving students.

By the mid-'80s, Cadillacs had shrunken significantly from their mid-'70s dimensional zenith, and many had front-wheel drive, which seemed a sort of sacrilege at the time. I was disappointed when a friend's father bought a brand-new 1986 front-driver, choosing it over the rear-drive Lincoln Mark VII we tried to get him to pop for. Yet, when I got to drive it, I was immediately taken back to the familiar sensations provided by its larger forebearers. I had to hand it to the Cadillac engineers.

In more recent years, I've been thrilled to see the Cadillac crest on newer models that again turn heads and reward their occupants with luxurious trappings and, in the case of the V-spec cars I tend to admire most, outstanding performance.

So, as we pay homage to the marque once famously heralded as "The Standard of the World," I've been reminded of what made these cars stand apart, and even a bit inspired to sample that dedication to absolute luxury all over again. A distinctive motoring experience, for sure. 🏁

Write to our editor-in-chief at tmcgean@hemmings.com.

LIARS Annual (2021) 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 writing 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 2021 survey responses

That's it for this month (almost)- *Now enjoy St. Valentines Day and then go build a model*

