



C.A.R. Times

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May 2013

This Month.....

+ Officer's Reports + 2013 Themes + CC18 Wrap +



"Farhner's Eclipse"

1932 Ford Roadster/Pickup

+ Coming Events + Book & Kit Reviews +

~~~~~ from the VP & Challenge Chair ~~~~~  
CC18 Wrap-up

Well folks, another Cincinnati Challenge is in the rear view mirror. I'm very pleased with all of your efforts. From set-up Friday night to hauling the last bag of trash out late Saturday afternoon, I do believe we had ourselves a successful show & more importantly, to me anyway, no drama. All the vendors showed up, the model builders showed up, and our food service provider outdid themselves. I want to thank you all for an outstanding job. From the guys who showed up early to assist vendors, or manned the registration table, and especially to the guys who sweated out the judging, you make me proud to be a member of this club.

Our model entries hit an all-time low last year when we only had to judge 167. This year the judges had it much harder having to pick award winners from 246 entries. So now we can reflect on how next year's show can be even better. The contest entry forms will need to be tweaked. More detailed signage for contestants will aid the entire registration process.

I could go on, but we can talk about it more at the May meeting.  
See ya there.

Randy

----- CC18 Results -----

The Top 10:

|                                                                |                                   |
|----------------------------------------------------------------|-----------------------------------|
| David Morton '32 Ford                                          | Daniel Ledford MFH Porsche 917/30 |
| Dirk Joseph '66 Chevelle                                       | Tom Creager '70 Superbird         |
| Morgan Barklay Trouble Truck                                   | Chris Thobe '62 Chev Impala       |
| Vern Heizer '56 Thunderbird                                    | Daniel Ledford Yamaha YRZ-M1 08   |
| Richard Geis '37 Ford Conv                                     | Daniel Ledford Suzuki RGV Gamma   |
| Best Beginner Megan Allphin '65 Dodge                          |                                   |
| Best Junior Hailee Mineer Kenworth                             |                                   |
| Best Theme (Woodies, Wagons & Willys) Dennis Cronin '40 Willys |                                   |
| Best of Show David Morton '32 Ford                             |                                   |

+++++ NGDA Report +++++

| Gravity Drags                  | Eliminator | Runner Up                  |
|--------------------------------|------------|----------------------------|
| DIV I Ed Linz Red Ranger       |            | Braiden McHugh '65 Dodge   |
| DIV II Kenny Linz '39 Chevy    |            | Bill Ziehen Ford Explorer  |
| DIV III Ed Linz '08 Challenger |            | Heyden Brown Buick Invicta |

A special Thanx to all Participants & Crew  
Congratulations to All of our Winners

===== Courtesy of Randy Wilson =====



===== KIT REVIEW =====

## Tread Plate

(Don Mills Models #25-1, 1/25th scale; 2 white sheets, .040"x4.0"x8.0") \$10



## Double Diamond Plate

(JTT Architectural Models #97452, G-scale; 2 white sheets, .020"x7.5"x12") \$6.99



I've been using Don Mills tread plate since about the mid 80's, & have found it to be of a consistent quality, responding excellently to the often cheap paints I use (generally hardware store enamel) & both plastic glue (Testors in the black box) & CA (cyanoacrylate super glue, also, often the cheap stuff). The tread pattern is to scale & 'looks right' to my eye.

Besides being pleased with this product's performance, it's been, until recently, the only game in town. However, just the other day I found the JTT product at Hobby Lobby & I felt I ought to give it a look. I'm glad I did.

By the numbers, Mills offers 6.4sq" of product per buck, while JTT offers 25.75sq" of product per buck. JTT seems to offer the better deal.

However, JTT is .020"thk, while Mills' is .040"thk, meaning you can construct with Mills' tread plate, but you can only cover with JTT's tread plate. Of course, you can build using JTT, but your project will lack, seriously, in any kind of structural integrity. That is, of course, not always a problem.

The first thing I did with my newly acquired thin 'plate was, of course, to scratch up a trailer. Knowing I could not rely on the 'plate to be strong, I started with a simple frame, using Evergreen angle & thin strip to construct a couple of channels & some thicker strip stock to tie 'em together, & then lay down some tread plate as a surface for the channels & deck. Works more or less as I expected it would. Using the .040"

'plate would have saved me a bit of time, yes, but would have cost more bucks to generate. The JTT product is just as easy to work with & I'm thinking a pickup bed tool box might be a better use. Also, with each sheet being over seven inches wide & a foot long, a full 'tread plate' floor for a 1T flatbed truck wouldn't be out of the question.

I've cut it, glued it & painted it & it works just like Evergreen, just like Squadron & just like Don Mills'. I'm not saying that I'm gonna stop using Mills' product where applicable, but I now have the option of not using it every time. I like having options. Plus, of course, I like the price. As an afterthought, I might mention that I don't have a clue what either product is made of, but I'm *guessing* that it is regular styrene.

Robb

~~~~~ on the drawingboard ~~~~~

The Story of "Farhner's Eclipse"

The "Eclipse", a 1932 Ford Roadster Pickup, was built in the late '50s by Ray Farhner, a midwest custom shop owner looking to make a splash. He decided to demonstrate what his shop could do by building a wild show vehicle.

Ray hired young Doug Thompson to help design & build the vehicle.

Working out of Ray's Independence MO shop, the pair put an estimated 4500 man hours & \$4400 (in 1960 dollars) into the pickup. To lower the pickup, Ray channeled the body six inches over the frame, reversed the front spring & installed a three-inch dropped front axle. A four-inch top chop helped lower the truck further. Almost no body-panel of the truck was left unmodified. The grille area was completely fabricated to house quad, canted Lucas headlights & a grille made of '58 Ford grille mesh w/'58 Caddy teeth. Ray & Doug mounted the headlight pods on either side of the grille & faired them into the hood panels. They also molded in the grille shell, hood, front fenders & running boards; cut a new hood opening; and smoothed over the louvers. Handmade L-shaped nerf bars and dual spotlights completed the front-end styling.



Originally, plans called for a box-shaped bed, but Ray decided upon a pair of modified 1959 Chevy rear quarter panels as the bed sides for a more sculpted look. The duo molded a pair of 1929 Model A fenders into the Chevy quarters, and incorporated a rolled pan with an inset license plate. The rear fascia was filled with more '58 Caddy grille teeth & '59 Caddy taillights, a pair of wrap-around bumperettes were mounted on the rolled pan. Ray grafted exhaust tubing on top of the side-boards to house twin

antennas & below the sideboards, ran exhaust pipes made from the tapered tubing of Ford Model A drive shafts. The bed floor was done in Philippine mahogany & finished off with a tonneau cover.

Art West of Kansas City stitched the white Naugahyde upholstery, adding blue buttons & carpeting. The upholstery extended beyond the custom bucket seats to the padded dash, padded step pads on the running boards & even the bed & engine compartment. West also upholstered the custom top, which featured 4" overhangs front & rear. '56 Chrysler wire wheels and 22 coats of light blue Moonglow Pearl lacquer completed the exterior.



Under the hood, Ray installed a '53 Caddy V-8 w/an Isky cam, Jahns pistons, Edelbrock manifold, three 'Berg 97 carbs & a '39 trans w/Zephyr gears.

Ray dubbed the car "Blue Angel" & competed at the 1960 NHRA show in Detroit, where it bested the "Ala Kart" for best of show. Ray even took the pickup to Oakland to compete in the 1960 Grand National Roadster Show. The exposure earned 'Ray Farhner Kustoms' accolades as one of the country's top custom shops.

Within a couple of years, Ray had repainted the car a darker shade of blue & changed the car's name to "Eclipse". At about this time, Ray started his own show series, & the "Eclipse" became a regular featured custom at Farhner's shows.

In 1979 the "Eclipse" was sold to collector Jack Walker with the stipulation that he would have Doug Thompson restore it & let Ray use it on his show circuit again. Jack agreed & Doug set to work restoring the custom he had helped create over 20 yrs earlier.

Doug made some changes along the way, removing the step pads & tonneau, & generating a walnut box for the inside walls of the bed. For the bed floor, he cut a Plexiglas sheet that would allow a view of the new Jag IRS. Further upgrades included such modern components as a 302" Ford V-8, a Super Bell front axle, & disc brakes. Jack leased the "Eclipse" back to Farhner for two years, & then took it on his own extended tour that included a trip to Europe & six years at Darryl Starbird's National Rod & Custom Car Hall of Fame Museum in Afton, Oklahoma.

The pickup was restored again in the mid '90s w/o any major changes & sold to Mark Morianity of Mound MN in 2005. To the best of my knowledge, Mark is the current owner.

Robb

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*Up Coming Events:*

Sat Jun 1 Voodoo Tradition Rod & Kustom Show 701 Chamber Dr Milford OH  
Info: Taz 513-290-9787  
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~~~~~ *BOOK REVIEW* ~~~~~

**Classic Chevrolet Trucks**

By Don Bunn

& the Editors of Consumer Guide

192 pages, 250+ color, b/w photos & illustrations

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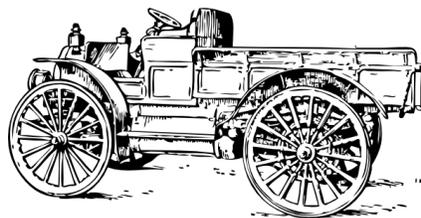


Another very informative volume of vintage trucks, through '09, anyway, & it's from the Editors of Consumer Guide. I picked it up at Ollie's for \$3 (the Ford book was a little more, at B&N), but that should not be taken as meaning this one is the lesser of the two. It's not. Each of the nine chapters is begun with a painted illustration, but the chapters, themselves, are packed with color & b&w photos, as well as more drawings (mostly reprints of old ads). There are several pages of just text, but nowhere near the number of pages devoted to the pix. So, I guess this qualifies as a picture book. Most of the pix are captioned in the style of 'Collectable Automobile', with the pix numbered & the caption a paragraph, with numbered sentences.

Sedan Deliverys, Panel Deliverys, Suburbans, El Caminos, Stakebeds & in later chapters, SUVs, Blazers & Vans are also included. As mentioned earlier, a very informative book. I recommend it, without reservation.

*Robb*

Just as a comment: we should all have at least a passing knowledge of the history of the automobile, both in general & as it impacts our hobby - regardless of what each of us views as 'our hobby'. For me, I like building miniatures of different kinds of machinery, cars & trucks being a major focus.



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Robb's Garage

presents

The Riverside II Trailer Kit

Deck size: 175" lg x 87" wd

1/25th scale

Single Axle unit includes:

(1) Frame Kit with deck & ramp lumber

(1) Tongue Kit with hitch & jackstand

(1) Suspension Kit with axle & springs

Tandem Axle units are available

Frame, Tongue & Suspension Kits

are available separately

All kits are multi-media, but primarily
styrene

Kits do not include wheels, tires, fenders or
lights.

In my opinion, these kits are skill level 3.

for further information & prices

contact

< robbshelby@cinci.rr.com >



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**WANTED:** Original wire wheels & tires from 'Stock' issue of Monogram 1934 Ford Coupe/Cabriolet; Door tops & cowl from original Monogram 1930-31 Ford Model 'A' Coupe/Cabriolet. Thanx, Robb 513.312.9715 or < [robbshelby@cinci.rr.com](mailto:robbshelby@cinci.rr.com) >