



Henning

PRACTICAL RE-STYLING...

By Henning and Ritch

ALMOST EVERYONE has a favorite car. It may not be the one he is driving... chances are it is not. More likely it is apt to be a dream car, or a model that he couldn't afford at some previous time. The biggest motivation behind automobile collecting as a hobby is the sub-conscious desire to possess something that has been unattainable, thus we see the careful restoration and the pride of ownership visited upon the 1903 Pierce Arrow, or a 1930 Duesenberg. These machines hardly qualify as ideal transportation, but the starry-eyed owners will justify their upkeep in all manner of ways which usually conceal the fact that these were the cars most admired in their younger and hungrier lives.

We, too (Henning and Ritch), must confess to a secret longing. As children (!) we admired with an unholy passion one of the great Henrybuilts of another and happier era. The palmy days between the great depression and the un-great war were carefree days of adolescence for us youngsters, and with the burgeoning of maturity came the realization of the Automobile as an entity, a thing of beauty, of character and something more than the old man's transportation to the oil-fields. And, at 16 or 17, a car was almost within reach... at least close enough to dream about. So, along with girls (Ah, Cynthia!) cars in various degrees of falling apart began to take over our waking hours.

The impossibility of attainment, mentioned earlier (and taken directly from Applied Psychology II lectures) manifest itself in the person of the 1940 Mercury Convertible Sedan — or Phaeton, if you prefer. To the owners (Henning and Ritch) of a 1925 Model T (Rajo head, Ruckstell axle, Rocky Mountain Brakes, original cost from Junk Yard: \$5:00) the

natty Merc was a dreamboat on wheels. Needless to say, the closest we got to one was on the showroom floor.

In later years when we might have afforded one, other cars occupied our time and pocket-books, but the desire is still there to have one of these rare jewels. Of course, there are certain modifications which could be made to bring it into line with present day contours without sacrificing its simplicity & design.

The shaded portion of the drawing, of the original car, shows the metal which has to be removed and altered to produce the 1953 version. A six inch section is removed from the cowl all the way around the body. The door moulding is re-welded to this cut and the body is rolled in to give a new contour. This contour is duplicated on the bottom of the doors. The small running boards are removed and sheet metal is faired into front and rear fenders and rolled under the frame. Headlights are frenched and reflecting rings

are made from sheet stock, chromed and inset. A completely new hood can be fashioned from a 1952 Willys hood by adding onto the rear and sides. It is cut off in front and formed into an air scoop which extends across the entire width. The grille can be made up from large diameter thin wall tubing and suitably chrome plated. Bumper guards and all chrome trim are removed, door handles are replaced with push-button operated latches and the car lowered one inch by means of longer shackles.

The top is left completely stock in height which assures good vision. A Carson top would, of course, be eminently desirable. Also it would probably be a good idea to push back the firewall, add a leaf or two to the front springs and install a good Cad, or some other cool-running mill with a lot of go-power. This would enable one to keep ahead of the peasants who might try to run one down to ask what kind of car it is.

