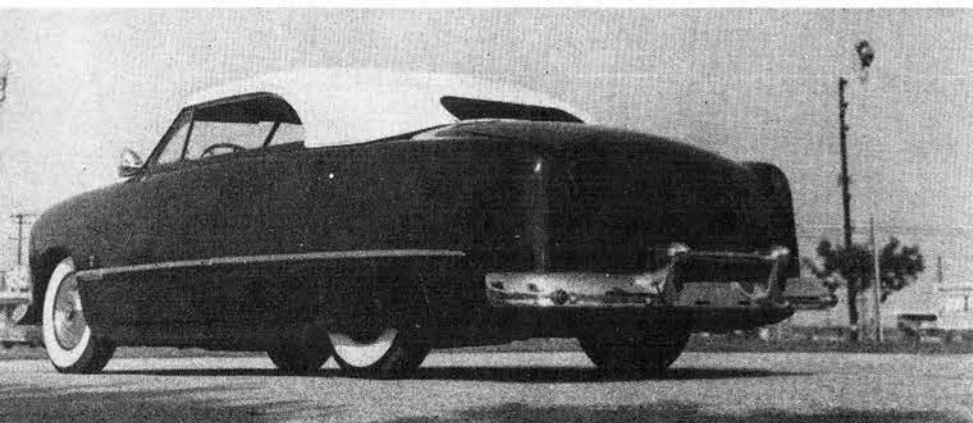


SEVEN-TOOTHED CUSTOM



Above: Fred Calvin's '49 Ford convertible is excellent example of conservative Barris design and retains the neat uncluttered look of a well designed custom

Long sweeping line from front to rear fenders is emphasized by chrome rub strip as only trim on side of car. Rear fenders are extended and taillights removed



LATE model customized Fords are certainly no rarity in the Los Angeles area. The Barris Kustom Shop, for example, has turned out literally hundreds of them in the past few years—everything from radical ground-draggers to moderate dechroming and clean-up jobs.

Fred Calvin's '49 Ford convertible is an excellent example of a happy medium between the two extremes. Although much labor went into the car, the end product retains the neat uncluttered look that is the mark of a custom.

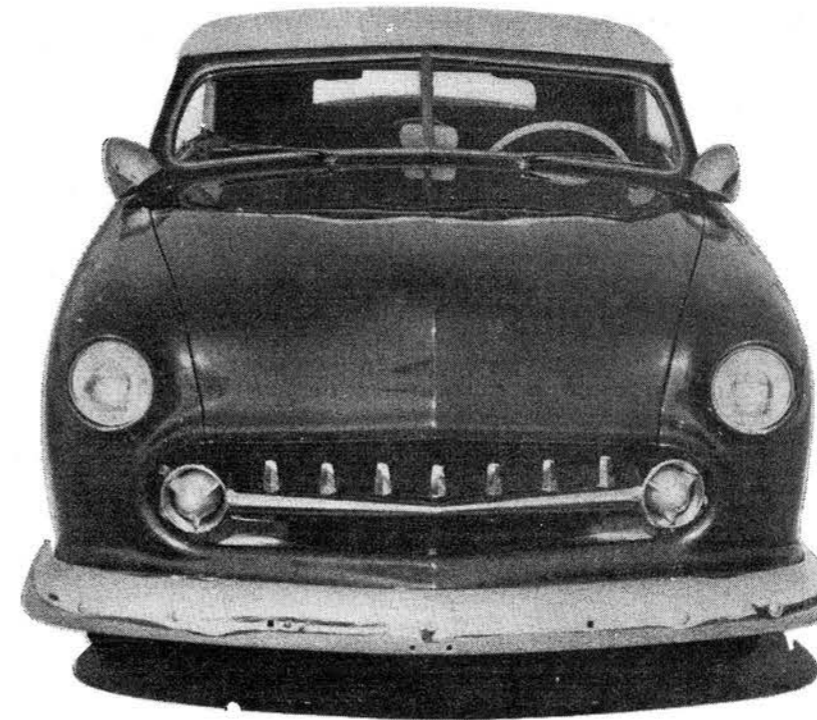
Fred, a student at Santa Ana College, brought in the car for relatively minor revision, but, as the work progressed, he became enthused and agreed to restyle the car along lines suggested by Barris.

They began at the front end by extending the headlight rims 1½ inches ahead of the lights, creating a tunnel for the currently popular frenched effect.

Typifying Barris' trend in design is the floating type grille fabricated for this car. The oval opening is formed by 2½ inch seamless tubing molded into the gravel shield, hood and fenders so that it appears part of the body.

Inside the grille opening, a four-inch thick bar bisects the area horizontally and is attached to two chrome and plastic spinners on either end. The horizontal bar has been tapered forward so that it appears much thinner than it actually is. Seven die-cast "teeth," 2½ inches high by 1½ inches wide, were then attached vertically to the top of the main horizontal bar. Naturally, the grille components were chrome plated before being installed in the new shell.

The fender seams around the headlights, grille and gravel shield were carefully filled and a half-inch high peak added to the center of the hood, carrying



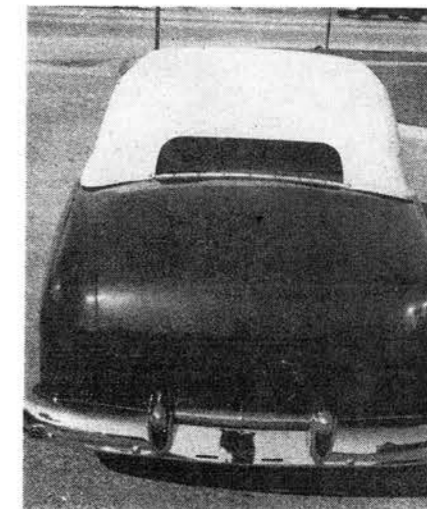
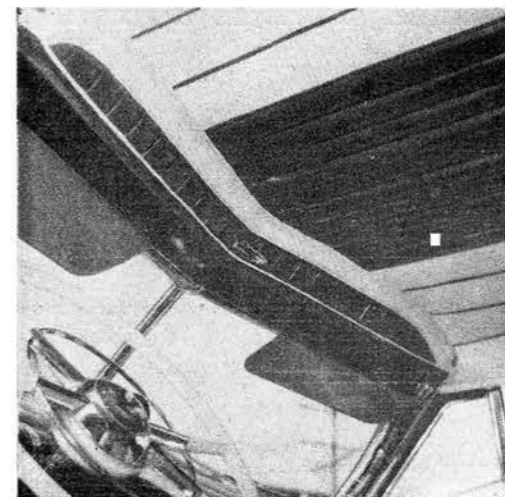
Above: Roll around grille opening is formed from seamless tubing molded into fenders and hood. Seven "teeth" in the grille are die-cast and attached to tapered horizontal bar at center of grille

Right: Broad unbroken expanse of rear deck contrasts with smooth Carson top and reworked wraparound Merc bumper

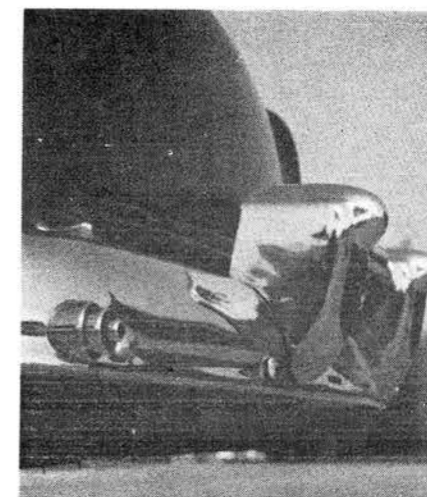
down in a similar peak at the bottom of the grille opening.

The top has been chopped 2½ inches. While this is not an extreme amount, it was still necessary to lower the front seat to provide adequate head room for Calvin's six feet plus. To preserve a sleek roof line, a new Carson top in white canvas with a removable rear window flap was installed by Glen Houser of Los An-
(Continued on page 61)

Below: Custom headliner for Carson top is finished in red and white Fabrilite, pleated throughout top and side panels



Below: Triple purpose bumper is from a 1950 Mercury. Telescopic type exhaust tips and lucite taillights are set in



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throttle is depressed, the lower the manifold vacuum. Not so with venturi vacuum; the farther the throttle is depressed and the faster the engine operates, the higher the vacuum. These two vacuum sources are utilized to operate the distributor advance mechanism so the flyweight governor is eliminated.

Cadillac, Oldsmobile and Buick carburetors do not have a venturi vacuum takeoff as do the carburetors of Ford products. Lincoln carburetors have the venturi vacuum takeoffs but require the complex mechanism of the Lincoln distributor before they can be useful. It can now be readily seen that a special distributor is necessary whenever a four-throat carburetor is installed on a Ford or Mercury engine.

Spalding and Mallory distributors are the only ones available that employ the flyweight governor and manifold vacuum to control spark advance. Of the two, the Spalding unit is the smoothest operating because it employs a diaphragm for load adjustment. The other distributor uses a piston brake which is either full on or full off, so the engine's requirements are not met under all conditions. Of prime importance is the fact that ALL four-throat carburetor installations cannot use the stock distributor.

The second consideration when installing a four-throat carburetor on a Ford or Mercury is the type of air cleaner to

be employed. Currently, two types are available: the Hellings and, in the case of the Lincoln carburetor, the stock 1953 Mercury cleaner. When the Lincoln carburetor is used it is very important that an air cleaner be employed. Otherwise the rush of air from the engine fan would be detrimental to the proper functioning of the carburetor. This is because of the location of the venturi, as seen in the accompanying illustration. Note also the Mercury air cleaner illustrations of the 1952 and 1953 types. One has too small a top opening for a four-throat carburetor. The 1952 model can be adapted by enlarging the air passage.

Many who install the Lincoln carburetors and Mercury air cleaners experience some interference from the rear bearing of the generator. The same condition occasionally occurs with the Hellings cleaner. In both cases, a dent produced with a hammer will solve the problem.

For those that want the advantages of dual carburetion without its inherent disadvantages, the four-throat carburetor is the answer. However, it must be noted that cost is a very definite factor to consider. Standard dual throat Ford carburetors sell for \$13.60 each, whereas the Lincoln four-throat units cost \$65.00 and the Cadillac equivalent is \$74.00. The necessity of changing the distributor adds another \$30 to \$60 to the bill. After spending \$20 to \$22 for an air cleaner you

can consider the job complete. Expensive, yes, but it's the closest thing to perfection in carburetion that is possible.

7 TOOTH CUSTOM

(Continued from page 49)

geles. The headliner is finished in red and white Fabrilite, pleated through the top and side sections.

Except for the chrome rub rails, the body sides have been stripped clean of any possible protuberance that might destroy the slab-sided effect that identifies this model. The door handles were replaced by toe-operated electric push buttons and Barris also removed the flares on the rear fender and the taillights.

The rear fender seams were filled and the fenders extended a bit. The deck lid was carefully reworked to conceal the hinges, all corners were rounded and the handle removed. Operating the deck lid is another electric push button located inside the car.

Skirts are from a '51 Mercury, cut and fitted to match the Ford fenders. Bullet-type spot lights and Olds hub caps were mounted and the car was lowered front and rear to complete the body work.

A hand-rubbed Fire Engine Maroon metallic finish sets off this Barris creation, giving it added individuality.

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