



# C.A.R. Times

Volume 27 Issue 8

August 2012

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Greetings Model Citizens!

At the August meeting we will try to resolve the Cincinnati Challenge reform issues that we debated in July. I sent out an email to the current membership detailing the proposal and received some feedback from a few members. One suggestion was that we should base our reform on strict NNL lines. I did some research on NNL contests and found that there is no *strict* NNL format. Each regional show conducts the display and award presentation differently. Some display models in classes, others do not but none of them hand out class awards. The number of awards at the shows varies from 2 to 5 and some contests do not have a theme. Our proposed award change would still give out 14 awards, far and above most "NNL" shows.

For those without email capability the letter I sent out is printed in this newsletter. Please join us on August 13 to help with this decision. One note, however, only those with dues paid for 2012 will have a vote. See you there!

Rockne

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*From the editor's desk*

Please read the Challenge Committee's proposal. The changes being proposed, if incorporated, will have a profound impact on the future of the Challenge. That is not to say that it will be a negative impact. Quite frankly, I have no real idea either way. I do know this: I've been to many a contest where I didn't even come close to having a Top 10 (or 20....) model on the table that day, but I had the best (or second best) circle track car or light truck. & it was nice to see 'em recognized as such. Just one view.....

I also know this: if the current trends, as described in the committee's proposal, continue, then either we make the contest cost less or the whole event will go away. On a whole other note, I bring word of the passing of cartoonist Dave Bell (1939-2012), the artist who penned Street Rodder Magazine's 'Henry Hirise' for almost 40 years. I, for one, will miss his unique style.

Robb

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Sharonville '07

## Contest Results Jul In-House 2012

### Factory Stock

- 1st Robb Shelby 34 Ford PU
- 2nd Robb Shelby "Sandy's Paint"
- Street Machine
- 1st Scott Sprawl 69 Super Bee
- 2nd Jack Fortier Isetta/HD
- Street Rod
- 1st Curtis Epperson "Grannies Hot Rod"
- 2nd Robb Shelby "A TUB"
- 3rd Doug Webb 33 Ford 5W Coupe
- Junior
- 1st Scott Sprawl Impala
- Curbside Comp
- 1st Jeff Sprawl 68 Firebird
- 2nd Scott Sprawl 68 Charger
- Pre Decorated
- 1st Randy Wilson 68 Mustang
- 2nd Randy Wilson 32 Ford
- 3rd Randy Wilson 55 Chevy

### Commercial

- 1st Robb Shelby "Cowboy Cadillac"
- 2nd Robb Shelby "Bitch Creek Ale"
- Miscellaneous
- 1st Rockne Riddlebarger Bulldozer
- 2nd Curtis Epperson "Bat Missile"
- 3rd Curtis Epperson "Yellow Submarine"
- Collectible Diecast
- 1st Robert Rudney 58 Chrysler New Yorker
- 2nd Jeff Sprawl 12 Dodge Charger
- 3rd David Ginandt "Harvick #29"
- Out-of-Box
- 1st Curtis Epperson "Ecto 1"
- 2nd Curtis Epperson Mitsubishi "Fast & Furious"
- 3rd Curtis Epperson Mach 5
- Out-of-Box Plus
- 1st Curtis Epperson "General Lee"
- 2nd Curtis Epperson "Daisy's Jeep"

Theme (Movie Cars) Curtis Epperson "Ecto 1"

Model-of-the Month Rockne Riddlebarger Bulldozer

*Curtis*

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## Fellow CAR Members

During the July 9<sup>th</sup> meeting of C.A.R. the Cincinnati Challenge Committee proposed changes to the way the Challenge model contests are conducted. These reforms are based largely, but not solely, on economic considerations. The economic trend of the last few years is constantly forcing us to spend more on venue rental, liability insurance and award expenses annually. These trends are not likely to go down in the future and higher cost in the years to come is a realistic expectation.

Another trend for almost every show in the country is increased vendor participation enjoying vigorous sales numbers but declining numbers of models and entrants in the contests. At CC17 here in 2012 we had both a record number of vendor tables sold and contest models, unfortunately, while the vendors were at an all-time high, the models were at a record low.

Here is some statistical information for the last three years: at CC15 we had 301 models, CC16 with 215 and CC17 at 169. At all of these Challenges we handed out 70 awards in the form of 7 "best of" and 63 class awards. Based on these numbers the contestants at CC15 had a 1 in 4 chance, CC16 had a 1 in 3 chance and CC17 had a 1

in 2.4 chance of winning an award! We of the Challenge Committee think that these ratios are wrong and are at the heart of our proposed reforms.

Another issue is the 21 Challenge classes and their rules. Modelers don't always build models to class specifications yet all contests have created class specs to give each class a level and equal field. With our class rules we have tried to define, by detail, each class in a condensed writing form but grey areas arise both in the models and the rules. At CC17 there were a number of contestants that had to be asked to move their models to another class. All did move but not without some confrontation. It pointed out the fact that we needed to redefine all of our rules in a more lengthy and detailed fashion which will still not eliminate all of the grey areas and may even mean that some models don't have a class they can conform to! Current economics has also produced fewer class sponsors and the revenues they generate.

What we are proposing is an open contest with three basic classes: adult, junior and beginner. Awards would be given for the top 10 (equal and unranked) adults, 1 junior and 1 beginner. These awards would be decided by ballots cast by the contestants themselves. In addition we would give out a Best of Show and a Theme award that would be chosen from the field by a committee of C.A.R. members. These changes would eliminate the grey areas of classes and models, reduce the cost of awards and actually allow us to increase the quality of the awards that we present.

An additional reform would be in the area of door prize giveaways. Over the last few years the number of items donated has declined in both number and quality causing those who man the booth to endure verbal complaints about the prizes offered. While that may speak volumes about modern social behavior, our proposal is to make the raffle become a "split-the-pot" event. Few participants will complain about winning cash.

All of these subjects were discussed at length at the July meeting. A straw vote yielded 13 of 20 attendees in favor of reform. A formal vote will be called for at the August 13 meeting. If you have interest in these proceedings please attend that meeting and voice your opinions and suggestions. You may also email me for further discussion but *you will have to be in attendance* to vote.

Rockne Riddlebarger, President

Randy Wilson, Vice-President, Challenge Committee Chairman

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#### 2012 C.A.R. THEMES

AUGUST 13-Gassers (breaking the wind) + Swap Meet & NGDA Gravity Drags

SEPTEMBER 10-Daniels vs. Roth (custom genius) + Contest Night

OCTOBER 8-Same Kit Night (1955 Chrysler C300) + Swap Meet & NGDA Gravity Drags

NOVEMBER 12-End of Year Contest

DECEMBER 10-EOY Awards, Election of Officers, Gift Exchange, Pizza Party

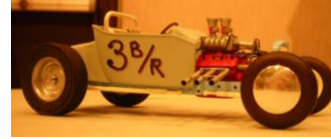
upcoming events:

NEXT MEETING: North-Central Branch Library

11109 Hamilton Ave Cincinnati OH 45231

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## On the drawing board



### Part One: The Frame & the Body

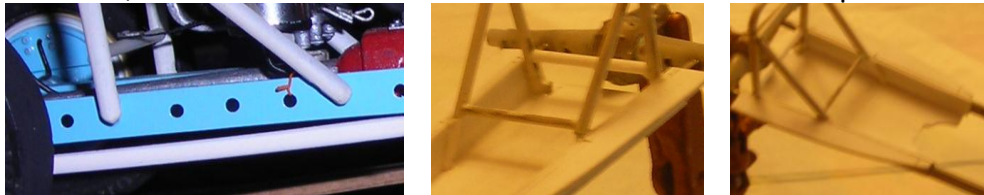
Here's the story. My "B/R" Model 'T' drag roadster, based on the old Monogram 'Green Hornet', was picked up & dropped by a spectator at the Indy WoW last year. It was totally destroyed. At the time, I had a chopped Model 'A' coupe body on my work bench that I thought would look quite wicked on a drag car. I also thought I could use something from the roadster's remains.

The coupe pieces were the body & the hood. From another stalled project, came a radiator shell & a pair of frame rails, & that was enough to start.

I pulled the entire drivetrain from the roadster, & after pulling the rear axle from the roadster's broken frame, I cut the rear cross member off of the A frame, & taped the axle to the frame ends, in much the same way it had been mounted to the T's frame. This setup placed the engine further forward than I wanted it, so I removed the engine/trans/driveshaft & mounted just the rear axle/QC.



On the other end, I bobbed the A's frame horns & cleaned up the front cross member. I decided to save the T's front axle (plus the front wheels & tires). I had to build a new spring bundle, but I'd built the one that broke, anyway. I built this one a little flatter & one leaf lighter to help lower the car. Having to fab a dropped spring perch, allowed me to further 'fine tune' the height of the front of the car. Using the same axles, front & rear, assures that I have a set of wheels & tires that will fit with few problems.



Luckily, the roadster's roll bar & support, which fit *outside* the roadster's rails, fell just *inside* the coupe's rails. I fab'd the coupe's floor such that it sat on top of the rails & fit against the inside of the body, but dropped to the depth of the rails, between the rails. I positioned the roll bar on the lowered floor. The driveline will pass below a cross piece that supports the bottom of a 'sling' type seat. It is the height of the roll bar & its location, just in front of the axle, that determines the position of the body, in that I moved the body down & back to locate the roll bar at the rear of the cab & just below the roof.

The rear axle, mounted at the end of the rails, is actually in the stock location, relative to the rails. In order to mount the body as I wished, I had to move it backwards on the frame, giving me this mockup view.



& that's where I am in this build.

Next: The Engine & The Interior

Robb



**NGDA June 2012**

Our third event of the season, on June 11th, fell victim to a late start & a large field & had to be cut short after the second round. The hope is that we'll get to pick it up again before the next event comes around. What we did get done was a fair bit of racing & this is how the action went down.....

**Round One**

Division I, saw Ed Linz's Ranger put away Robb Shelby's #34 coupe, Robb's Black bug beat his ZR1, his 29 Ford coupe roll a successful bye, his Digger fall to his Lil Red VW & then his Frog VW out-roll his Lady Bug.

Division II's first round began with Robb's 1918 Ford roadster falling to Jeff Myers' Concourse, then Robb's Texaco lost to Kenny Linz's Big blue, ED's Aces & Eight roadster lost to Robb's veteran Blazes & Robb's Trustee put away (?s) Mustang.

Division III, first round, Ed Linz's Challenger showed the way to Robb Shelby's 55 Chevy PU, Robb's Kahuna beat (?s) Corvette, Robb's 1903 Ford put down Kenny's Green Machine & then Robb's 72 Chevy beat his Bomber to end the round.

**Round Two**

Division I opened with Ed's "Ranger" rolling a successful bye. Robb's "Black Bug" then beat his "29 Ford" & his "Lil Red" fell to his "Frog". Due to the number of Div I entries, we were left with one additional round of eliminations to bring us to a 'finals' round. Ed's Ranger fell to Robb's Blk Bug & Frog rolled a clean bye, to bring Div I to the finals.

Division II action began as Jeff Myers' big Chrysler "Concorde" beat Kenny Linz's "Big Blue", then, Robb Shelby's "Blazes" failed to catch his "Trustee", to set up the Div II final.

Division III, second round, Ed Linz's "Challenger" faced, & fell to Robb Shelby's "Kahuna", then Kenny's "Green Machine" came up short against Robb's "Dub", so setting up the Div III final.

At this point, racing was halted because of time restraints & this is where I hope we can begin this month.

**Submitted by Robb**

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