



Doug Parker 53 Central St Randolph Vt 05060 (802) 728 -6234 beastranger2@yahoo.com

*"Sneak Peak" Tether Car Newsletter Issue #1 Volume #1
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Many of you know me by our dealings on E-bay and that I like to build tether cars. Many of you have become friends encouraging and helping me to build cars. So I came up with this idea for a newsletter to give you a "Sneak Peak" into what I am doing in the dungeon to build cars and perhaps some of what others are doing others in the tether car community. I will include tips on building and if you have your own tips, please feel free to submit them. If you have something to sell send it in, I just may buy it myself! Pictures of your work, I'll post those as well. If you would like me to post a link to your website, send it in. In other words, feel free to contribute.

This is all free, unless it takes right off and turns into a magazine and threatens to make me rich !! So sit back and enjoy the ride, I hope you like it. Doug

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First of all I would like I would like to thank Leo Squires for the great job he did in coming up with my new logo. It just blew me away when I first saw it !! Many of you know Leo from his mini, mini gorgeous tether cars and diecast conversions that he sells on E-bay with the Stoneway Group. Leo also builds custom Cox engines as well as artwork for logos and box labeling, decals too! Check his website and see if there is anything he can do for you.

<http://livingmasterpiece.com/stoneway/index.asp>

Let's take a trip down to the dungeon and see what's going on after first latching the door to keep Ralph the cat from sticking his tail into the milling machine.

I'm currently converting a diecast 1/18th scale '51 Mercury Lead Sled to tether car status. I am installing a brand new Cipolla Junior PF-7 competition engine for a little extra oomph over an .049 as this is a pretty big car for 1/18th scale.



The engine mount is done as is the chassis pan. I've just started in on the fuel tank which may be a combo tank and front axle mount, at least that's the plan. The billet for the tank I had to mill out of a piece of 1 ½ by 6 inch by 36 piece of aluminum as I have no other means of cutting it out. Took about two hours on the mini-mill.



The billet is a little tall so I'll have to mill it to clear the inside of the body. Then I'll locate where the axle will be and drill for that which will tell me how much room for a fuel tank I have. About twenty seven hours so far and most of that on the machine.



I'm hoping to have it done by the weekend but you know how that goes so it might be another week.

Upcoming projects---I still have to finish the Ferrai ---



It has one of those direct drive Russian diesel engines installed as well as one of my billet fuel tanks. I still need to install a fuel cutoff and finish up the body. It even passed the "teeter test"! Bob Rigby's name for putting the car on a flat surface to make sure all the tires are touching the ground.

After the Ferrari is done and if the rulebook from the AMRCA arrives before I start something else, I'm going to attempt to build an all out competition car. Through the urgings of John Ellis to do so, I'll give it a try and see what happens. I'm about half a days drive from the track in NY so it would be worth it to make the trip sometime, especially if I have a car to run.

Diecast conversions — These little cars seem to have gained a good following on E-bay with every one being sold. In many cases the cars are outfitted with original Cox tether car chassis with very little modification

while others like the '51 Merc are a little more involved and need to have a completely new chassis custom built to fit the body.

Some of these cars are gorgeous works of art that you will be proud to display in your home but run if you chose to. Others are somewhat crude and just look like someone slapped a body onto a chassis and called it done. Aside from making sure that it will be a good runner, the car HAS to look right. That means getting it's stance right, making sure the wheels are centered in their wells, doesn't sit too high or low ('51 Merc excluded) and has the correct size wheels and tires. All you have to do is look at a conversion to see if the builder got it right. If the stance doesn't look right, it makes me wonder what else about the car isn't right. I try to get it right and I know Leo does and a few others so if you want a quality car, first look at the stance.

I need to thank my good friend and mentor Bob Rigby of British Columbia . Bob has inspired and encouraged me in my tether car adventures and become a great friend in the process. Bob is known under his E-bay ID of 1luckyjoe and the gorgeous Thimble Drome car restorations that he does. The second car I ever bought was one of his, a TD Champion with a Merco conversion and it's beautiful. Bob has been a tremendous help with making axles and other parts for me due to me not having a lathe as yet. The contacts in the tether car world that he has steered me to are priceless and I'd still be floundering around on my own without them. Most of you ARE those contacts.

So thanks for the friendship Bob, I couldn't have done it without you .

Bob is looking for a good Nelson .40 for his Marshal Extremeliner , anyone have one? If you do just e-mail me and I'll put you in touch.

Getting this newsletter to this point has been a bit of a trial for me as I've had to learn all sorts of new computer skills. As I get better at it, hopefully the letter will too. I'm hoping that this format works and that you will at least have been able to open this and read it. If I can come up with a better format, then I will. But hey it's free and I'm doing the best I can with what I have to work with. So If you have any suggestions on how to make this easier and better, then I'd love to hear from you.

I have a construction article from Gary Maslin of the UK of his Galeota series of the Drysdale tether car. Nice work Gary, beautiful car!! It will either be in an attachment or another e-mail titled Drysdale Construction Article. If you want to e-mail Gary here's his address .

Gary2car@aol.com

Well that about wraps up this first edition of newsletter, I hope you liked it and will stick around.

Doug 21 January 2008