Automotive designs generally fall into two categories: Evolutionary or Revolutionary. The 1955 Chevrolet was certainly a revolutionary design. It embraced the Harley Earl ‘Longer, Lower, and Wider’ design philosophy, gained a V8 engine that would be the basis of all GM engines fifty years after its initial design, and was a leap forward in handling and comfort over its predecessor.

Chevrolet began developing the 1955 models around 1952. Ed Cole was brought in from the Cadillac division as Chief Engineer at this time and his first order of business was to nearly triple Chevrolet’s engineering staff. He also put an end to the work being done on the new V8 engine. This engine was a scaled down version of the one used in Cadillacs and Olds but Cole felt it was wrong for the low-priced Chevy. A new design was needed that would be cheaper to manufacture, lighter in weight and more efficient. Al Kolbe, a staff engineer, would be in charge of the design of the V8, and he actually did most of the design work on it, though Ed Cole is the one who got it approved for production.

This new engine, at 265 cubic inches, would offer sufficient power, good economy, and was lighter in weight than the current 6 cylinder engine. Output was 162 HP. This could be increased to 180 with an optional high performance package.

The suspension was also much improved over previous years. Cole wanted the new Chevy to ride and handle more like a Cadillac. The frame was made of large diameter steel tube instead of the old channel and ‘K’ sections. The new frame allowed for a lower floor height and was not only lighter but stronger too. The chassis used an ‘X’ frame to tie each side together. The front suspension featured ball joints in the steering linkage and anti-dive geometry.

The body featured unitized construction which enhanced the strength and allowed for better panel alignment. It was attached to the frame with bolts which ran through rubber body mounts, helping reduce noise and ride harshness. The 1950’s was the jet age and body designers were influenced by the fighter jets used by the USAF. Note how the headlight has a slight brow over it. Notice the similarity to the F-86 Sabre nose? The rear lights resembled an airplane tailfin as well. Harley Earl is credited for giving the ’55 its Ferrari like grill. Dimensionally, the ’55 (210 2-door sedan) was 5” lower and 2” wider, but about the same length and 50lbs heavier than the 1954 models. Body styles ranged from 2 door and 4 doors, hardtops and convertibles, and wagons, including another iconic Chevrolet, the 2 door Nomad wagon.

Trims covered all spectrums of affordability, ranging from the 150 series at the lower end to the 210 up to the Bel Air. All trims could be optioned with the V8 for $99. An automatic transmission was also available. Bodies could be painted in one of 14 solid colors or in 23 different two-tone combinations.

This new Chevy also performed well. Called the ‘Hot One’ in Chevy advertising, the youth market was being wooed by the V8 power and improved handling. This Chevy would be the pace car at the Indianapolis 500 and would finish first place at many stock car and drag races.

Chevrolet built their fifty-millionth car in November 1954, a gold 1955 Bel Air Sport Coupe. By the end of 1955, they sold 1.8 million more cars.

Chevrolet had definitely got this car right. Styling, comfort and horsepower. Who could foresee this automobile would be the beginning of one the most recognized and collected car series of all time?
FROM THE PRESIDENT by Rockne Riddlebarger

Greetings Model Citizens! I am looking forward to the SCALE MODEL EXPO 2017 at Entertrainment Junction. It’s a couple of long days but was fun last year and should be even better this time since we are in a room with lights! I have also accepted an opportunity to give a model display and presentation at a local senior living center in March. Being a senior myself I think I can relate to most of the residents and fully expect some of them to have built models in their youth, so it may be a flash back moment for them. Don’t forget our meeting is on a TUESDAY again this month, on the 14th. It’s contest night with Tri-Fives as the theme. I’ll see you all there!

VP VIEWS by Randy Wilson

As you read this newsletter, we have about a month until our Cincinnati Challenge. Are we ready?

The award frames are here, and I’m sure the Prez is busy finalizing the artwork. The rent check will need to be in the mail the week after the meeting in March.

We have 37 tables sold, so I am starting to assign spots. I expect that this show will sell out early, as it has in the past. If you’re reading this and don’t have a table, please plan on getting one the night of the meeting. It may be too late if you wait longer than that.

March is unofficially the cut off month for dues. We currently have 25 members that have paid dues. After looking at last year’s list, that number is down about a dozen or so. We accept dues throughout the year, it’s just easier on managing the list if dues are paid early in the year.

See ya’ll on the 14th. JRW

FROM THE EDITOR by Mike Jinkens

Considering the amount of reference material available, it is actually difficult to write about the Tri-5 Chevies. There is really nothing I can write about that most car guys don’t already know about them. These cars shaped the Chevrolet’s future, and everyone followed suit. In the three model years between late 1954 and mid-1957, Chevrolet built nearly 5 million cars, and are perhaps the most common classic car that can be found not only at car shows, but for sale too.

Interestingly, you rarely ever see any ’58 Chevies, which continued the Lower, Longer and Wider mantra that fueled the success of the Tri-5’s.

Where did the term Tri-5 originate? It is unknown who coined the phrase or when.

MEETING NOTES by Edgar Linz

At the February meeting, we had 28 members and guests along with 21 models on display.

The raffle of the AMT (Lindberg) Plymouth Belvedere Lawman was won by Allen McDonald. Door prizes were won by Jeff Spraul (Candies & Hughes F/C) and Bill Bench (Mustang F/C)

WINNER’S CIRCLE by Curtis Epperson

Hey Guys and Gals it March and the theme is Tri-Fives. I was hoping to have something new on the tables but I have not finished one on time yet this year. But I do have some older stuff I can bring.

See y’all Tuesday the 14th!

JANUARY CONTEST WINNERS

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<thead>
<tr>
<th>Category</th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
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<tbody>
<tr>
<td>Street Machine</td>
<td>Jeff Meyer Acura Integra R</td>
<td>John Ginandt 55 Chevy</td>
<td>John Ginandt 67 Chevelle</td>
</tr>
<tr>
<td>Straight Line Comp.</td>
<td>Derek 66 Chevy</td>
<td>Robb #9 Tub</td>
<td>John Ginandt ‘57 Chevy</td>
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<tr>
<td>Street Rod</td>
<td>Rockne PeterBilt Rat Rod</td>
<td>Vince Kelley 40 Ford panel</td>
<td>Robb “A V8”</td>
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<tr>
<td>Curbside street</td>
<td>Jeff Meyer ’57 Belair</td>
<td>Dennis Tull 61 Galaxie</td>
<td>Tom Selvaggio VW Bug</td>
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<tr>
<td>Commercial</td>
<td>Jesse Talsey 55 Chevy stepside</td>
<td>Rockne RNR Heavy Haul</td>
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Col. Diecast 1st Liam 66 Chevy camper 2nd Allen McDonald The Red Devil 3rd Allen McDonald 47 Cabover Ford.
Out of Box 1st Dennis Tull 93 Chevy S10 2nd John Ginandt 63 Vette 3rd John Ginandt 67 Chevelle.
Out of Box plus 1st Dennis Tull 63 Nova 2nd Derek 77 GMC 3 Derek 66 Chevy.
Theme Award Jesse Talmage 55 Chevy Step Side.
Model of the Month Rockne Peter Biult Rat Rod.

FEBRUARY WINNERS

1st Mike Jinkens Rambler Wagon
2nd Bill Bench 76 Gremlin bracket Racer
3rd Derek 76 Gremlin

This month’s ‘Editor’s Pic’ goes to Rob Metzner who painted this Mustang using acrylic metallic craft paint thinned with Future floor finish. The paint looked flawless. He also did the interior in a similar fashion, but used windshield wash liquid for thinner to give it a duller finish.
Hello Model Builders,

I wanted to let everyone know the Dayton Concours d’Elegance will once again feature a display of model cars, as has been the case for the past five years. For those of you familiar with the Dayton (Ohio) Concours, you know what a great show it is, and how wonderful it is they have this scale automobile display.

This year's featured marques are: The First Generation Camaro and Firebird, and The Evolution of the MG (examples of the famed British marque from 1936 through 1995). There will also be a special class: The Cars of Orville Wright, featuring models of cars that Wright owned, and another special class: Historic Sports Cars of Japan. Plan your projects and entries accordingly!

So be sure to put this date on your calendar: **September 17, 2017**. We will once again be located inside the Transportation Center at the Carillon Park, so you don't have to worry about the weather damaging your scale creations. I have attached a Save the Date flier for your review.

If you are interested, please reply to this e-mail, or you can contact me at the number/address shown below, and I look forward to seeing you there in September.

Dayton Concours Model Car Display Contact:

**Randy Derr**
4068 Glenberry Circle
Bellbrook OH
(937) 848-1021

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**Fellow club members,**

I WISH TO BUY or TRADE to acquire the following PARTS:

- 3in1 '34 Ford: cabriolet cowl, door tops & tarp; stock wheels & tires.
- 6in1 '30 Phaeton: rear wheels, slicks.
- Yellow Jacket '30 Cabriolet: rear wheels & slicks.

**PLEASE** NO GLUEBOMBS!!! I'm looking for USABLE parts **PLEASE**

Robb < robbshelby@cinci.rr.com > 513-312-9715 or see me at any meeting
IN THE GARAGE: Tri-5 Chevrolets

Just about every model car manufacturer has offered one of these Chevies. Here is a sampling of what’s out here.

1955: In 1989, AMT did a nice Bel Air sedan that could be built either stock or as a street machine. They also did a real nice 3-n-1 Nomad which dates back to the 1960’s that includes parts to build it as a gasser. These were in 1/25 scale. AMT also did the pair in 1/16 scale. Monogram offered a kit which could be built as a convertible or as a hardtop in 1963. Later there was the Tom Daniel ‘Bad Man’ drag car, which I believe was based on the older tooling. Monogram also did a snap kit in 1/32 scale. Then around 1995, they did a new kit of the convertible including the Indy Pace Car. These were all 1/24 scale. Revell brought out their 1/25 scale ’55 hardtop in 1964. This kit would be reissued several times through the years. These older Revell kits had opening doors and trunk lids and can be a bear to build. After the merge with Monogram, a new kit would emerge, based on the Monogram tooling, sometimes as a Revell kit, sometimes as Monogram. This is a modern kit and much easier to build.

1956: Revell offered the ’56 in 1965 and Monogram did a street machine version around 1978. In the 1990’s, Monogram tooled up a very nice ’56 Nomad. This tooling was basis for a 210 sedan which is an excellent kit. The ’56 is apparently the forgotten middle child of the trio.

1957: AMT gave us their first ’57 Chevy in 1963. (there is an earlier SMP kit, but it is quite rare). It has been reissued several times through the years, but in 1998 an all new kit came out featuring photo-etch parts and wiring for the engine. This kit has been recently reissued. AMT also did kits in 1/43, 1/32 and in 1/16 scale. MPC offered a ’57 Chevy drag car complete with a flip nose. Monogram brought out both a ’57 Nomad and a Bel Air both seem to be out of proportion in 1978. Revell kitted both a Bel Air and a Nomad for 1957. The Nomad is notorious as nearly impossible to build, and the Bel Air isn’t much better. There was also a 1/32 scale Bel Air snap kit. By the 2000’s Revell/Monogram would give us not only a new Bel Air, but the Black Widow race car which is based on the 150 sedan and a snap kit Bel Air. A 1/12 scale Bel Air showed up for those big scale builders too. Pyro would kit a ’57 Bel Air in 1/32 scale. This kit would be reissued under the Life-Like and Lindberg names as well.

Oh there are more. Revel did a series of Funny cars and Pro Sportsman using the Tri-5 body theme. MPC did a ’57 Chevy Zinger, Polar Lights Snap Draggin was a parody of the Bad Man and there are some kits in other countries, notably Gunze Sangyo who did a series of American cars in 1/32 scale. A 1955 Nomad and a 1957 Bel Air are in this series. Lodela of Mexico sold some repackaged Revell kits. ESCI of Italy sold a re-box of the AMT ’57 Bel Air in Europe.

Is that all of them? I have no idea, but there is certainly a lot to choose from!
C.A.R 2017 THEMES:

MONDAY Jan 9 – Pick-ups and Trucks - contest
TUESDAY Feb 14 - AMC
TUESDAY March 14 – Tri-Fives (55-57 Chevrolet) - contest
TUESDAY April 4- Customs.
MONDAY May 8 – Letter Cars (A,B,C,etc) - contest.
MONDAY June 12 - Resins
MONDAY July 10 – Imports - contest
MONDAY Aug 14 – Primer and done.
TUESDAY Sept 12 – Funny Cars now and then - contest
MONDAY Oct 9- Same Kit Night - Revell first generation Ford Bronco.
MONDAY Nov 13 - End of the year contest.
MONDAY Dec 11 - Pizza party & Gift exchange

UPCOMING EVENTS

March 11  Roscoe Turner IPMS Contest and Swap
Raymond Park Middle School  8575 East Raymond Street Indianapolis, IN

March 18  Buckeye Classic Contest and Swap
Franklin County Fairgrounds  4100 Columbia St.Hilliard, OH 43026
Contact: Facebook.com/buckeyeclassic

April 8  Cincinnati Challenge
Clermont County Fairgrounds, 298 Locust, Owensville, Ohio 45160

May 19 & 20  HMCA Swap & Model Contest
Johnson County Fairgrounds, 2150 Fairground St., Franklin, IN
Contact: John White dakotajohn@embarqmail.com 765-571-1104
Mike O’Leary williamolar827@yahoo.com 317-731-5676

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