

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

# LIARS *MODEL CAR BRIEFS*



**Meeting themes:**

*"Discuss LIARS future planning, X-Mas party, and 2024 show theme"*

*"Run what you bring!"*

Newsletter Stuff:	Club Stuff:
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**• LONG ISLAND AUTO REPLICAS SOCIETY •**



**(Rich Argus' Diner Diorama on display at the 2023 MCB – In memorial of our former leader)**

On behalf of my Dad & our family I'd like to thank The L.I.A.R.S. ( Long Island Auto Replica Society ) Model Car Club

For letting me enter my Dad's Diner Diorama. It was one of his last big builds. He built this from scratch over many days & nights in his cubby. Hey Joan what do you think of this? Or should I do that? This was his love. His passion. All the model cars he built I never understood where the patience came from to build such delicate tiny things. The detail he worked so hard to perfect. I miss seeing him in there tinkering with

his tools and hearing the curse words when something wasn't quite right (patience) 🤔 😄  
 Aside from the building, he truly loved this club. He took such pride in being your President all those years and getting the shows up & running. If I ever said Dad we have to go somewhere on a Thursday, well forget it if it was club night! He had to go to his meeting lol. He would've done it forever had his health not

gotten in the way. He loved the guys, near & far, who shared his love for this hobby. The shows all over the

East Coast buying more "stuff" 🤔 ...I'd say Dad...Where ya putting all this crap?!" I was quickly informed

it was not crap but treasure 🤩 All the friendships meant so much to him. Thank you all for being such wonderful loyal friends to him and to his core group that have kept in touch with me & Mom to check on us.

My Dad was most definitely looking down today and beaming with pride over his win I have NO doubt!

Thank you again for honoring him today. It meant so much to us ❤️

Joan Argus,





**(Corvettes on display for show theme)**



**(Scenes from October MTG 'Vette warm up theme)**



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

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

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

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

***MCB Contributors:***

***Richard Manri, Dominick "McMonte" Gerace, Bill "Dr. V" Murray, Joan Argus, Lenny Cromwell, Gary Weickart, Dave Vehrs, Mike Brennan, Ernie Finamore, Bob Kelly, Murilee Martin (for Autoweek)***

***From our LIARS Unofficial Official***

**Well, after a long hiatus, another LIARS Challenge is finally in the books!**

**I would personally like to thank everybody who helped out from the club. I couldn't have done it without**

**you guys. As the new "unofficial official", I was a little nervous! But you all came together and made the LIARS look good!**

**Thanksgiving is right around the corner, so please remember to bring a non-perishable food item for the**

pantry closet. Also, next month is Toys for Tots drive. So please bring a wrapped toy and mark it for either a boy or a girl.

Thank you again to all the members who helped at the show! See you 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.

*Your unofficial official,*

*Dominick "McMonte" Gerace,*



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

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

Your author hasn't had much time to assemble the MCB due to work schedule, upgrading the PC and setup, physical submissions taking longer than usual, and several late ones. Yep,

yours truly upgraded his PC rig after 5 years of the competent, but aging Lenovo M81 SFF setup. Specs of the new unit:

**Custom Lenovo ThinkStation P520 Workstation**

**Processor:**

**(3.70 GHz, Turbo 4.5GHz) 6-Core Intel Xeon W-2135 Processor**

**Memory (RAM):**

**64GB (4x16GB) DDR4 2133 MHz PC4 R Memory**

**Drive 1:**

**1TB SSD SATA 6GB/s 2.5" Solid State Drive**

**Drive 2:**

**3TB HDD SATA 7.2k 3.5" Hard Drive**

**M.2 Storage:**

**256GB M.2 SSD NVMe Drive**

**Graphics Card:**

**Nvidia Quadro K2000 2GB GDDR5 (DVI, 2x DisplayPort)**

**Operating System:**

**Windows 10 Professional**

This thing is jumbonormous (if that's even a word) and retailed for \$3 grand back in 2020. Yours truly got it for under \$400 from PCServerandParts! Link for those interested in getting a cheap referb PC or workstation

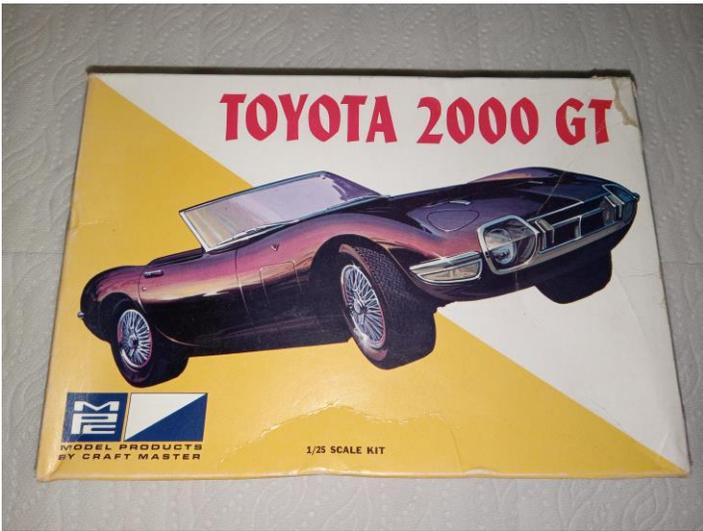
<https://pcserverandparts.com/>.

The storage and processing power will help speed up files and getting the MCBs finished on time!

So this month was our first Model Car Challenge since 2019. Jam packed event, saw several familiar faces and grabbed up tons of deals and such (hard to say no to 12-14\$ sealed kits, when the price of a new kit today exceeds \$35!)

Entered some builds, not expecting to win but just the experience and discuss model cars and building experiences is what makes this event worth having. Show coverage within the MCB will be done in two parts, the last being saved for Dec.

Yours truly splurged on one rare kit a fair price. This one's been eyed for years considering they go for stupid money at the usual places.



Will make for a great custom since it's been decked out anyway (all 2000 GTs were coupes, and the Convert like this were made for 1967's You Only Live Twice, all because Sean Connery was too tall to fit into the coupe originally planned).

**WIPs from yours truly:**



The black fender flares are from a Buick GNX, has anybody done a widebody street Monte Carlo before???? This ones been an on and off project since the beginning of [REDACTED], maybe it will be finished by March after 4 years.

Latest builds to be (hopefully) finished by the Nov MTG:



Monochrome bumpers were the result of receiving kit with de-chromed parts. Your author remembers seeing a Nova like this on the front cover of a late 1980s Street Rod mag, anyone know which one?



Cowl hood came from '68 Nova custom parts and the green is Tamiya Clear Orange over Tamiya Light Pearl Blue.

Maybe your author should delay progress on these two for whenever the LIARS decides to do a two model/double vision contest theme... sweet dreams huh?

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 before the meetings.

If you forward any articles written by other sources, the original writer will be credited. Any submissions and/or input are a valued treasure.

### **BARGAIN ALERTS**

It's that time again... select Wal-Mart locations are carrying AMT/MPC model kits.

Scenes from the Coram store:



Prices aren't bad, but are still quite a lot all things considered... There were reports of some stores having these on clearance for as low as \$12.95 and those locations included some AMT '95 Supras... would have been nice just for parts and them sweet 2JZ motors.

Yours truly bought the last AMT '66 Mustang GT Fastback they had on the bottom. Everything's been retooled from the notchback except the leftover 80s issue parts and that shitty promo style chassis. Considering the price they charge for these could we at least get a retooled frame that isn't a leftover promo conversion!

Luckily, there are no limits to kitbashing, and a '67/69 Merc Cougar or '68 GT500 frame will work as an adequate replacement for more detail. For those who want replica accurate factory stock, the AMT 1990s tool '67 GT and Shelby GT500 will also work as donors.

Ollie's, a discount chain known for having various Revell and Round 2 kits in other states, is opening up their first store on Long Island!



How many of our guys will grab whatever goods are there? Knowing such, probably all that will be left are Star Wars snap-tite ships and Legos.

***BUILD SUGGESTION OF THE MONTH FROM YOUR AUTHOR***

If you have an old Russian aircraft model, a GM/HEMI motor, and some styrene scratchbuilding skills, maybe something like the below at the November 5<sup>th</sup>, 2023 Bald Hill Car Show and Swap Meet...



***Scenes from the LIARS November 2023 display at the Port Jefferson Free Library***

Thanks to Dave and Virgil for the PJ Lib setup and epic rides at display!







### ***Some Words from Bill Murray/Dr. V***

**Hi there!**

**1) I as a longtime LIARS member, was disappointed in how many LIARS showed up to support the show set up. You can fill in the blanks...(LIARS NEED to do better next year!)**

**As for a 3 window period, LIARS need only an hour...perhaps 75 min. Worst case.**

**2) Vendor set up support ...Dr.V spin ...needs improvements including who are the LIARS that volunteered to support vs. actually did!!**

**3) Lenny did an outstanding job supporting model entry/interfaces with the club treasurer!... without any support!**

**4) I was glad that I was able to support the LIARS today...In the role of "Chief Judge"...although I missed my lunch break, walk around to see what was for sale...my wife**

**appreciates this since I purchased nothing!**

**Let me start by thanking those that volunteered & ACTUALLY SUPPORTED THE JUDGING, including Lenny's team, Greg L. who supported Dr.V and the 3rd team (whose members I do not know for sure)...the important resultant is that WE DID IT ... IN LESS THAN AN HOUR!...including a smaller group to select best of selections...this is the way to go in the future.**

**5) the major delay in processing show entries was that entrants could not fill in the simple entry form as to what class the model should be enter into, AS WELL AS entering THEIR name on the form in two locations... a recent new member (Joe) was a great help supporting resolutions!**

**6) Show Classes recommend again delete:**

- A) The 2 slot classes neither had no entries!**
- B)**
- C) Slammers had one entry**
- D)**

**C) Models In development/Progress**

**D) This one hurts... visitors recommending their best in show...only had one entry since requirement was not publicized!**

**7) Class sponsors were pathetic! LIARS ENDED UP UNDERWRITING TOO MANY! LIARS TRULY needs to develop a recovery plan ASAP!**

**8) MAKE and Take turned out to be a disaster! We had 3 boxes of models**

that were not used...have no clue as to volunteered to store until next show...same is true for other show goodies including display easels. (Hammer, John the Artist & I did most of the leg work, given others would store until the next show...have no idea who is doing this!!!)

8) Raffle..What happened...there was none!

9) what happened to door prizes only had one model until I think it was Ernie that arranged for a few vendors to donate...was this not the intent behind the LIARS auction that did not happen this year?

10) Our lack of advertising hurt the number of entries!.. (Dr.V spin LIARS spend a lot of funds renting the hall / purchasing class awards (we had at least 9 that had no entries!) enough said for now...

The best part of the show was having Joan Argus present the awards...and having Rich's wife and other members of the family present for the awards! (Thus Dr.V did not have to return Rich's models back to the Argus family... you may now laugh or whatever.)

The worst part was that show photographer cancelled due to another offer... less than 2 days before the LIARS show! TOTALLY UNPROFESSIONAL!

Dr.V as a member SHALL NEVER VIEW HIS PHOTOS IN THE FUTURE!

If you have access to show pics please route to me for inclusion in a future update

Bill (alias Dr.V) Murray

*Gary's find of the month!*



AMT '64 T Bird is in really nice shape and can easily be restored. The '58 Ford Fairlane is an acetate promo and is what it is with warping on the bottom sides.

For those who dare, it can serve the basis for customizing with the modern tool AMT '58 Edsel.

**MODEL STUFF**  
*By Lenny Cromwell*

First off, since this should be the first newsletter after our show, let me say that I hope our show was a good one. Hopefully we topped three hundred models on the tables and record turnout. After all, folks have had three years to build since our last show. Fingers crossed.

Since our last meeting I decided to step outside of my comfort zone and build a big truck.

More specifically the AMT Ford tilt-cab stake truck in the Coca Cola livery. Most work trucks look pretty grimy after a very short while but since this one is supposed to be a sort of rolling advertisement for Coca Cola,

**I figured it would be kept bright and shiny at all times, so that's how I am building it. Bright red cab, chrome wheels, and freshly painted stakes.**

**Some folks may say that real trucks don't look like this but my response will be that it's my little plastic truck and I'll build it any way I want to.**

**As I mentioned last month, I built the recent issue of the old Monogram 1969 GTO.**

**I managed to find the original one I built over forty years ago and I'll bring them both to the next meeting so you can see how they compare and whether or not there's been any improvement in the build quality.**

**I watch a couple of modeling sites on the interweb and I get to see the announcements of all the cool upcoming kits and, while they are all appreciated, I wish they would ask me which kits I would like to see issued. I know no one is going to ask my opinion so I will offer it up unsolicited.**

**I would most like to see a kit of a 1965 Olds 442. We've had kits of every year from 1964 to 1972, but no 1965. Both AMT and Revell have chassis that would be suitable and I can't imagine that they wouldn't sell a bunch of these.**

**How about a 1966 through 1968 Pontiac Grand Prix? These have never been kitted. How about a full**

**detail kit of a stock 1972 Ford Torino? Or a 1967 or 1968 Plymouth Valiant, or a 1969 or 1970 Plymouth Sport Fury?**

**Just my two cents, see you at the meeting.**

### ***Mike Brennan Spotlight***

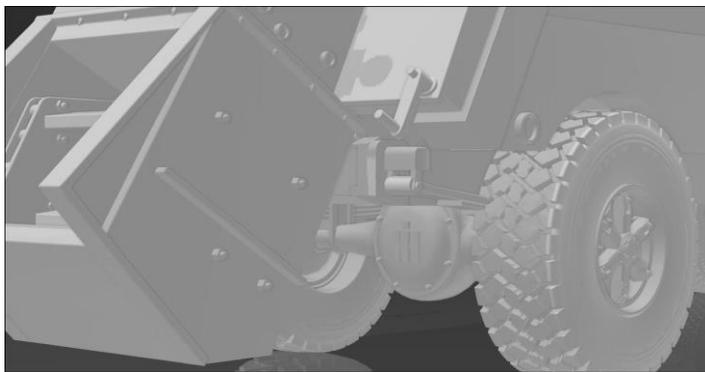
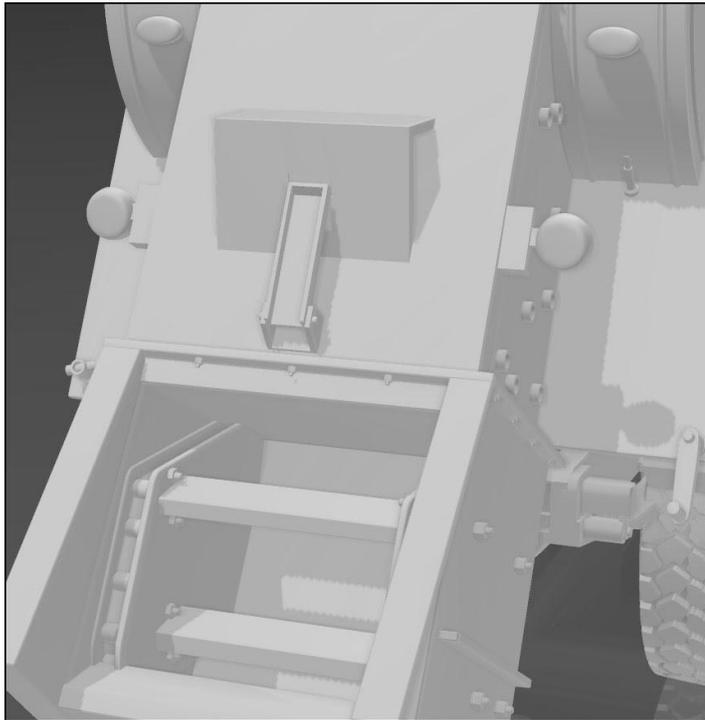
**I have been working on trying to get my next 3D printed project of a 1965 NYC Dept. of Sanitation truck done, here are some reference pictures of the 1:1 truck.**





**CAD pictures of the project:**





**More to come in later issues...**

**Until next time,**

**Mike**

Ford GT with Iron Duke Pontiac  
- When you're at a model-  
building party and there's a Ford  
GT kit next to a Pontiac Fiero kit.

BY [MURILEE MARTIN](#)

PUBLISHED: OCT 19, 2023

Just about every car freak has a bunch of unbuilt or partially-built scale model kits knocking around in the garage, and so I decided to throw a model-building party with a kit-bash-friendly communal stash of 1:24- and 1:25-scale car models. I worked on my Toyota Estima Police Interceptor kit and left it stock, while fellow Denver car writer Andrew Ganz opted to build a customized version of the 2006 Ford GT Heritage Edition





The crooked license plate was an appropriately Duke-ish touch.

It took me another couple of model-building parties to finish the Estima Police Interceptor kit (which now lives on a bookshelf in my office), and now I wish I'd swapped a Funny Car Hemi into it.

Rather than mount the Duke transversely (as in the Fiero), Mr. Ganz chose to give it longitudinal mounting, much like the arrangement in the Duked Chevy Camaro but in the rear of the car. It looks mean under glass, and the Duke's high-double-digit horsepower would have moved the 3485-pound GT well enough to reach highway speed, eventually.



\*\*\*

The meanest Nissan Cedric imaginable, in 1:24 scale

BY MURILEE MARTIN

PUBLISHED: JUN 7, 2017

There was much admiration from the other model-builders at the party when this kit was finished hours before the glue-together kits the rest of us foolishly chose.



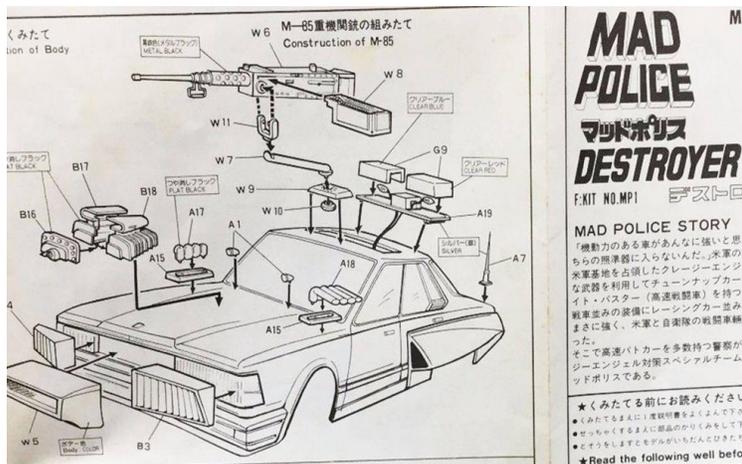
Supercharger (of course) and heavy machine gun (of course).

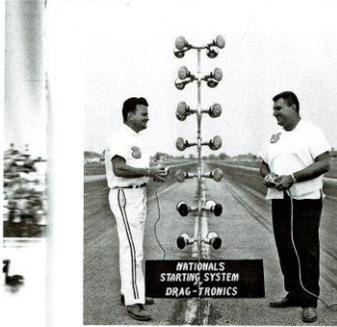
The Destroyer was based on the fifth-generation (1979-1983) Nissan Cedric sedan, a car not available in North America. Unbuilt Mad Police kits in good shape sell for quite a bit, so you'll have to shell out \$158.00 plus shipping if you want this unbuilt Mad Police Destroyer. We say it's worth it, because it makes most of the cars in "Mad Max 2" seem *weak*.

\*\*\*

*And now, some hot rodding article reads provided by Bob Kelly*

After the success of the second Mad Max film in 1981 (known as either "Mad Max 2" or "The Road Warrior" depending on location), Japanese scale-model company Fujimi issued a series of 1/24-scale plastic kits inspired by the punk-outfits-and-hooptie-cars-in-the-wasteland aesthetic of the film. The "Mad Police" series, as these kits were known, comprised four heavily-armed machines, each based on a 1970s or 1980s Japanese or American car and each equipped with 1/24-scale Armageddon warriors in gnarly-looking armor (for the men) or cleavage-heavy bondage outfits (for the women).





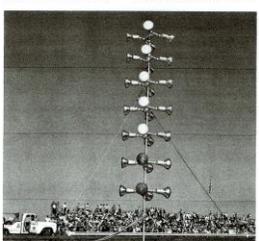
Above: Ed Eaton (left) and Lew Bond pose with their new countdown starter system at the Indy Nats.



Right: Wouldn't it be cool to have this sign hanging in your garage?

years honing their ability to read the flagmen and watch for signs of the imminent flag wave. One racer who didn't love the Christmas Tree at first was Don Garlits. He was at Indy that year driving essentially a clone of Gwynn's car. He called Brief Encounter that he had built for the Cassidy and Winward team. Garlits won the A/C class, and the next day he won his way

into the Top Eliminator final, facing a relative unknown named Bobby Voelck in the Hests-Hells race. After scalded the first this year. As the last yellow went out, Garlits dumped his clutch. Virtually at the same time Voelck left the line, but Garlits barely missed the Illinois car out at the finish lights. However, back at the starting line, there was a red light blazing brightly in Garlits' lane.



The top four lights of each row are amber, and flash, side-by-side in sequence from top to bottom, at one-half-second-later intervals, explained AHR in September 1963. "At the bottom of each row is a green light which flashes one-half-second later as a signal to drivers to go!"



Above: The system at the starting line. Left: In looking at all the film shot at the '63 Indy Nats, it's obvious that photojournalist chief Bob D'Olivo worked to capture the Tree in action. We saw shot after shot, when he tried to line up the perfect composition, only to have either the car too far away, or blocking the lights from view. In the end, Lindemann's "Come Me Gone" Plymouth, Sunday after all that effort, it didn't make it in the magazine. He had fouled and automatically lost the race.

Garlits provided his side of the story in his 2004 book, Tales from the Drag Strip. During the first use of the Tree, the racers were guided into place at the starting line by track workers. Over the course of the weekend, Garlits had found a spot at the line "that gave me just the right amount of lead time so that I could leave on the last yellow." But, for the '63 final, they couldn't let him stage there, instead motioning him to pull further forward "right up to that elapsed time beam, and I left at the last yellow. Sure enough, I went red. Voelck was the winner. "I was really pissed about that, and how I lost that race really stuck in my craw."

HOT ROD 75th ANNIVERSARY 2023 NOVEMBER 18

**SPRING**

The beginnings of the automotive aftermarket rim industry

Story by Doug Boyce with Terry Denomme

Photos Courtesy, Grant Bittner, Doug Boyce Collection

It's been said the suit makes the man and to paraphrase the expression, a proper set of wheels sure makes the ride. One of the first changes most auto aficionados make when buying a new or used car is to bolt on a set of custom wheels. It's been that way since the aftermarket wheel first became available almost 70 years ago, though you could say the first custom wheel was created almost immediately after the wheel was invented.

We don't know what it looked like but in the centuries since even wagons had custom wheels, either because they were painted a certain way or designed to be unique. When the first gas-powered cars started to travel North American roads the wooden spoke/metal outer rim wheel was pretty much the standard by 1920, followed by the metal multi-spoke wheel. It's no surprise that early gearheads and racers were not satisfied with stock wheels. For starters they'd have a stock wheel modified by either widening it to fit a bigger tire, changing the offset or strengthening it for the rigors of competition abuse. Next came making wheels lighter, maybe even cutting holes in steel rims to create windows for brake-cooling air to flow through.

Ted Hallbrand is credited with designing the first custom wheel, having done so way back in 1946. Made of magnesium, see photos at the top of this page, Hallbrand's knock-off rims were designed for off-road competition use and were sold to oval track racers as a means of shedding weight and adding strength over the original equipment manufactured wire or by the '40s, stamped steel wheels that were in use at the time. For Hallbrand, success came instantly. Every Indy 500 winner from 1946 through 1963 rode on his "mag wheels" a term that going forward would eventually be used to describe any automotive aftermarket wheel regardless of the material used to make it.

In 1965, Hallbrand expanded his line of wheels by adding variations of slotted rims, which became the wheel to use on land speed courses as well as on

**MAG WHEELS**  
BY AMERICAN RACING EQUIPMENT

American magnesium wheels are used by more record-holding drag racers than any other type. They like American's perfect roundness, balanced open spoke design and super-strong design.

Front Wheels 3 1/2" x 15"

Rear Wheels 6" to 10" wide

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dragstrips that were popping up across Canada and the US. Of course some likely made their way onto street cars.

Around this time the chrome reversed, stamped steel wheel was a very popular hot rod item but in the late 1950s Romeo Palamides, a drag racing enthusiast, famed chassis builder and founder of American Racing Equipment decided to jump into the aftermarket wheel business. Palamides and working partner Jim Ellison initially designed and produced a race-only 12 spoke spindle mount front wheel and a slotted rear wheel measuring up to 10 inches in width.

On the street, 1960s customs, as cool as they were with their eye-popping paint, dropped suspensions and spinner caps, would give way to cars in the 1960s that were influenced by drag racing. A jacked suspension, painted or



While the American Racing Torque Thrust wheel was first designed for competition use in 1959 it didn't take long to realize there was a huge, hungry market for a street-use mag wheel. They certainly look good on Tom Oliver's '63 Buick Wildcat which definitely has a period-correct '60s street bracket vibe. Below right, the team of Sox & Martin engaged KeyStone's sponsorship beginning in 1957 and the deal would last into 1972. It's questionable as to whether the Keystone Klases ever looked any better than on a Sox & Martin car, including this '67 Plymouth GTX.

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By 1963 soon-to-be-legendary companies such as Ansen, E.T., Keystone, Cragar, and seemingly a gazillion other lesser-known brands arrived on the scene. True icons never die and today a number of wheels introduced during this period are still being produced, including the American Racing Torque Thrust, Keystone's Klaxtoning 5-spoke wheel and perhaps the most ubiquitous aftermarket wheel of all time...the Cragar S/S (Super Sport).

chrome plated OEM rims, or any combination of the two was the look of a real street bracket as the decade began. For those with the dough in 1961 there was a 5-spoke, single rib wheel freshly designed by Dick Rader and produced under the Wheel Corp of America name. (Rader actually partnered with Mickey Thompson to form Wheel Corp.) Dubbed DER-100 this wheel — which was available in a polished or satin finish — is said to be the first aftermarket wheel designed specifically for street application.

By 1962 Rader was producing 15 different styles of both aluminum and steel rims. Hallbrand, Palamides and Rader lit the fuse and very soon the aftermarket wheel industry exploded.

Roy Kitchner's Cragar Equipment Company scored a real winner with the often-limited S/S rim. Unlike the earlier formed magnesium wheels, the chrome-plated 5-spoke Cragar was formed by mating aluminum inner spokes with a steel outer rim. Available in various sizes, by the mid-1970s more vehicles were equipped with the S/S wheel than any other aftermarket brand. And no wonder, they looked great on everything, from custom vans, and street rods, to VW Bugs.

By the 1970s the custom wheel market was saturated. Emerging brands included: Rocket, Superior, Appliance, and Motor Wheel. Motor Wheel worked with Detroit auto manufacturers as far back as the 1930s, but began producing aftermarket wheels at the tail end of the 1960s.

**KUSTOM WHEELS**

**THIS IS THE CRAGAR S/S "MAG"**

**BELL**

**"Along came SPYDER"**

...and Miss Muffet's doors off

**SPYDER**

Their unique Spyder wheel was offered in a steel, aluminum hybrid version for the street and a magnesium street only unit. In 1973 their 5-spoke Fly's and flat faced, welded Fleas showed up on many drag cars. Motor Wheel, which was owned by Goodyear Tire stopped producing af-

The Gapp & Roush Tijuana Taxi Pro Stock Maverick wore Motor Wheel Fly front boots. Motor Wheel also manufactured a wide-spoke aluminum race wheel called the Flea. At lower left, Bill Grunty Jenkins made use of Cragar's first set of spun aluminum rims in 1970. Minimal unsprung weight was the selling point. Within a couple years every serious drag car would use these wheels.

**MOTOR WHEEL**

DOES IT AGAIN

Motor Wheel's Pro Stock Fly front boots (left) are one of our strongest and most readily available. They are made in aluminum and are available in 15" and 16" diameters. They are available in 15" and 16" diameters. They are available in 15" and 16" diameters.

termarket wheels after 1975

In 1970 Cragar and Centerline introduced flat faced aluminum rims which really shook up the aftermarket wheel industry. The initial Cragar's were spun experimental copies given to a few select racers and were bolted together. Beyond these initial Cragar's, both brands were held together with rivets and consisted of three key parts: the inner and outer rim halves and the center flange. The Cragar's would become readily available in mid-1971 labelled as Super Tricks. A steel Super Street version of the wheel would come to market in the later 1970s.

The Super Trick would often be confused by the novice with Ray Lipper's Center Line-produced Auto Drag. The forged Auto Drag was advertised as being lighter and stronger than any current race specific wheel available. Lipper's later designs, the Telstar 5-spoke, and Convo Pro proved to be equally as popular.

Like the Super Trick, the Auto Drag design came to the street in the late 1970s. Both caught on when the Pro Street movement, street cars featuring fat tire tube chassis style of 1970s era Pro Stocks, became all the rage in the early '80s.

**The Anatomy of a Center Line Wheel...**

ET, at left, was a company founded by Richard Bellh back in 1962. Though no longer NHRA legal, his on-ly design was pretty ingenious. The wheels shown here were marketed in the early 1970s. The Centerline Auto Drag wheel was the go to for a long time. Strong, light, and good looks made it a popular choice both on the street and at the drag strip. Below a Motor Life Fly on Dave Vren's SSDA 'Cuda in 1976.

One-up people really why? The original wheels are the best. The original wheels are the best. The original wheels are the best.

**CENTER LINE**

We didn't make them for your father.



Chrome reverse 15" rims and whitewall slicks were de rigueur in the late 50s and into the mid-60s. Hey, didn't the Beach Boys sing about this combo? The '55 Chevy ruled the open class during the early to mid-1960s. Above right, 60-year later, '55 Chevys are still popular but the rolling stock is a bit more advanced and larger in diameter, as this '35 Chevy rolling on what appears to be RUFF 16" wheels demonstrates. Come the 1980s Weld Wheels, below right, was battling Cragar as the leader in street and strip wheels. Back then it seemed near every Pro Stock and Pro Street car rolled on Superlites and the Superlite II is still a popular wheel today.



The 1956 Pontiac of Ramon Lowe, with its Fenton Sharks sure is a sight for sore eyes. The Shark series rims were manufactured between 1965 and 1970. Aron Fentons' company would market a variety of rims through the early 1980s. The '69 Nova of Braden Weiss, below, has the look of a serious 1970's street cruiser thanks to Cragar Super Stocks up front, black steel rims out back, sleeper bars, a raised hood. This Nova look ready for business. Fender badges indicate 427 power which is a nice engine choice.



Bead lock rims in sizes up to 17 inches in width are the only way to go when it comes to today's professional category drag wheel. Leading the way are Weld, RC Components, and Race Star. Like Hallbrand, Palamides, and Lipper before him, Greg Weld, a former USAC championship driver couldn't find the right combination of strength and performance in the wheels that were available, so in 1970 he decided to go into business making his own. Weld wheels, made of high-grade aluminum were initially similar in design to the Super Trick and Auto Drag. A five spoke, as well as a hole punched design would follow. Today, Weld Wheels come in sizes and styles for every application imaginable.

**WELD WHEELS**  
THE PERFORMANCE CHOICE  
**STREET LEGAL**

**Superlite II for Street or Strip**

On the street, old school designs still hold favor, but the 14" and 15" diameter wheels of yesterday seem to be giving way to 17" and up size wheels. New technology and materials also mean today we are seeing more one-off, CNC or even 3D produced rims.

While wheel sizes have ballooned so too has the market which has a valuation of \$1.4 billion a year. Changing tastes mean the custom wheel market will never stagnate but one thing remains true — the right wheels give a car soul. Get it wrong and the entire esthetic dies.

The old classics can still look good on any car, but today there is a mind-boggling amount of wheel options to choose from. Choose wisely my friends.

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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.

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.

### Nov 11<sup>th</sup> Model Car Challenge 2023 pics (part I)



## Model Mercantile Market

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

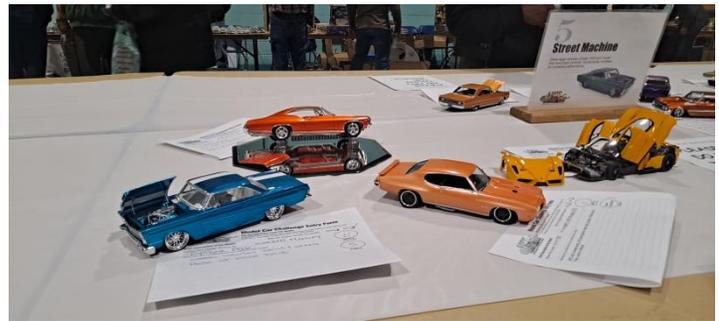
**WANTED:** Rear bumper for 1963 AMT Falcon.

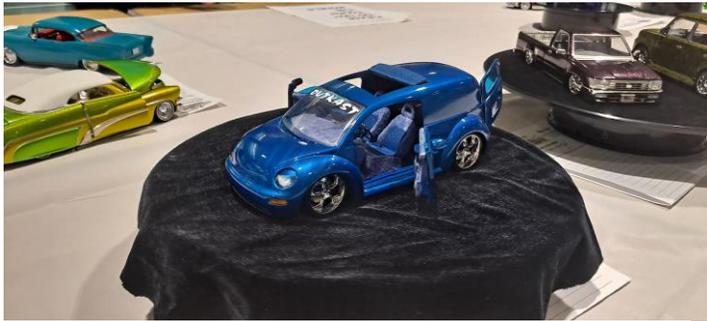
**WANTED:** CAR MODEL Magazine May 1974 issue. Will pay \$20 for it in excellent condition.

**WANTED:** AMT 1969 LINCOLN unbuilt kit. Will buy or have many vintage kits available for trade. Contact Gary Weickart at 631-581-5834 or [gweickart@aol.com](mailto:gweickart@aol.com).

**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







**Oct meeting pictures**

**L.I.A.R.S committee discussing show planning, among other topics of importance...**





***Our Unofficial Official***



***Works of art from:***

***Yours truly***



***Goods from John the Artist***

***Lenny Cromwell***





**And other fabulous builds from our members**



**Built by Kenny Murch, Joe's Grandson**



***Some past LIARS show pics from 2008, your authors first exposure to the club at 15:***



## ***What are some of your LIARS show memories?***

***More pics and coverage coming next month....***

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### **2023 LIARS Model Car Challenge class results**

Only 14 out of 26 classes had sponsors (thus LIARS absorb related expenses for the others)

(Please insert Pat's trophy package sponsor listing)

There were approximately 247 model entries, along with previous winners who elected to redisplay them to allow other visitors to enjoy!

This is in addition to BEST:

**Engine: Lewis Gonzalez: 2023 Enzo Ferrari**

**Interior: Lewis Gonzalez: 2023 Enzo Ferrari**

**Finish: Ralph Sanchez**

**Detail: Lewis Gonzalez: 2023 Enzo Ferrari**

**Most Humorous, Best Merc & LIARS Memorial Award** (should have been in honor of R.Augus were not awarded)

Note: John the Artist provides the BEST CUSTOM Trophy that Greg Hunt captured with his 50 Chevy Pickup.

## **Class Winners**

### **Class 1: Junior to Age 17 – Number of Entries: 2**

3 rd place: N/A

2 nd place: Kenneth Murch – USA-1 Monster Truck

1 st place: Myles McHonan – Green Hornet

### **Class 2: Factory Stock – Number of Entries: 17**

3 rd place: Dave Schmidt – 67 Camero

2 nd place: Joe Stemmler 66 GTO

1 st place: /Robert Cucchiaro 66 Ford F-100

### **Class 3: Documented Replica – Number of Entries: 9**

3 rd place: Joe Stemmler – 65 Dodge

2 nd place: John Wolkiewicz – The Snake

1 st place: Paul Drago – Garlits Photo

### **Class 4: Street Rods – Number of Entries: 10**

3 rd place: Dave Woods – 32 Ford

2 nd place: Greg Hunt – 34 Ford

1 st place: Michy Hayes – 25 T

**Class 5: Street Machine – Number of Entries: 18**

3 rd place: Matt Edwards – 69 Nova

2 nd place: Ralph Sanchez – 66 Cyclone

1 st place: Lewis Gonzalez – Enzo Ferrari

**Class 6: Light Commercial – Number of Entries: 6**

3 rd place: Joe Stemmler -50 Chevy

2 nd place: Robert Cucchiaro – 69 Ford

1 st place: Ricky Wallace – School Bus

**Class 7: Heavy Commercial – Number of Entries: (?)**

3 rd place: Daniel Horvarh – 41 Ford Cab Car Carrier

2 nd place: Mark Stewart – Kenworth Semi

1 st place: Mario Pagano – Cement Mixer

**Class 8: Municipal– Number of Entries: 2**

3 rd place: no entries

2 nd place: Richard Hipperling – 41 Plymouth

1 st place: Billy Kingsley – Smart car

**Class 9: Custom – Number of Entries: 14**

3 rd place: Steve Johnston – VW Golf

2 nd place: Greg Hunt – 63 Impala

1 st place: Dave Wood – 66 Nova MENO

**Class 10: Euro/Tuner/Lowrider– Number of Entries:9**

3 rd place: Dave Schmidt – 58 Austin Healy

2 nd place: Russell Calhoun – Toyota Crown

1 st place: Ralph Sanchez – 57 Ford Wagon

**Class 11: Straight Line Competition– Number of Entries: 27**

3 rd place: Dave Wood – Johan Pinto

2 nd place: Glen Powers – 71 Auster

1 st place: John Wolkiewicz – 55 Chevy

**Class 12: Open Wheel Competition – Number of Entries: 17**

3 rd place: Greg Hunt – Indy 500 Racer

2 nd place: Lewis Gonzales – F1  
McClaren

1 st place: Ben Willams – Ryan Preece –  
Hot Sause Modified

**Class 13: Closed Wheel Competition –  
Number of Entries: 16**

3 rd place: Billy Kingsley – 1996 Bobby  
Hamilton

2 nd place: Marny – McCleren GTR

1 st place: Lewis GonZelez – Mercedes  
Sauber C9 (1989)

**Class 14: Curbside – Number of Entries:  
9**

3 rd place: Russel Calhoun – Johan Pro  
Stock Mavsrick

2 nd place: Billy Kingsley – 53 Ford Conv.

1 st place: Sergey Nebakg – Nisson 350

**Class 15: Shelf Model Street – Number  
of Entries: 10**

3 rd place: Sergey Nebakg – Mazda  
Miata

2 nd place: Frank Steffens = 67 Camaro

1 st place: Greg Hunt – 61 Chevy

**Class 16: Shelf Model Competition –  
Number of Entries: 15**

3 rd place: Ed da Rosa – Dyno Don  
9Maverick) Pro Stock

2 nd place: Doug Estabrook – 65 Chevy  
Race

1 st place: Greg Hunt – 67 Vette

**Class 17: Box Stock – Number of  
Entries: 14**

3 rd place: Dave Schmidt – 2016 Ford GT

2 nd place: Ed da Rosa – 69 Mustang

1 st place: Glen Powers – Mini Cooper

**Class 18: Cars & Trucks 1/20 Scale &  
Larger– Number of Entries: 4**

3 rd place: Matt Kozerski – 34 Royse  
Royce

2 nd place: Paul Drago – Mercedes  
(Tribute to Lartique)

1 st place: Russell Calhoun – No/1 Miles  
Gt 40

**Class 19: Cars & Trucks 1/32 Scale &  
Smaller– Number of Entries: 10**

3 rd place: Sergey Nebakg – Horneby Elk  
(Mercedes)

2 nd place: Daniel Horwath - 55 Chevy 2  
Ton

1 st place: Paul Drago – Triumph Herald

**Class 20: Motorcycles – Number of Entries: 11**

3 rd place: Diego Perri – Honda Monkey

2 nd place: Russel Calhoun – Repson Honda

1 st place: Greg Hunt – RM Chopper

**Class 21: Diorama – Number of Entries: 4**

3 rd place: Gary Menkin – Mausoleum diorama with 59 Cadillacs

2 nd place: John Kriotek – Car Show room

1 st place: Rich Argus – Scratch built Diner

**Class 22: Theme Class (Corvettes) – Number of Entries: 13**

3 rd place: Dave Schmidt 15 Vette

2 nd place: Mario Pagano - Yenke

1 st place: Greg Hunt – 53 Bette

**Class 23: Miscellaneous– Number of Entries: 8**

3 rd place: Dave Wood – Drag Wheel (plane)

2 nd place: Sergey Naboka – AMT Little Hoy Dogger

1 st place: Rickie Wallace – Dodge Caravan

**Class 24: Slammer – Number of Entries = 1**

1 st place: Sergey Naboka – Jimmy Flintstone model

Classes 25 & 26 - Slot Cars had no entries

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

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

**LIARS Annual (2023) INPUT AND PROFILE SHEET:**

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

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

**YOU DO NOT HAVE TO SIGN THIS SHEET.**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**LIARS Profile:** (name) \_\_\_\_\_ (Can be your LIARS nickname or anonymous panhandle...)

- How long have you been building models? \_\_\_\_\_
- How long have you been a member of LIARS? \_\_\_\_\_
- What do you usually build? \_\_\_\_\_
- Where do you usually build? \_\_\_\_\_
- How many models do you have? \_\_\_\_\_
- Have you ever had any failed builds that were scrapped or recycled for other projects?  
\_\_\_\_\_
- Have you ever parted out old finished builds and recycled their contents for new projects?  
\_\_\_\_\_
- How many unbuilt models do you have? \_\_\_\_\_
- What are your favorite 3 models you have built? \_\_\_\_\_
- Have you ever won an award for building a model? \_\_\_\_\_
- What 3 models should win an all time kit of the (last) century award? \_\_\_\_\_
- What 3 models are so horrible that you would buy them just to protect others from having to build them?  
\_\_\_\_\_
- What was the dumbest, most boneheaded mistake you've made in the past? (Can be model or general related)  
\_\_\_\_\_
- Was there any kit you regretted ever purchasing?  
\_\_\_\_\_
- What do you drive now? \_\_\_\_\_
- Are you bitter about anything? \_\_\_\_\_
- Are you saving your pennies for something fun to drive? \_\_\_\_\_
- With an unlimited budget, what 10 full size cars would you have in your garage?  
\_\_\_\_\_
- What (if any) person (living or dead) in the 1:1 automotive world would you like to meet? \_\_\_\_\_
- Do you go to model car shows? \_\_\_\_\_
- What are your favorite model car shows and why? \_\_\_\_\_
- Do you have kids & if so, do they share your passion? \_\_\_\_\_
- Did you build models with them? \_\_\_\_\_



# 2024 MODEL CAR CHALLENGE COMING SOON

## DETAILS AND DATE TBA!