



# C.A.R. Times

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March 2013

This Month.....

+ Officer's Reports + 2013 Themes + Bench Racing +



Weezner

+ Coming Events + Book & Magazine Reviews +

~~~~~ from the editor's desk ~~~~~

Sorry to miss the Feb meeting. Went to Indy for the weekend & came home with some kinda bug - knocked me on my butt for a couple of days..... I'm much better, now. & speaking of Indy..... The show seemed smaller this year - only two of the three basement rooms were in use - the bike displays that, in the past, filled that third room were all in the front room of the main hall & consisted of mostly new H-D's, customized new H-D's (mostly baggers) & radically customized, almost new H-D's. Not much in the way of real choppers & the like. Lotsa glitz, little substance. Actually, that's the way the whole WoW show, the shiny portion, anyway, struck me. The basement show, "Motorama 1962", always seems way more real to me..... Some while ago, I was looking for something out in the Northgate area, & stumbled across Colerain Hobbies. I stopped in & checked out their model car offerings. Wasn't much in stock, but the clerk said I could order something & get it within a few days, so I ordered a couple of Revell 57 Fords. I'm thinking of a nose-up gasser..... The theme for March is "Front Engine Dragsters", & I hope we see a good turn-out.

*Robb*

~~~~~ Bench Racing with Bill Bench ~~~~~

Adventures, of a sort, away from my workbench. Think about it..... how often does the public get to see our scale creations? The club has done some outstanding displays over the past 28 years, most noticeably the Pumpkin Run in Owensville, Ohio every October & down at Newport, Kentucky a few years ago. Due to work & other obligations, yours truly has been unable to attend. Fate changed all of this last year, as I was laid off in December. While this affects the Bench's bottom line slightly, until I find another job, it does free up my weekends a bit. After talking to my local hobby shop, Hamilton Hobbies, we agreed to put on a model display & seminar in February. Putting out some flyers, posting on Facebook, as well as word of mouth, yielded a decent turnout.



*Hamilton Hobbies*

Along with myself, CAR guys Kevin & Rockne brought out some of our models for display & a little 'show-&-tell'. I put on a mini-seminar on how to use 'Bare Metal' foil. Hamilton Hobbies now carry's it, BTW, so now we can get it locally! We had some good support from club members who showed up, & hopefully, we'll get some new members for our efforts. John, the owner & his sister Tammy, were very gracious & appreciative. They got an insight into our hobby, & we made quite an impression. John & I are working on possibly having a small contest soon, so stay tuned. The March meeting is upon us..... & it's contest night!! The theme is Front Engine Dragsters. My goal is to have at least two models finished & entered. How about you? See you at the meeting,

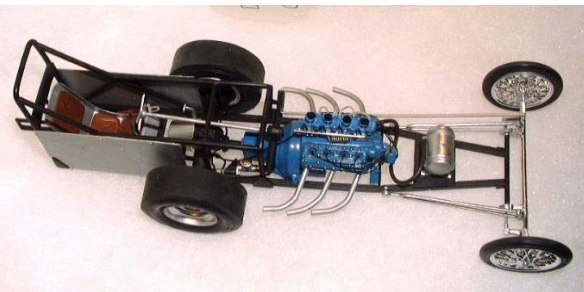
*Bill*



area venues, my plan is to obtain autographs relevant to those cars. I've already begun with the autograph of the guy that built one of 'em. He was standing there when I bought the book..... Anyway the book is full of color, every page has less text than pix. Nineteen feature cars, anywhere from four to seven pages on each car, with up to five pics per page, allows a fair amount of exposure per car. Another nineteen pages are given over to a gallery of even more cars, one or two pix w/captions of each car per page. & although a few appear a bit rough, none would qualify as true rat rods. Just a bunch of nice, mostly unassuming, traditional hot rods. If you like hot rods, you'll like this book.

Robb

~~~~~ on the drawingboard ~~~~~  
Going thru my built models, I find only two, ready to display, front engine dragsters.... I'm kinda surprised, as I really dig 'em. I've got maybe half a doz in the pipeline, but only two built..... & one of 'em is not really a dragster. It's a Competition/Coupe - a '32 Ford sedan bod that's been whacked & hacked & dropped on an FED rail.



I began this project with the body & engine in hand, & scratchbuilt the frame to fit both. I laid down a pair of rails, Evergreen rectangular stripstock, & a couple of crossmembers, these of Evergreen round rod. After getting those parts square, I used more rod to construct the roll-cage & inner body structure, mostly conforming to similar cars I've seen, over the years. I dove back into my stash for a pair of early sixties-era slicks & some open wheels that would fit 'em. Using the rolling stock & the body, I located the rear axle, which came from a 'double dragster' kit. At this point, with the body, rear end & slicks all taped together, I began to mount my engine, in this case an AMT '34 flathead. The engine block & trans are a single molding, & the front cover includes the engine mounts, so I had that much of the power-plant built. I simply drilled out the trans so it would slide onto the short drive shaft that was part of the QC rearend. Getting the engine block in front of the firewall told me where the forward engine mounts needed to be. That taken care of, I moved on to the front suspension & axle. After looking at, & rejecting several kit sourced set-ups, I scratchbuilt a tube axle with a transverse spring & a pair of hairpin radius rods. That original front end carried a pair of open wheels & AMT 'Stones that, eventually, proved way too heavy for the front end.

My next step, or rather my next steps, were to build the engine & the driver's compartment at the same time, switching off as glue or paint dried (or I wanted to do something & had no idea how to proceed). In this manner I constructed the seat, the seat cushions, seat belt & hardware. I fab'd & mounted the master cylinder, & plumbed it to the brakes, a pair of finned drums with scratch'd backing plates. Next came the driver controls, the brake lever, the clutch & throttle pedals & assorted relevant linkages, the steering wheel, column, gear, cross shaft, drag link & pitman arm - from the steering wheel to the steered wheel - all scratchbuilt using strip stock plastic, small diameter wire, tiny rubber tube & plumbing fittings from an HO steam loco. To the outside of the frame I mounted rock guards generated from sheet stock, & of course, riveted in place. In fact, where ever possible, I screwed, bolted or riveted, rather than

welded - it's those little details that add up. Moving to the engine, I mounted the finned heads from the original '34 sedan kit, pulled the angle drive magneto from the 'double T' kit's Lincoln engine, mounted it in the stock distributor location & wired it to the plug locations. That's the extent of the ignition system, as this car is push-start only. Induction consists of four 'Bergs (the two-at-a-time carbs AMT included in almost all of their early hot rod kits....), drilled out & mounted on a scratchbuilt log-type manifold, with a throttle system of small plastic levers & a wire control rod. Also, the fuel delivery system includes a 'Moon' tank plumbed to a scratch'd fuel pump, then on to a scratch'd fuel block. Small clear lines feed the four carbs. Headers are again, Evergreen rod.

The body is the AMT (ex MPC) '32 Ford sedan body currently known as the Jawbreaker. I've added inner fenders of thin sheet plastic with a bunch of brackets & rivets, to replace the kit-offered inner body. The body is festooned with pin striping & lettering, done with a couple of drawing pens.

I mentioned earlier that the original front end consisted of a way too fragile suspension & a way too heavy wheel/tire combo. After repairing/remounting the front end several times, I went back to a previously rejected front end from a Tony Nancy car & used it straight from the kit - axle, wheels, tires, tie rod, friction shocks & hairpin radius rods - the whole maggilla. Haven't had a bit of trouble with it.

Robb

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*the 'zine scene*



"Overkill" Winter 2013 (Source Interlink Media Publications)

While I was at the Indy WoW show in February, I stumbled across this rag. It's subtitle is 'no candy-ass cars' & I think they've gotten that part right. This 'mostly photo w/just a bit of text' mag covers a varied assortment of rides with the emphasis on individuality, first & foremost. Here displayed is a mind boggling array of way over-powered cars, mostly home-built, some appear to be finished pieces, some looking decidedly unfinished, all of 'em simply over the top - unique & radical might be an accurate description. The cars presented here are what the builder wanted to build, without regard for what's hip or cool or whatever. & it's just cars - no tikis, no tats, no pinups, no rockabilly, no kulture. I dig it & hope there's a second issue. But as the editorial page points out the magazine is an experiment & it's future depends entirely on newsstand sales - there is no advertising other than two full page ads for other SIM (HotRod, etc.) publications & one for booze.....

Robb

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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

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Your article or kit review or ad or announcement could have been  
HERE!