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“Sneak Peek” Tether Car Newsletter Volume #1 Issue #2 10 February 10, 2008

Hi all, lot's has happened since the last newsletter. First of all I totally rebuilt the dungeon ! My old shop basically consisted of one workbench that I quickly outgrew. With the pending arrival of my new Grizzly G-4000 lathe I needed more room not to mention stronger benches. So everything got packed up into boxes and the old bench torn apart. I built a bench specifically for the lathe and milling machine out of 4x4s and 2x10s that's plenty strong enough. Next came the old bench and one more new one arraigned into a U shaped cubicle. Next I put up quarter inch plywood for backstops and painted everything white. I hung two 8ft fluorescent lights and two four footers, along with my halogen lights it's more than enough.

This new arraignment is working out quite well , it is compact with everything within easy reach. I also added amenities such as a stereo and phone and a towel for Ralph to sleep on. Here's a couple of photos.



After rebuilding the dungeon I decided to put the '51 Merc on hold for a bit and do the Dale Earnhardt conversion so as to be able to get it listed on E-bay in time for Speedweek and the Daytona "500". The auction will end at 8pm PST on the day of the race so no one will have to miss any part of the race to go check their bids. The auction begins at 8pm PST tonight 2 -10-08 and it's a no reserve auction with a starting bid of only \$9.99 ! I'm going to let the bidders and fans of Dale set the final price !! A bit of a chance to take but I've had fairly good luck in the past doing this.

The car is a 1/18<sup>th</sup> scale diecast body with a departure from my normal chassis in that it has twin direct drive Cox "DC" .049 engines !! I used Cox rear tether car wheels so I could have slicks all the way around. The back wheels were reversed to get them to tuck into the wheel wells and then the outside of the wheels were turned on the lathe to dish them out. Painted them black to match the ones that came off the car.

I milled the intake tubes from the back of the engines and made a common air intake / motor mount that is a little bit larger in volume than the two stock intakes combined. It might be a little tricky getting the engines synched but I think it will run just fine, plus being somewhat unique.

Here's a picture of the finished car !

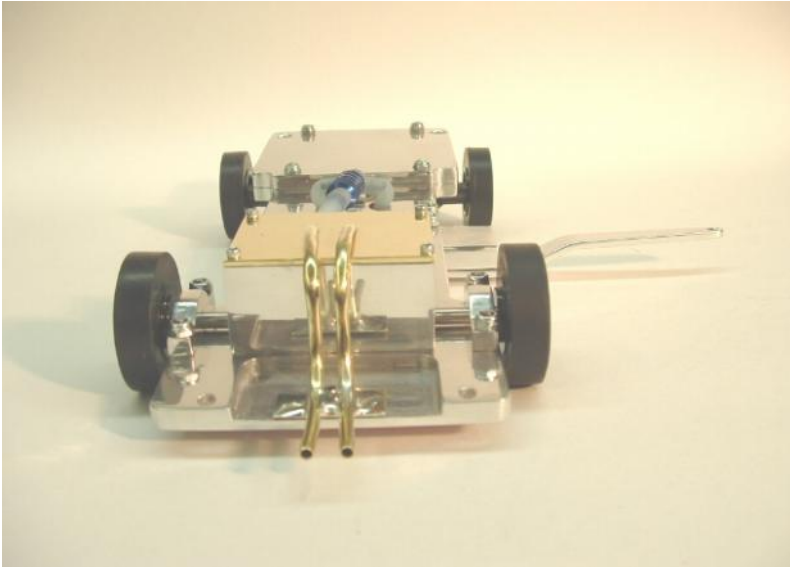


And the engines--



The chassis and fuel tank were of course milled from billet aluminum and on the bottom of the chassis I milled it out to look like a drive train, painting the milled out area red to match the roll cage. I extended the fuel and vent line to protrude through the front air dam to help pressurize the system and to make fueling easier.





It also just so happens that this my number three car of 2008 so it will get that serial number. Who knows maybe the bidders will like the car well enough to want more NASCAR racers, that would sure help to pay for the lathe.

Now I'll get the Merc done and listed but I may have to make a new fuel tank as the original for it has a broken tap stuck in it.

Continued in part two.

By the way, here's a picture of me polishing the parts. Sure was glad I had that hardhat on as parts were sure flying all over the place when they got caught in the wheel. The shirt over my head is for all the airborne compound and fuzz from the wheel.



We have some examples of our readers cars!

Don Sohn has forty years of building tether cars under his belt and it sure does show in his workmanship. This is his Hassad Edco car, truly a beautiful piece ! All of his Edco cars are for sale so contact Don at

[Donsengines@aol.com](mailto:Donsengines@aol.com)

Don did most of the machine work on my repro Dooling Mercury and he is defiantly top notch. He also produces some of the nicest engines out there such as the Bantam series of single, twin and four cylinder engines.



Next up is Richard from Germany who builds those rocket powered tether cars we see listed on E -bay from time to time. I've seen the video of these in action and the accelrolration is incredible !! You can contact Richard at [Richardp51d@aol.com](mailto:Richardp51d@aol.com) for more information.



Great looking cars guys !!

Here are some links that I've been asked to include <http://livingmasterpiece.com/stoneway.index.asp>  
Leo Squires site for custom Cox engines and professional art work as well as his great mini tether cars.

[www.mitecars.com](http://www.mitecars.com)

John Lorenz's site of pictures and history of mite sized tether cars. Lot's of great photos ! This is where I first got inspired to build a twin engined car.

[www.TheAeroSmith.com](http://www.TheAeroSmith.com)

Bob Beecroft, Veco engine specialist (and other engines) and all around good guy.

#### WANTED

Gary from the UK is looking for the following sets of plans for Drysdale tether cars. The Wright Special and the Russell Auto Union. If you have these plans or know where Gary could acquire them, please get in touch with him at [Gary2car@aol.com](mailto:Gary2car@aol.com)

#### COMPETITION CORNER

In my quest to build a couple of competition cars I've been learning a lot from John Ellis.

Due to the very high speeds these cars run at safety is the biggest factor. For this reason the pan, wheels and pan handle (tether arm as I call it) all need to be made from certified materials. You just can't show up with any old car and expect to run it. The cars need to withstand up to 90 Gs of force when running at speed and not come apart with disastrous results, possibly to spectators as well as the car. When I was flying R/C planes I stuffed more than one plane that looked like it was going to hit someone.

So if you are planning on building a car for competition first join the AMRCA and read the rulebook and take the time to find out just what is required for these cars.

On a final note before closing, I'm sick of snow !! I've had to snowblow almost every day for the last week. We got 4 inches today with another 5-6 predicted for tonight, The snowbanks at the end of

the driveway are so high that I can't see over them while in my Chevy Suburban ! It might be one thing if didn't get this stupid muscle disease and could go skiing but that's not in the cards for this season. And thank you Bob Beecroft for telling me about your 80 degree weather out there in California. I have no sympathy for you working up a sweat walking the dogs, lol.

Till next time, stay warm.

Doug