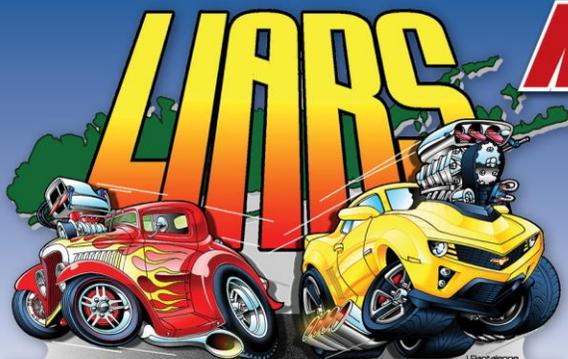


LEND A HAND AND BRING A CAN!



MODEL CAR BRIEFS

Meeting themes:

"Chevy Impalas"

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

Newsletter Stuff:

Richard Manri
(631)-589-6876
picorro93@gmail.com

Club Stuff:

Dominick Gerace
(631)-834-4223
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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, Rob Charles (for Hotcarz), Andrew Boyle (for CJ Ponyparts), James Ramey (for Autoweek)

From our LIARS Unofficial Official

Earlier this month I got a very interesting phone call from a gentleman by the name of Scott Colmer. He's starting up a new Model Car magazine called Auto Modeler. Their plan is to release their magazine on the months in between model cars magazine.



Scott Colmer, (951) 285-2375

So logistically, you could have a printed magazine about model cars every single month of the year! That sounds fantastic to me! He would like coverage of our show in November. Chances are I'll be doing the photography again and sending off the pictures as soon as possible. As he would like to get them in the issue after our show. If they do enough shows, we could also be in their contest annual.

So if you're interested in subscribing to this Model Car magazine, the links will be listed below. I think it has the potential to fill the void left by my favorite magazines Scale Auto Enthusiast! See y'all at the meeting. Remember to bring any Impalas you've

built or are working on! Wagons as well...

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

Not much to say. Been busy and kinda out of focus for the past month. Haven't gotten much done and now we're entering 85+ degree days until the middle of September. Hope everyone enjoyed the Independence day weekend amidst the sweltering heat and humid rain days.

Doc V. just made me aware of one person having club related emails sent to their spam folder. This is because if the sender is new or different than previously via Doc V. (man it's been a year since I started and time does fly!) the provider can mark it as spam and won't show up in the inbox. The very easy fix for this is going into your email settings and marking the sender as trusted or on a contacts list and that will stop their emails from going to spam.

If anyone has issues with getting or viewing the MCBs or any emails from me, please, PLEASE speak to me at the mgts or contact me any time via my email or phone, and I will respond to you ASAP.

**Useful contact info:
(631)-589-6876
picorro93@gmail.com**

Also, I would like to thank Bill Murray/ Doc V. for his contributions to the MCBs. However, we can't do it alone so we need more of our guys to provide content and support the MCBs. Anything you say or even send over to yours truly would be a tremendous aid!

Other than that, that's all I have to say rite now. Theme is Impalas any year, run what you've brung! After board meeting, I would like to discuss a few things about anyone having issues with getting or viewing the MCB, plus discuss next months theme so people can know firsthand.

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

Dr.V's Colum

Good day to you & yours on this extended 7/4/24 celebration! (OK, by the time you receive this, your 2024 Celebrations will include hopefully great memories!)

.....



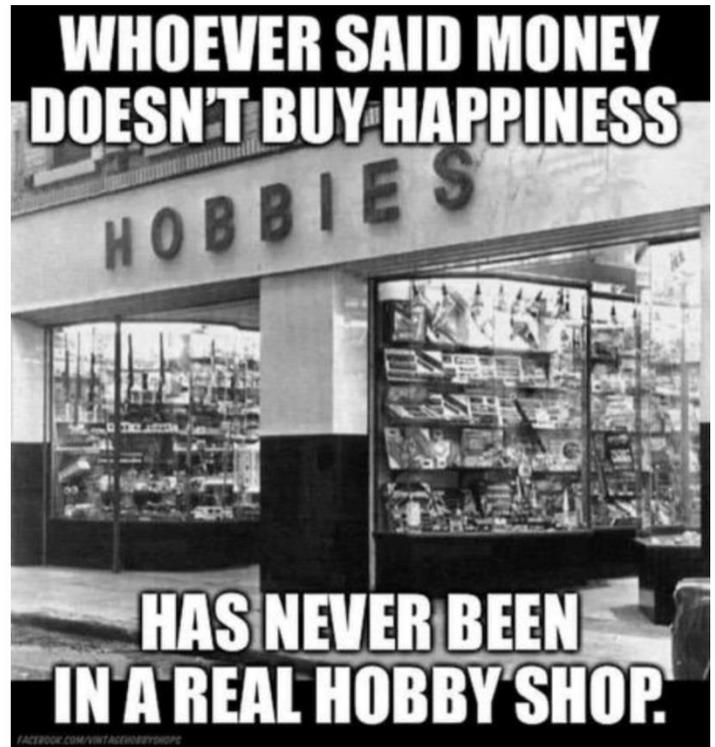
I thought you might enjoy some goodies to contemplate...

Let's start with a picture as in...Jones Beach NY)



Ok let's start over...

If not then...



Next let's review what has happened over e.g., the 1st half of (Dr.V's) 2024?

Please provide your assessment as to your accomplishments or noted in 2024? (Please include Richie Rich our editor ...)

While your MCB staff awaits your input, let's continue with Dr.V's!

Generic:

Dr.V started 2024 with providing his local medical offices / SFH \$\$\$ support (to offset your hopefully future medical costs...think about it... He is still providing funding to numerous doctors &/or labs to testing that you can take advantage of... as in offsetting your contribution(s) NOT TO WORRY! DR.V's funding still has not isolate the cause/solution of any of his (medical) problems! (You may now continue to laugh!)

Then there are his (or should I say modeler's to hopefully be politically correct, 2024 Model related purchases...so what if they center around local flea markets, car &/or model shows, & occasional visits to OLLIES (when the local LI outlet has something new! - - Dave Vehrs provides status...) which results in us, LI residents forgoing a worthless trip...Thanks ...

unless we are really offsite at other OLLIES where selections normally varies ... (you be the judge..

Throughout the years Dr.V along with Rich Argus actively pursued model related donations for the LIARS! (WE HAD FUN, until we collected too many goodies...and then had to get rid of them), while fellow LIARS members ignored us! (Again, You may now continue to laugh)

Recently, a modeler referred to Bruce (last name to be identified, once he agrees to honor his wife's request to get rid of his ...! (You got the picture?)

So Dr. V visited Bruce, & then fills up his car with multiple bins with models &/or parts & then transfers most of them to John the Artist, to help him remove e.g., parts we decided no one would possibly want (ok, we filled a large garbage can that we donated to the local garbage collection).

WOW! Read this as real work &/or trying to explain to our significant others as to what we are doing with this...you be the judge... Eventually Dr.V returned home with only one large bin!..that he thought was great! ...only to face his significant other (alias TROUBLE) as to what Dr.V is going to do with this? PRESSURE starts to build...

OH, OH...now Dr.V has to deal with antique cars in the driveway that do not want to start (while TROUBLE) tells him to get rid of these cars, along with overflowing our garage of (to TROUBLE-labeled junk), plus this large bid of models, parts, etc. sitting on his enclosed patio! You got the picture?

Dr.V also noted that John The Artist's bride " has not asked where did these ...come from?" Oh Oh...She did...(well at Least TROUBLE & John The Artist's bride do not communicate! Does this mean! Dr.V hopefully is not exposed to another divorce proceeding?..you be the judge? If so can we bribe you?...John & I think we are could be (model) politicians ...did I say this in writing no less?

Back to Dr. 2024 status...

Dr.V started 2024 with intent to not obtain duplicates (which meant he would have to attend gatherings with his latest collection listing. Why because he has too many models!!! (But that's Dr.V)

Now 1/2 way through 2024, Dr.V realizes that his collection of goodies consist of his primary model cars (no problem), automobile 1:1 books (& other goodies) OH, OH...

And as luck would have it, Dr.V recently purchased 18 Promos for the most part from the 60s! (@ a flea market while with Trouble!...When he returned to their car, his wife said "I knew you would buy them!" AGAIN. OH, OH

Then he was given a number of Arcadia local LI books (e.g., History of Amityville ...WOW they are interesting!) from a 1:1 car club member...does this mean Dr.V has another hobby category... (please don't tell Trouble, you think he has another book collection hobby) YEP

Now add to the above a few of Bruce's model limo conversions ...you got the picture? Pic below...

.....



*Oh well, Dr.V had great intentions
...let's see what the next 6 months
uncovers...*

*PS, how did Trouble know I would buy
the Promos? Dr.V*

The Story Behind The Lost Bullitt Mustang Discovered In A Mexican Junkyard

By Rob Charles



It's no wonder that Steve McQueen has the nickname "King of Cool." Watching him drive one of the most iconic cars in the world; a 1968 Ford Mustang GT fastback, in the hit '60s movie *Bullitt* makes him worthy.

The acclaimed 1968 movie contains some of the greatest car-chase scenes ever captured on film. And the 1968 Green Ford Mustang GT that co-starred alongside him is also a global superstar.

The movie has it all. Hot cars, high-speed racing, a strong central character and great locations. In the extended car chase sequences McQueen is at the wheel of the iconic green Mustang, desperately trying to escape two hitmen chasing him in a Dodge Charger. The stunts are epic, and the ground-breaking driver-visual scenes raised the bar for future movies.

The cool thing about classic movies like this one is that the cars and the stars were actually performing the stunts for real. There was no CGI or green screen to fabricate the action. In those days it was just a car, a driver, and a running camera. The amazing stunts produced were the result of the sheer guts and true grit of the cast.

McQueen personally selected the Ford Mustang for the film. He wanted a car that was affordable (at the time) and one that a city cop might drive. So it's thanks to him that this mustang became the most famous muscle car of all time.

**RELATED: HERE'S WHY THE
ASTON MARTIN VICTOR IS**

BRITAIN'S BEST MUSCLE CAR

The Movie Star And Its Stunt Double

What some people may not know is that there were actually two cars used in the Bullitt movie. Ford Motor Company gave Peter Yates (the Director) two identical Mustang GT Fastbacks. One for standard film shots (that we'll refer to as the 'hero' car) and another car for the famous stunt sequences: a stunt double.

Both cars underwent some serious modification by Hollywood movie car specialist, Max Balchowsky, in 1968. He did some major overhaul work on both cars to prep them for filming. Especially the stunt car which needed special treatment for all the brutal action shots that they had planned for it.

In late 1968, when shooting was complete, the hero car went into private ownership and has stayed in circulation ever since. But the stunt car unfortunately didn't. After filming ended, Balchowsky had the badly damaged car towed off to a scrapyard for crushing. Deemed lost forever.

The Amazing Junkyard Discovery

In 2017, a man named Hugo Sanchez took a dusty old cream white Mustang into his local custom shop in Mexico for a makeover. He wanted to have the old car transformed into a clone of the famous 'Eleanor' mustang which features in the movie *Gone in 60 Seconds*.

The shop owner, a friend of his named Ralph Garcia, had his suspicions about the car and decided to do a background check on it. What happened next changed their lives.

When Garcia ran the car's build plate number through the MartiReport database (a highly regarded source for validating the authenticity of a classic car) it set their pulses running. The trusted database, containing history records for every Ford built between 1967 and 2012 revealed that the car had a consecutive build number to the hero car.

RELATED:FORGET ELEANOR, BULLITT HERO CAR UP FOR AUCTION

A somewhat ecstatic, but nervous, Sanchez then commissioned a further full inspection on the car. And just like an episode of CSI, the inspection threw up a whole bunch of new clues. Thankfully all very positive.

The inspectors found evidence of welding work on the shock towers, consistent with the work that Balchowsky did to strengthen the stunt car. The rear-left inner-fender had a hole in it, which is consistent with a hole bored into the Bullitt stunt car to accommodate an exhaust pipe for the trunk-mounted, gas-powered generator which provided additional power for in-car lighting. The front valance also showed evidence of original repair work. And to top it off, after they sanded down a small section of the car, they found a base coat of Highland Green.

With all VIN stamps on the car matching up, the final conclusion was that it is without doubt the missing stunt car. For Sanchez and Garcia, it was time to celebrate.

It turns out that the stunt car was in fact sent to a local scrapyard close to the film-set. An unknown buyer then had it shipped to Mexico. Ending up in a small junkyard, behind some residential housing in Los Cabos, on the southern tip of Mexico's Baja California peninsula, where it sat unnoticed for nearly forty years. How it managed to escape the crusher is just a miracle.

And while he was searching for a suitable 'Eleanor' car, Sanchez stumbled on the junkyard. He bought the car along with another coupe, for just \$5,000, from the junkyard owner - who must be kicking himself right now.

Sanchez did attempt to do some of his own restoration work on the car before taking it to the shop. But luckily it was only light changes. And fortunately he kept all of the original parts that he managed to salvage from the junkyard.

Where the Stunt Double is Today

The car is now jointly owned by Sanchez and Garcia. And they are currently restoring the famous stunt car back to its former glory. So hopefully one day we might see both cars reunited again.

But wouldn't it have been great to have been a fly on the wall when Garcia told Sanchez the good news about the car's real identity. His face must

have been an absolute picture. It must have been like receiving a call from the Lottery organizers to inform you that your numbers have come up jackpot! Well done, Hugo.

WHAT IS THE CENTURION CLASSIC?

By Andrew Boyle



Though Ford didn't produce a four-door SUV until much later, Centurion took it upon themselves to create one. The Ford Centurion Classic combined a Bronco with an F-series pickup, creating a three-row luxury-packed SUV. This combination worked incredibly well, and it wasn't long before Ford discontinued the Bronco in favor of creating its own massive SUVs, effectively killing the Centurion.

Because the Bronco and the F-Series pickups shared a platform during the Bronco's final generation, they were

perfect candidates for a fusion that looked OEM.

A FOUR DOOR BRONCO?



The Centurion Classic was produced from 1987 until 1996 when the Bronco was dropped by Ford. There were two models of Centurion Classic: The C150 and the C350, which used an F-150 and an F-350 respectively. Regardless of which model F-series was used, it needed to be the Crew Cab configuration in order to provide the additional interior space that was needed.

The C150 and C350 look like four-doored Broncos. People responded well to this design and many have noted that it simply "looks right." Perhaps that's what has provided the inspiration for Ford's rumored [four-door Bronco in 2021?](#)

Centurion saw the market for a larger vehicle at the time, and while Ford

wasn't interested in competing with the Chevy Suburban at the time, Centurion was willing to take up the charge.

CENTURION CLASSIC: MORE THAN THE SUM OF ITS PARTS



There were a few changes to make the Centurion Classic more than just the sum of two Ford vehicles. Though this wasn't the case for the early models, the later models of the C150 and the C350 replaced a lot of the fiberglass components of the Bronco with stronger steel.

The only engines that were offered on the Centurion Classic were various V8 engines. The C150 came with either a 5.0L or a 5.8L V8 engine while the C350 came with a 7.3L or a 7.5L V8 engine.

The interior had three rows of seating, the first two rows being captain's style

chairs while the third row was a bench. That third-row bench could be folded down into a makeshift bed as well. Even though the SUV became a serious trend, trunk beds have yet to catch on.

LARGE AND IN CHARGE: AN EARLY LUXURY SUV

There were plenty of other interior amenities on the Centurion as well. Both models came with a CB radio, a TV and VHS player, and interestingly enough, a cooler! The Centurion Classic really had it all.

The Centurion is more than just some odd conversion based on Ford vehicles. This vehicle in many ways set the stage for the large SUVs that we see on the roads today. In a sense, the Centurion Classic C350 is the unofficial predecessor to the Ford Excursion. Even though the Excursion was only around for a brief stint, other vehicles like the Cadillac Escalade and the GMC Yukon bear striking similarities to the Centurion Classic.

The Centurion classic is an odd footnote in the history of Ford trucks. Looking back, it's interesting that Ford (or any automaker for that matter) would hesitate to create a vehicle

themselves that filled the role of the Classic.

7 Ford Pickup Trucks America Never Got

Utes, mini-utes, bakkies, and long-wheelbase duallies that Ford never sold here.

BY JAY RAMEY



We tend to view pickup trucks as a quintessentially American body style, but other countries with expansive frontiers (and expansive planned subdivisions) have also found them very useful. They did their own takes on the pickup truck, too, ones that were more suited to their economy, roads, distances, market preferences, and even gas prices.

We may have gotten a taste of Australian utes from time to time—the Ford Falcon

Ranchero, of course—but there are plenty of other pickups that Ford never offered in the States.

7

Ford Falcon



The Falcon was perhaps the best-known Ford pickup or ute not sold in most of the world, and it dates back to the 1950s when Ford of Australia started selling the very first sedan-based pickups. Things would get interesting for the Falcon in the early 1970s when it adopted the 1971 Ford Mustang styling, as well as V8 engines, allowing the founding fathers of modern hoonos to burn rubber and engage in general delinquency.

The very first Falcon utes may have been relatively mild, but the emergence of the muscle car craze really touched off a curious ute arms race of sorts. The last-gen Falcon ute was equal parts pickup and muscle car, and at the top of the range sat the Falcon Ute XR6 Turbo with a turbocharged 4.0-liter inline-six connected to a six-speed manual or a six-speed automatic transmission, with huge wheels and a sport-tuned suspension. The Falcon was available from the factory as a cab chassis as well, fitted with a slightly more heavy-duty cargo bed (which we would totally modify with a tilt mechanism).

Was America denied something awesome? Yes, yes it was.

Can I import one? The earliest Falcon Ute you can import is from 1996, which is still a bit boxy and Granada-like, though there's nothing wrong

with that. And you should be able to pick up a relative bargain. You'll need all the spare change for shipping it to the West Coast.

How will I be able to explain this at classic car shows? "This is the Ford Falcomino."

6

Ford F-1000



What's a number that sounds better than 150? One thousand, of course. Ford sold the F-1000 family in Brazil for years, starting in 1979, adding turbocharging in the early 1990s to this F-250-based model. We're not going to scare you with one of the more exotic layouts of the F-1000—let's just say there are some trucks that cannot be unseen. To answer your next question: No, there is no rear door on the other side, making this a two-door with a crew cab and an extremely short bed.

Brazil has always been big on diesel, so naturally these were available primarily with oil burners from MWM Motores Diesel Ltda., originally a German company that was sold to Navistar in 1985. The diesel engine offered in the F-1000 trucks displaced 3.9 liters, though a 3.6-liter diesel was also available. Turbodiesels arrived in 1991, with the F-1000 nameplate hanging on till 1998.

Was America denied something awesome? We had things like this—and with more doors. The diesels in these were very basic.

Can I import one? Yes, but that doesn't mean you should.

How will I be able to explain this at classic car shows? "It's the Brazilian Ford F-250."

5

Ford 3000 Leisure Bakkie



We're including a brochure photo of the Ford 3000 Leisure Bakkie just to prove to you that there was something called a Leisure Bakkie. And just like in a spelling bee, we're now going to use Leisure Bakkie in a sentence. "Head on down the highway to the great outdoors. In the Bakkie built to suit your leisure needs," ad copy of the time beckoned. Here's another way to use Bakkie in a sentence: "Built to take you to where the action is—wherever you're going or towing. Ford Leisure Bakkies. There's one that measures up to your lifestyle."

Having read this, we are now unsure of how a Leisure Bakkie was not a part of our lives. Here's what a Leisure Bakkie really was: Ford built small pickups based on the European Ford Escort and Ford Cortina and sold them in South Africa. The Leisure Bakkie on the left is the half-ton Bantam truck, and the Cortina-based one on the right has a 1-ton payload. The Cortina-based Bakkie was powered by a 3.0-liter engine and was similar in size and layout to the Peugeot 504 pickup, which was also a big player in this segment. The segment itself did not really exist outside of Australia, South Africa, and certain South American countries—not counting things like the Ford Courier, which the US received for a very short period of time.

Was America denied something awesome? We have to admit, the 3.0-liter Cortina-based Leisure Bakkie would go well with our leisure suit. Sign us up.

Can I import one? Actually, yes.

How will I be able to explain this at classic car shows? "It's a South African Ford Ute ... if that makes any sense."

4

Ford Pampa



South American countries where very small pickups are a thing (that's almost all of them) have enjoyed the Ford Pampa since 1982. Built in Brazil and based on the Ford Del Rey and Corcel sedans and coupes, the Pampa went up against Chevrolet Chevette pickups (we're not making this up) and entries from Volkswagen.

The version above is one of the later ones, which sported the 1.6- and 1.8-liter engines, though these motors received injection relatively late, in the mid-1990s. Most were indeed front-wheel drive, so they weren't built for much off-roading, though they still probably managed to see more off-roading than trail-capable trucks in the US. There was even a fancy Ghia version.

Was America denied something awesome? Uhh, not really. This would have been mocked here by drivers of gigantic Ford Rangers. Do you want a truck that makes the Ford Ranger seem like some mining dump truck?

Can I import one? Yes.

How will I be able to explain this at classic car shows? "It's a cheap Brazilian Ford Ute ... if that makes any sense."

3

Ford F-4000



What's a number that sounds better than 1,000? Four thousand, of course -- which is how the 6-ton Ford truck built in Brazil was badged. The F-4000 was the base chassis, and was available in a range of versions using the diesel engines supplied by MWM Motores Diesel Ltda. Four-cylinder diesel units with direct injection were on the menu, just in case you were thinking these were some kind of Triton V8-engined beasts. How fast will a four-cylinder diesel haul 6 tons of cargo? It's wasn't about speed with these trucks; they were meant almost exclusively for agricultural use. The version above is the Cabine Dupla, but once again it only has two doors. We're going to defer to Ford Brasil on the issue of offering agricultural pickups with two rows of seating but only two doors.

Was America denied something awesome? An incredibly long dually Ford with a commercial cargo bed may at one point have seemed cool to a farmer from Nebraska.

Can I import one? Yes.

How will I be able to explain this at classic car shows? "It's really special. ... Let me in, oh come on!"

2

Ford Ranger



The Ford Ranger departed our shores in 2012—a victim of the better "value" offered by the locomotive-sized F-150—but carried on in other markets like Australia and South America. That model was still based on the Mazda BT-50 ... which was also not available at your neighborhood Mazda dealer.

Available in two-door and four-door form, the Ranger was available with a 2.5-liter gas engine, a 2.2-liter diesel engine and a beefier 3.2-liter diesel engine for good measure. A five-speed manual was standard, though six-speed manuals and six-speed automatics are also available. It also got a combined fuel economy of 30 mpg with the 2.2-liter diesel version. These weren't some simplified versions for developing countries; the Ranger offered side-curtain airbags, satellite navigation if you got stuck in the middle of the Outback, and Bluetooth connectivity.

Was America denied something awesome? There would have been some buyers, no doubt.

Can I import one? No, but with the current Ranger available again since 2019, why would you want to?

How will I be able to explain this at classic car shows? "Yes, it's here illegally."

1

Ford Bantam



The Bantam is the smaller version of the "bakkies" sold in South Africa and was based on the Ford Escort and later the Ford Fiesta. Australia may have had the ute, but South Africa had an even smaller version, one that didn't use full-size American sedans as the starting point.

The Bantam above is one of the very last versions made, as production of the Fiesta-based version ended in 2011. The Bantam boasted 1.3- and 1.6-liter engines, with the model above likely possessing the latter as it has a body-colored front bumper (the base 1.3 models often wore a black plastic front fascia). This is about as small a ute as one could get, and these were designed for one single market, even though other auto manufacturers have models very similar to this, primarily in South America.

Was America denied something awesome? The Bantam was pretty dire, but it was built for economy and utility. There was no Lariat package offered on the Bantam.

Can I import one? Nope.

How will I be able to explain this at classic car shows? "It's a Ford Escort Ute from South Africa."

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.

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

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

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

WANTED: Vortech style superchargers, blower superchargers from 2007/2010 Shelby GT500 and Revell Ford Mustang Mach III concept car, and turbochargers. 1/24th and 1/25th 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 Toronado 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 to negotiate price or trade for the three above.



June 2024 Meeting pictures



1980s Retro theme





Goodies for sale







L.I.A.R.S leadership going over things like new F1 kits from Savinos





Works of art from yours truly





Vinny Russo



Seagraves Bros





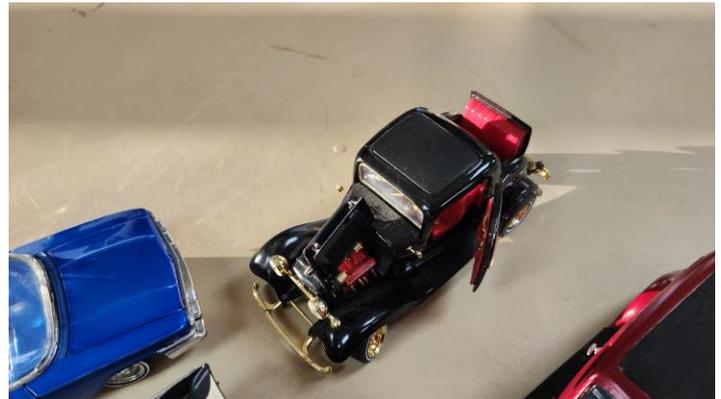
Joey Murch





And the rest of our guys







***Happy summer
motorin', and stay
safe in the
sweltering heat!***



LIARS Annual (2024) 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** ★

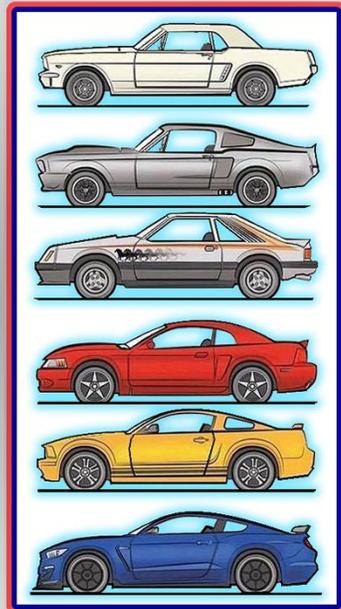
130 EAST MERRICK ROAD, FREEPORT, NY 11520
 FOR MORE INFO - (516) 377-2314



• LONG ISLAND AUTO REPLICA SOCIETY •

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

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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)

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