



Rear quarter panels borrowed from a Lincoln had high-flying fins added before grafting onto '54 Buick Roadmaster. Pur-

pose of extended fenders is to enclose continental tire mount for integral look, rather than something extra added to car.

Thunderbird and Montclair are restyled, along with a radical '54 Buick

THE NEWEST IN

Restyling of the front end includes air scoops in the hood

since parts from seven different cars went into the treatment. Exterior colors are a light beige and a dark blue.





Thunderbird has wheel cutouts enlarged and reshaped to give lower, racier appearance. Next step planned by owner is a Ferrari-type grille and fiberglass bucket seats.





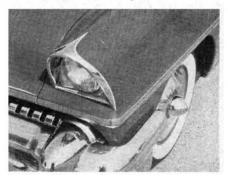
NO SOONER does a new model of a car appear than the restylists go to work. Two of the customs shown here are of 1955 vintage, while the third is from 1954. It's pretty evident that initial efforts are modest in scope, but by the time a full 12 months roll around things can reach the extreme.

The Thunderbird was customized by Ken Dunn, a Ford Motor Company employee, who is one of the founders and a past president of the Ford Motorsports club. Also from Detroit is the 1954 Buick Roadmaster, in which Andy Didia combined components of seven different cars. Lastly, the moderately restyled Mercury Montclair came out of the Barris shop in Los Angeles. More work on these models is yet to come, but some of these ideas undoubtedly point the way. •

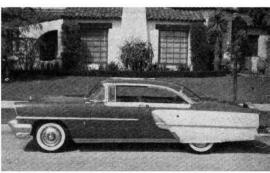
Montclair carries special continental mount, is fitted with extended bumper, pans and exhaust. Fender has silver color stripe to divide red and white two-tone paint.



Headlight rims have tapered peak. Note



Lowering was three inches at rear, 11/2 inches in front. Flared fender skirts and nosed hood enhance the reduced height.



MOTOR Life, July, 1955 MOTOR Life, July, 1955