

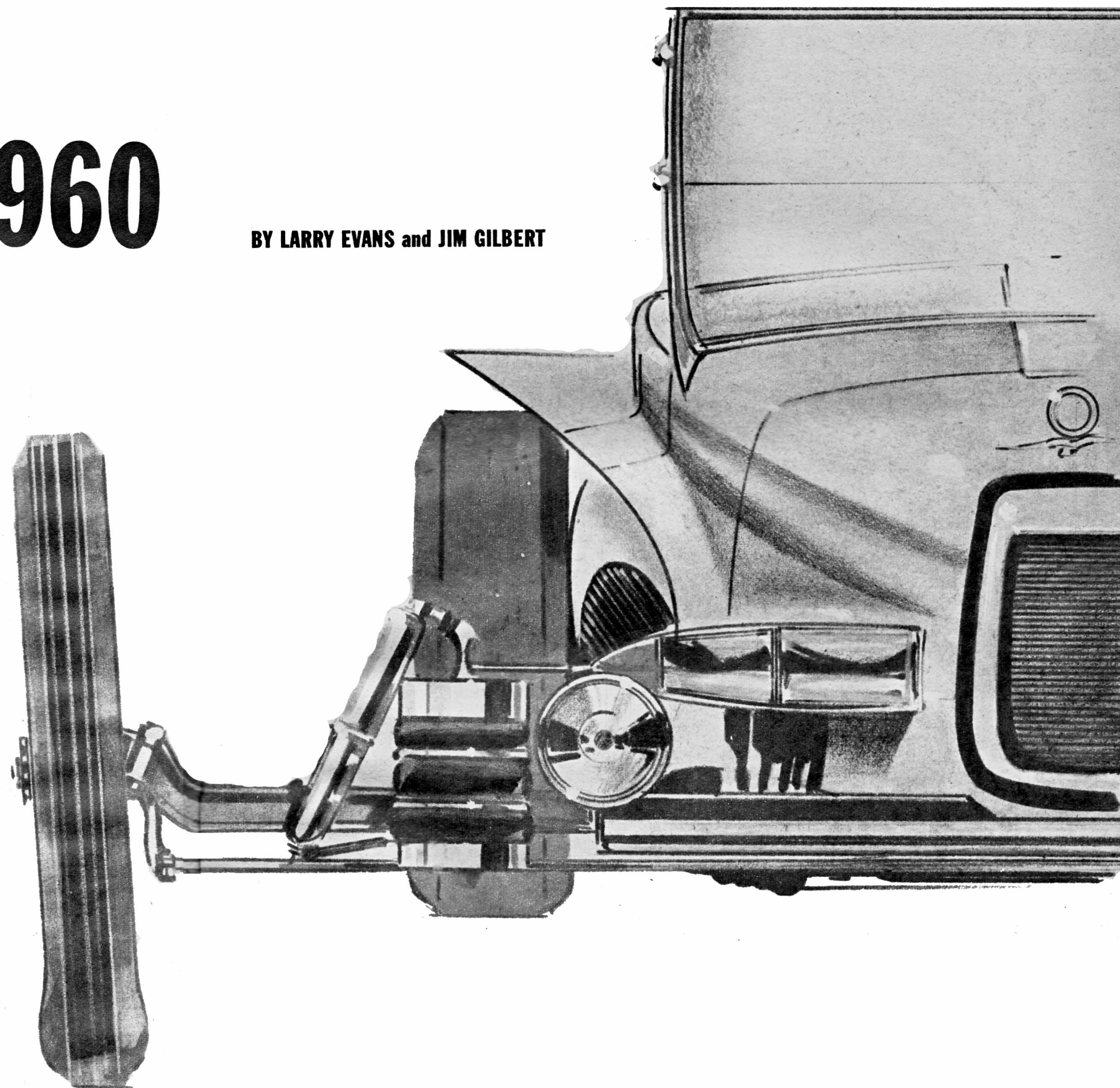
# DREAM ROD 1960

BY LARRY EVANS and JIM GILBERT

A PRODUCT OF THE mind's reverie process, the dream car of today often becomes the standard transportation car of tomorrow if the theories and concepts behind its present design are feasible to assembly and acceptance. Such is the case of Car Craft Magazine's DREAM ROD 1960. Borrowing a few workable ideas from present day roadsters and blending them with futuristic speculations, we have what we believe to be a design element which will probably be the general theme that the trophy winning roadster will follow during the present decade. As with all dream vehicles and machines, it could be outmoded in a day. This bears with the current trend in 'way-out' roadster styling ably conceived by Dick Peters and Ed Roth with their respective Ala Kart and Excaliber (Outlaw) rods. Their creations caused no small stir in roadster circles, going as far as initiating an entirely new concept of roadster styling which had been until then virtually untapped. An equal reaction could again occur perchance an imaginative rodder unveils a relatively new thought in styling and construction that will provide design uniqueness and allow variation from car to car. The DREAM ROD 1960 is just that—*today's* dream roadster. It can and will be replaced by a new philosophy of roadster building. We only hope that Car Craft's rod will spur you onto new discoveries in the hot rod building field.

On the DREAM ROD, the basic foundation is constructed of chrome moly tubing. Two factors in the choice of this material are its light weight and rigidity. The wheelbase is approximately 85 inches which makes the rod extremely short in length. The front axle is a three inch dago unit and is cushioned with Air Coil suspension and 50-50 shock absorbers. Mounted on the dagoed axle are 16 inch competition motorcycle wire wheels which in turn mount high speed motorcycle racing tires. The steering assembly is a quick ratio '34 Willys assembly. The rear running gear is Air Coil sprung, snubbed with identical shocks as on the front. Large size reversed and chromed wheels are employed and slick tires are used. Adorning the wheels are small chromed Acorn nuts and hubcaps with small bullets installed on the center. Power assisted brakes are taken from a '60 Buick. These are mounted on the rear wheels only and are finned aluminum.

Attached to the tubular chassis is a sculptured-type roadster body fabricated of fiberglass. Borrowing classic roadster styling and modernizing the design, the shell is typical of the new trend in rod bodies. The front end features a unique headlight treatment composed of two Lucas driving lights and four square-shaped European lamps similar to those seen on Raymond Loewy's latest sports car. The grille assembly is constructed of thin tubular steel which lends a clean, crisp appearance and is mounted in the forward tilting hood that provides complete access to the full-race '60 Corvette engine sparked with fuel injection. The powerplant is coupled to a four-speed synchromesh Corvette trans.

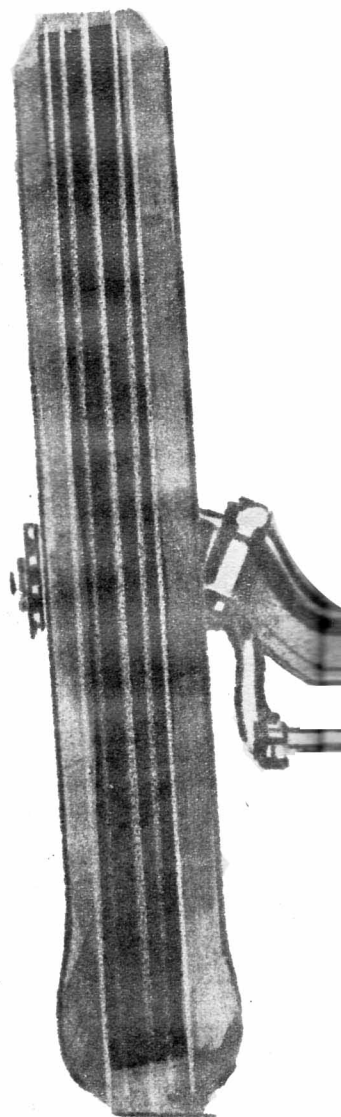


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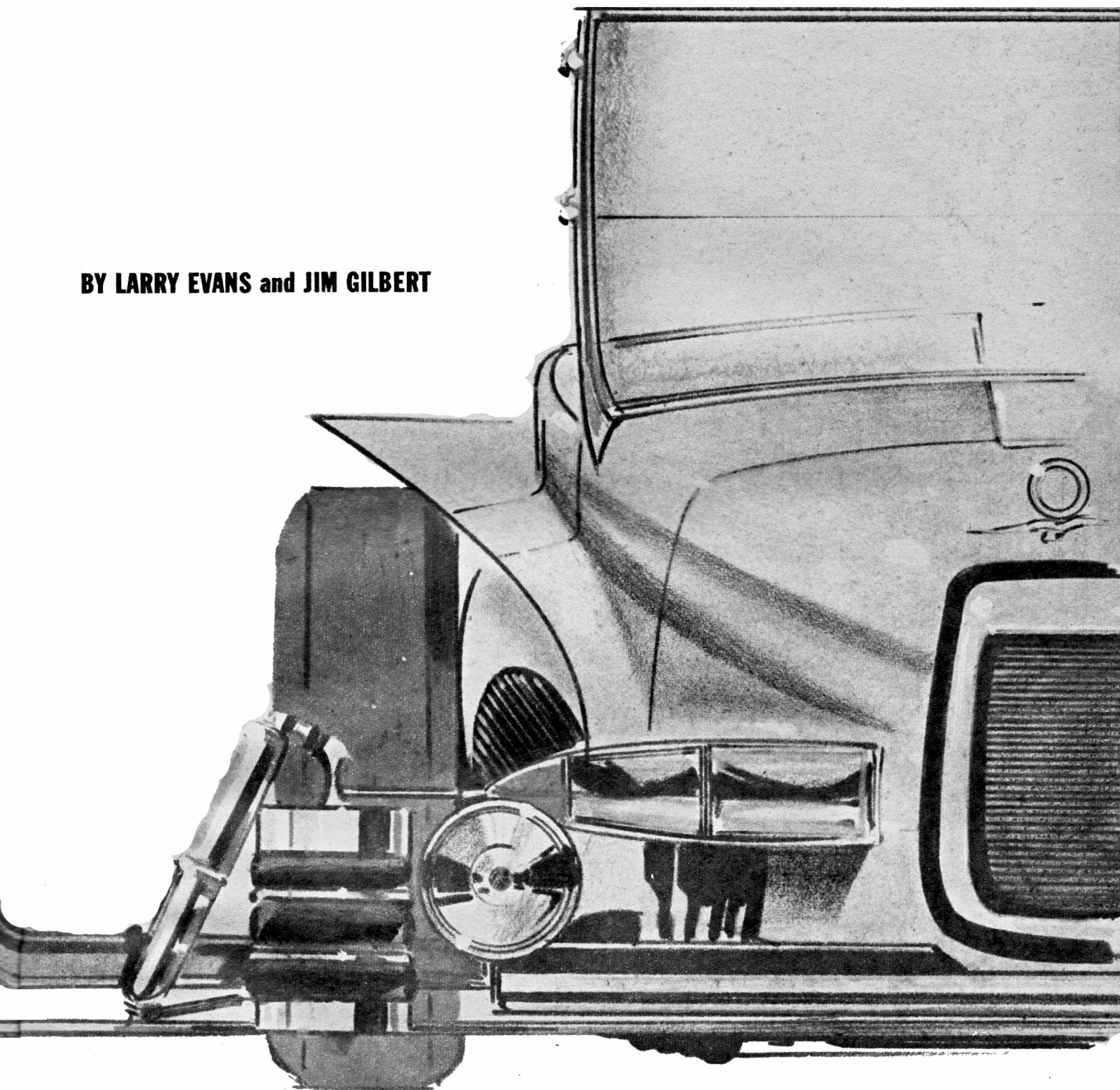
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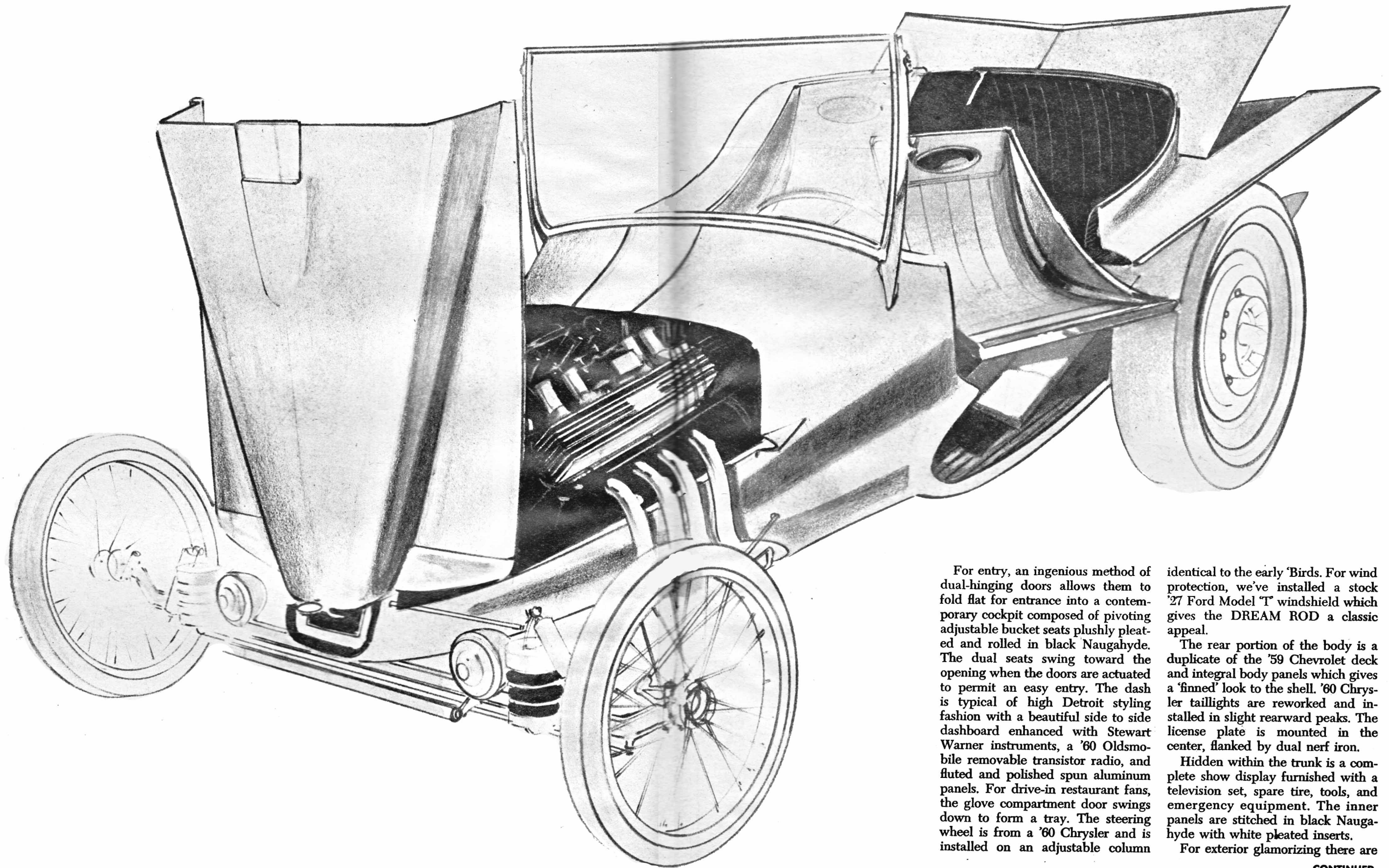
Attached to the tubular chassis is a sculptured-type roadster body fabricated of fiberglass. Borrowing classic roadster styling and modernizing the design, the shell is typical of the new trend in rod bodies. The front end features a unique headlight treatment composed of two Lucas driving lights and four square-shaped European lamps similar to those seen on Raymond Loewy's latest sports car. The grille assembly is constructed of thin tubular steel which lends a clean, crisp appearance and is mounted in the forward tilting hood that provides complete access to the full-race '60 Corvette engine sparked with fuel injection. The powerplant is coupled to a four-speed synchromesh Corvette trans.



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# DREAM ROD 1960



For entry, an ingenious method of dual-hinging doors allows them to fold flat for entrance into a contemporary cockpit composed of pivoting adjustable bucket seats plushly pleated and rolled in black Naugahyde. The dual seats swing toward the opening when the doors are actuated to permit an easy entry. The dash is typical of high Detroit styling in fashion with a beautiful side to side dashboard enhanced with Stewart Warner instruments, a '60 Oldsmobile removable transistor radio, and fluted and polished spun aluminum panels. For drive-in restaurant fans, the glove compartment door swings down to form a tray. The steering wheel is from a '60 Chrysler and is installed on an adjustable column

identical to the early 'Birds. For wind protection, we've installed a stock '27 Ford Model 'T' windshield which gives the DREAM ROD a classic appeal.

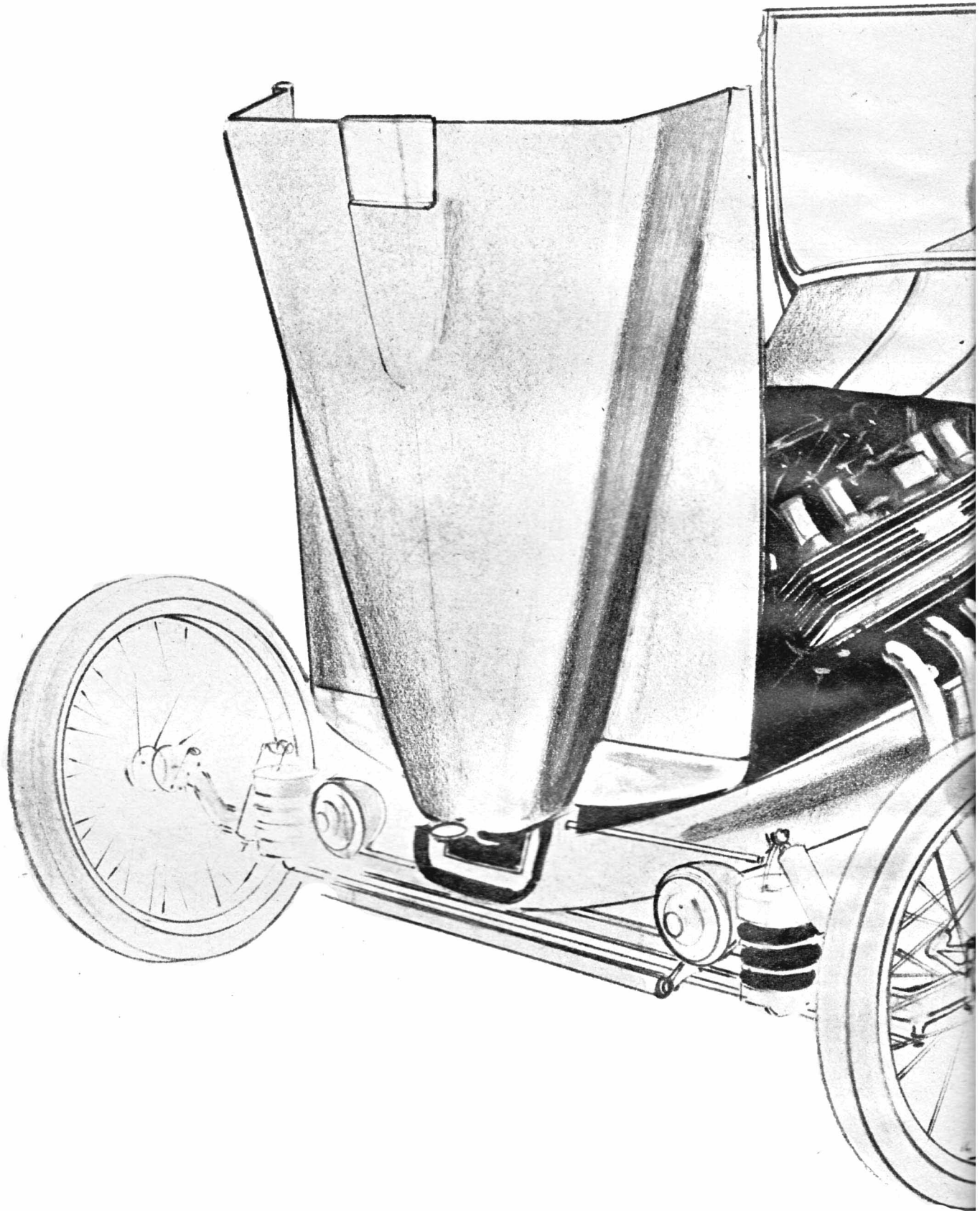
The rear portion of the body is a duplicate of the '59 Chevrolet deck and integral body panels which gives a 'finned' look to the shell. '60 Chrysler taillights are reworked and installed in slight rearward peaks. The license plate is mounted in the center, flanked by dual nerf iron.

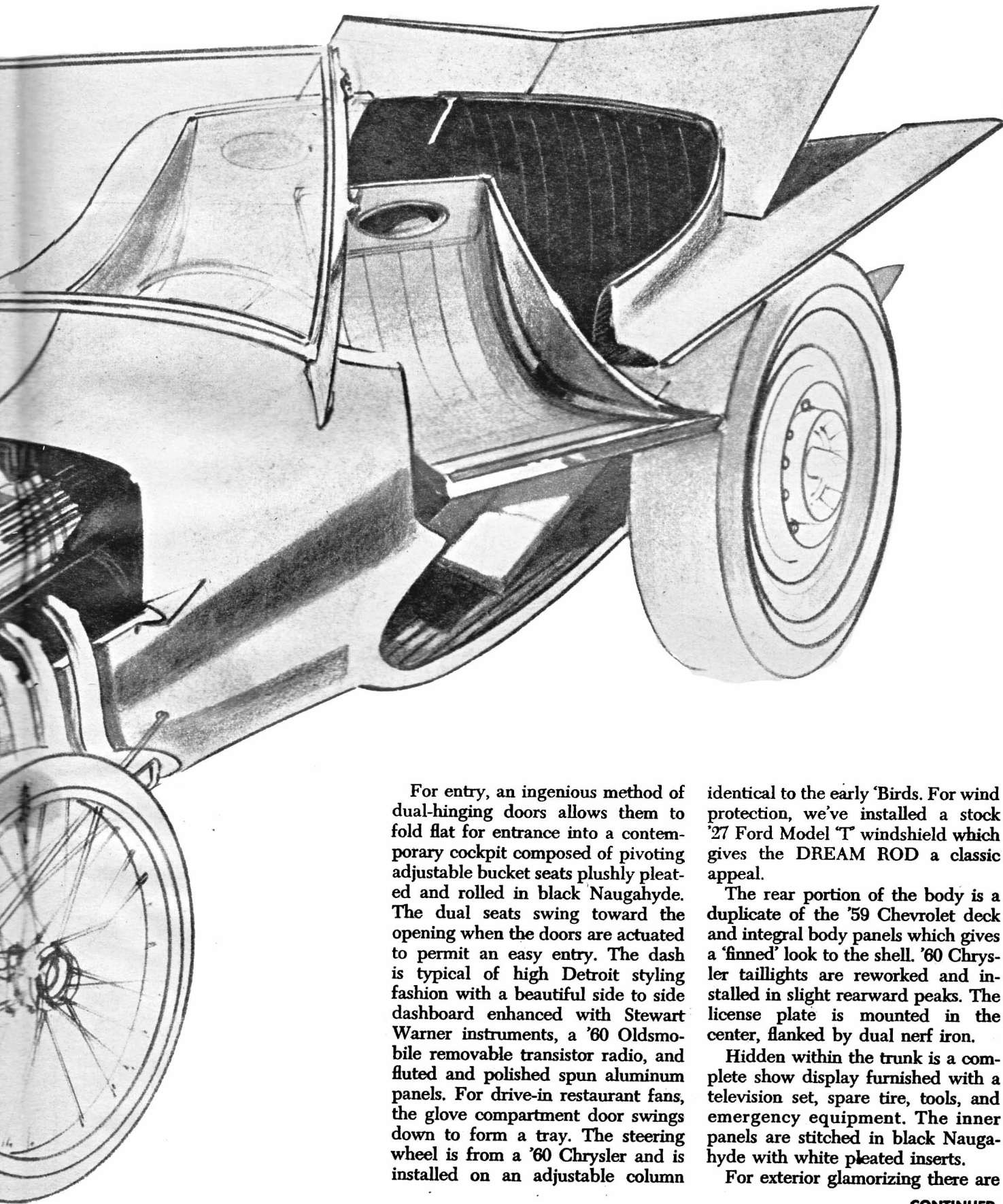
Hidden within the trunk is a complete show display furnished with a television set, spare tire, tools, and emergency equipment. The inner panels are stitched in black Naugahyde with white pleated inserts.

For exterior glamorizing there are

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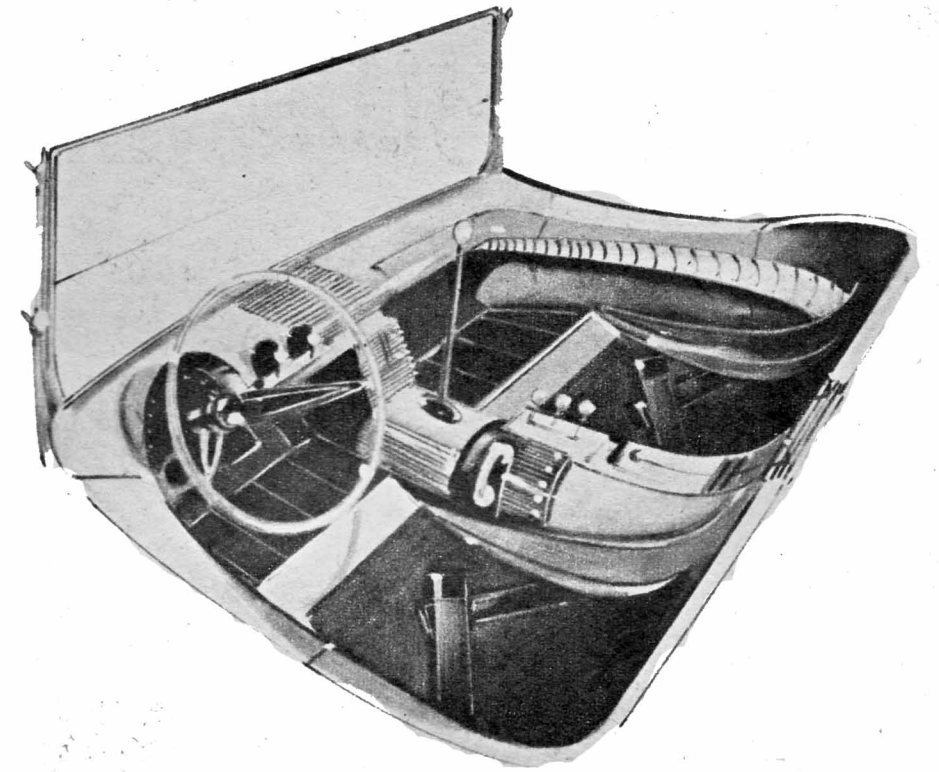
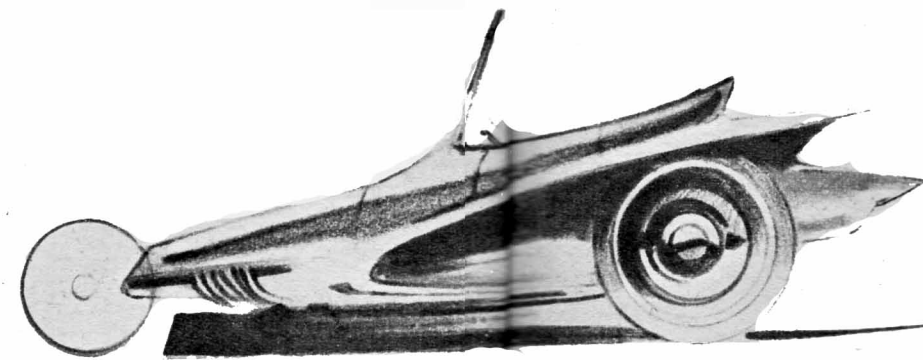
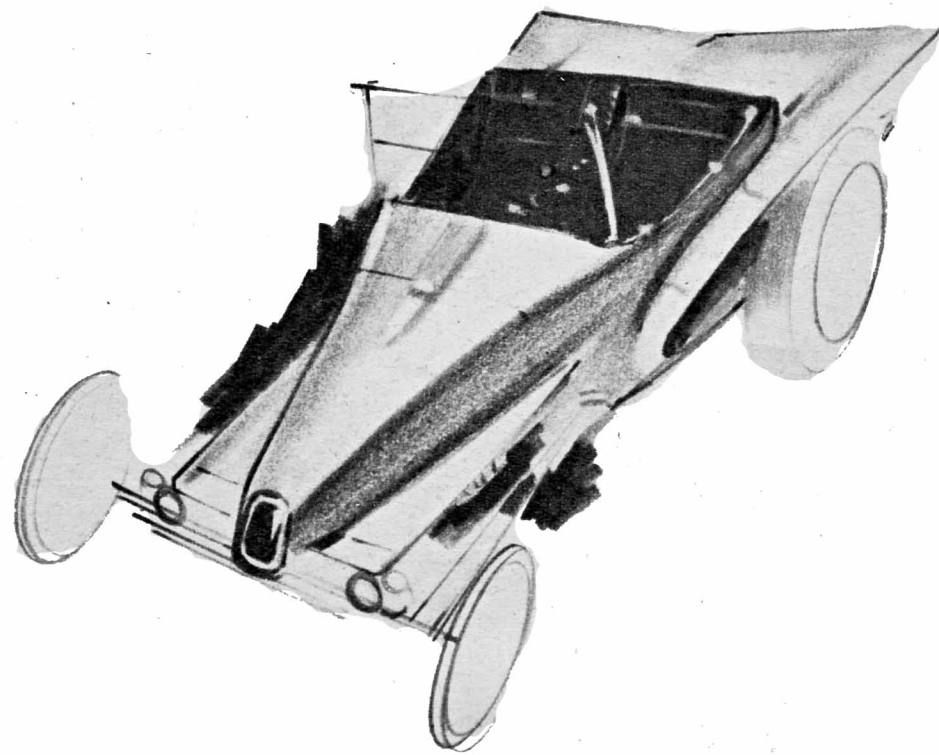
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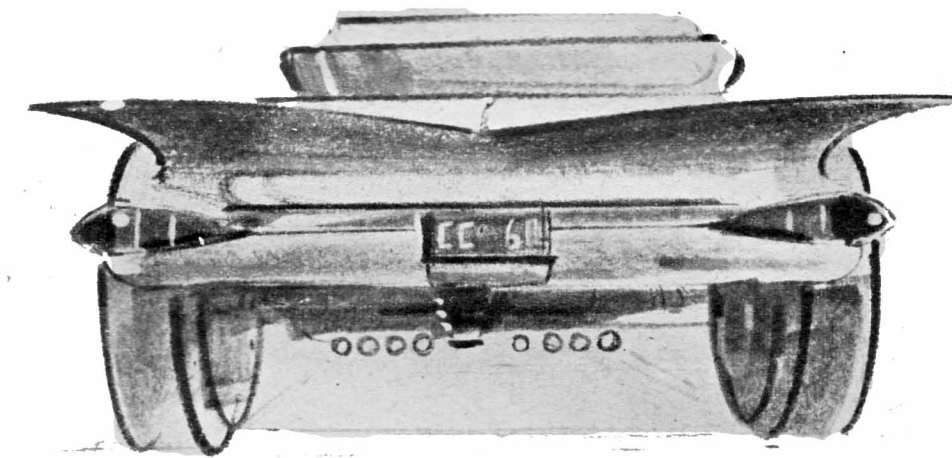
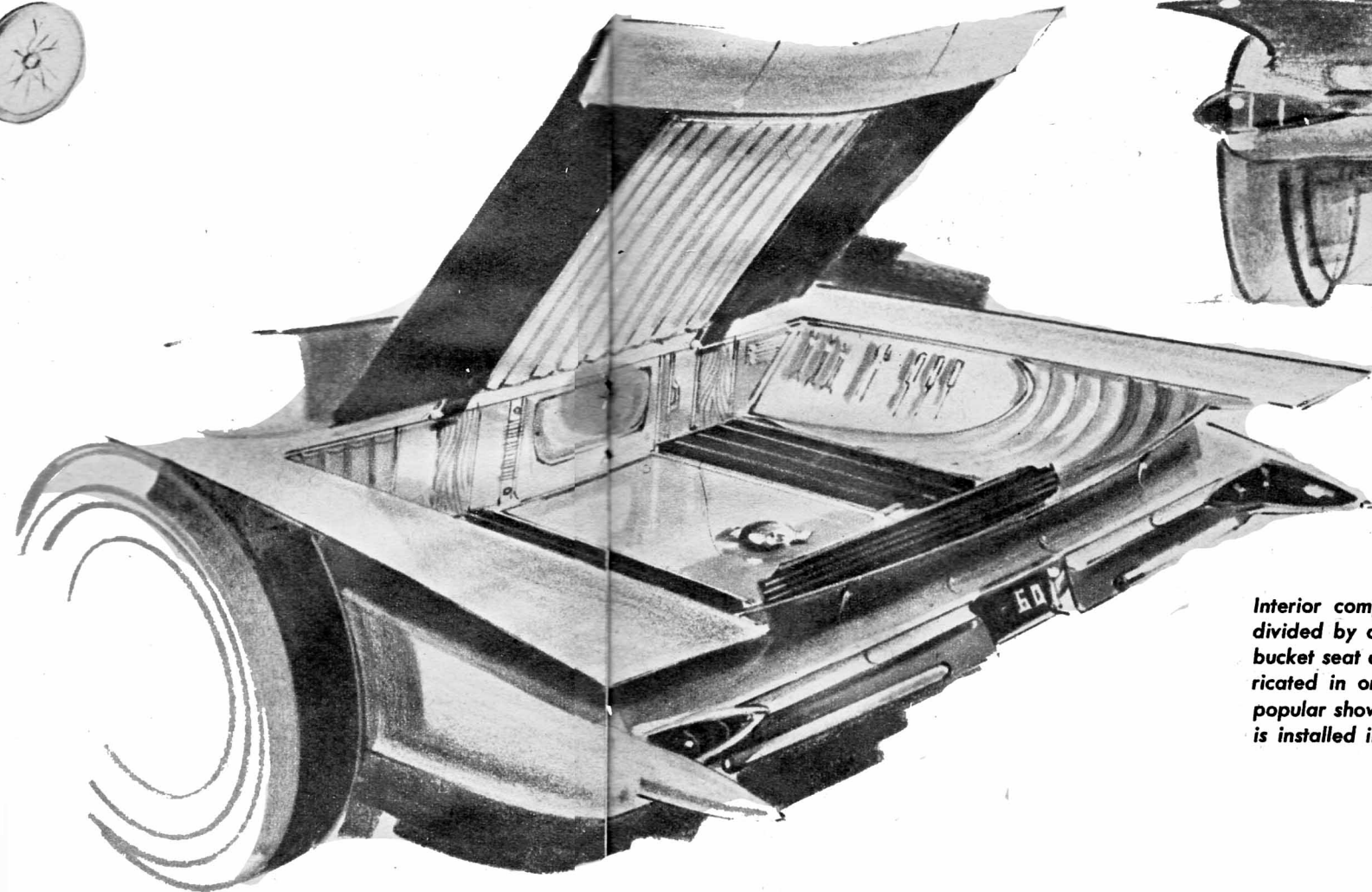
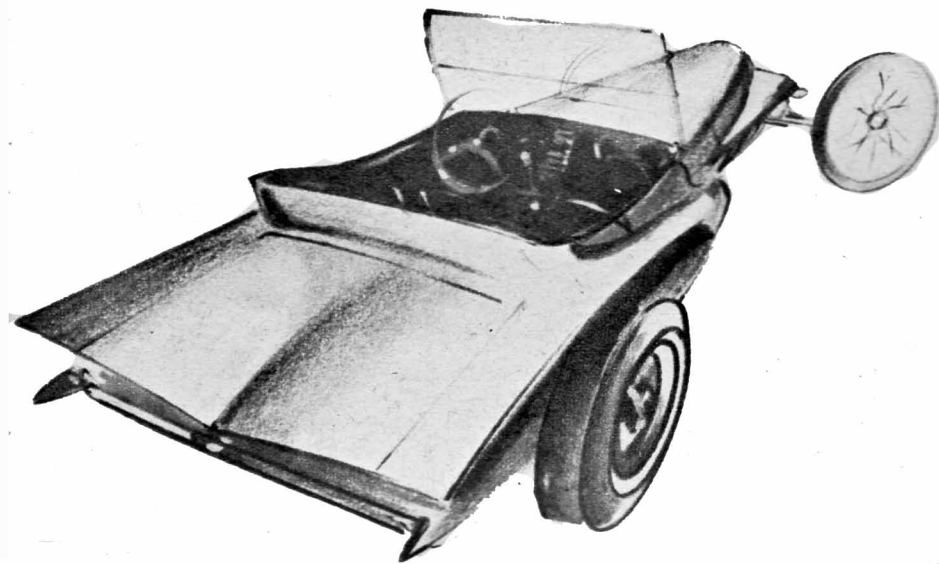
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a multitude of colors to choose from. If best results are desired, we suggest you finish the DREAM ROD 1960 in either a Translucent or Candy paint application. There are also a few sculptured areas that are ideal for fluted aluminum paneling or, perhaps simply a contrasting paint motif.

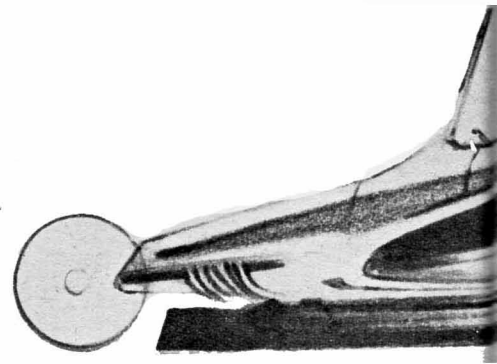
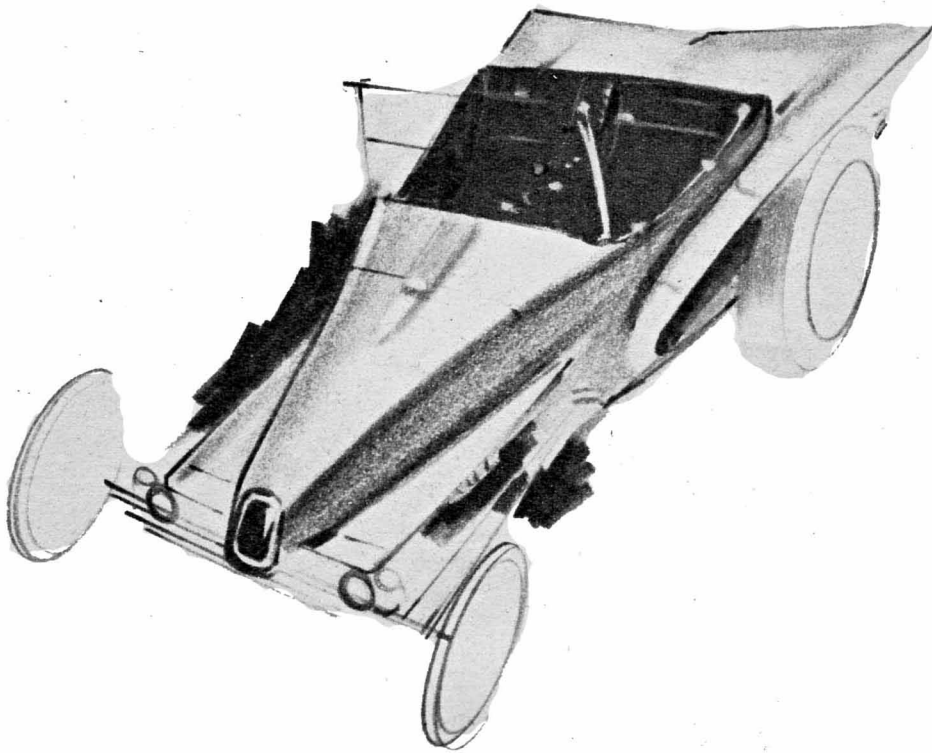
Small details are always important on any automobile be it custom or rod. We're leaving most of these minute decorations up to you. We do, however, desire the use of the classic and hard-to-find early Ford radiator cap. It's a fitting addition and finish to DREAM ROD 1960.



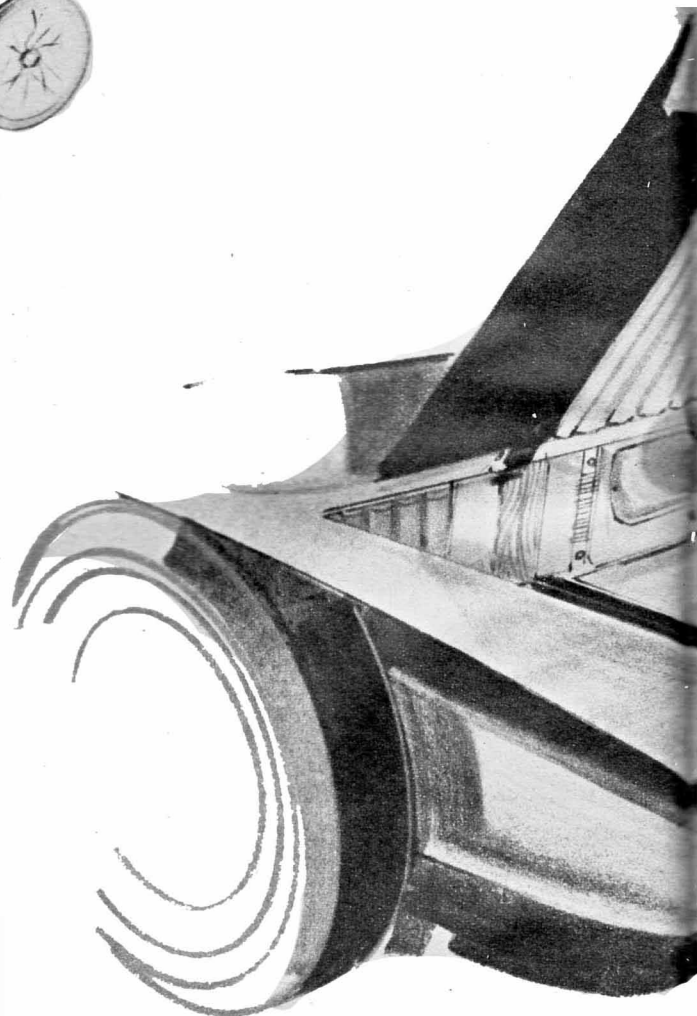
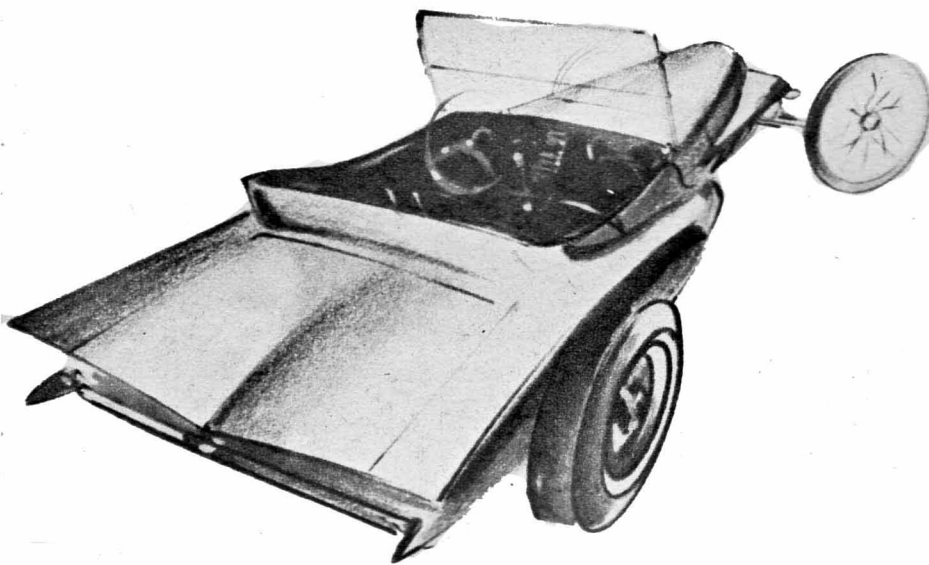
## DREAM ROD 1960

A wedge or dart shape is formed with the fiberglass body mounted on chrome moly frame. The duplicate '59 Chevy trunk lid is used for semi-fenders on rear, emanate from sculptured area on cowl. Small sponson-type fins are employed up front, house four square-shaped headlamps. Hood section is narrow yet wide enough for installation of lightweight, small Corvette.

Interior compartments are detailed to fine extent. Cockpit is divided by driveshaft/trans housing. Three levers on trans are bucket seat adjustment, hood, trunk openers. Dashboard is fabricated in original fiberglass mold. Trunk is complete with all popular show equipment; gas filler spout has knock-off cap and is installed in floor of trunk. Note extensive use of upholstery.



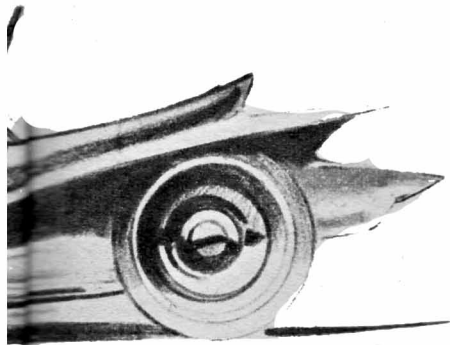
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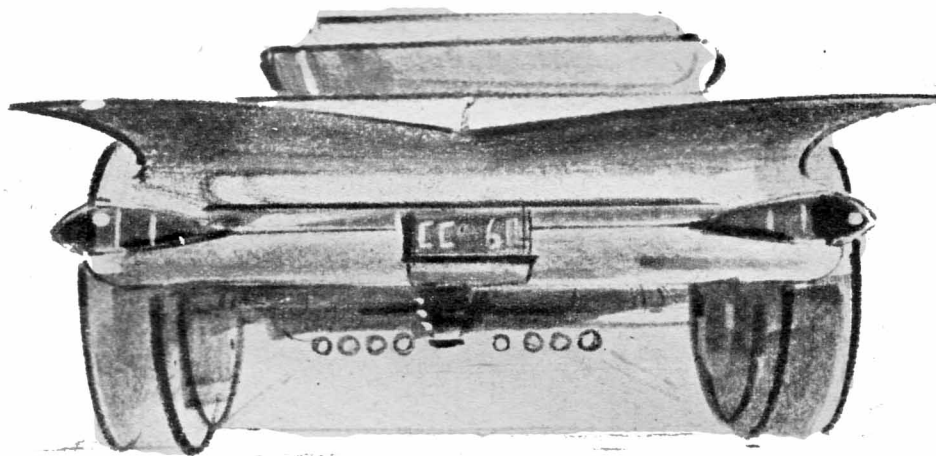
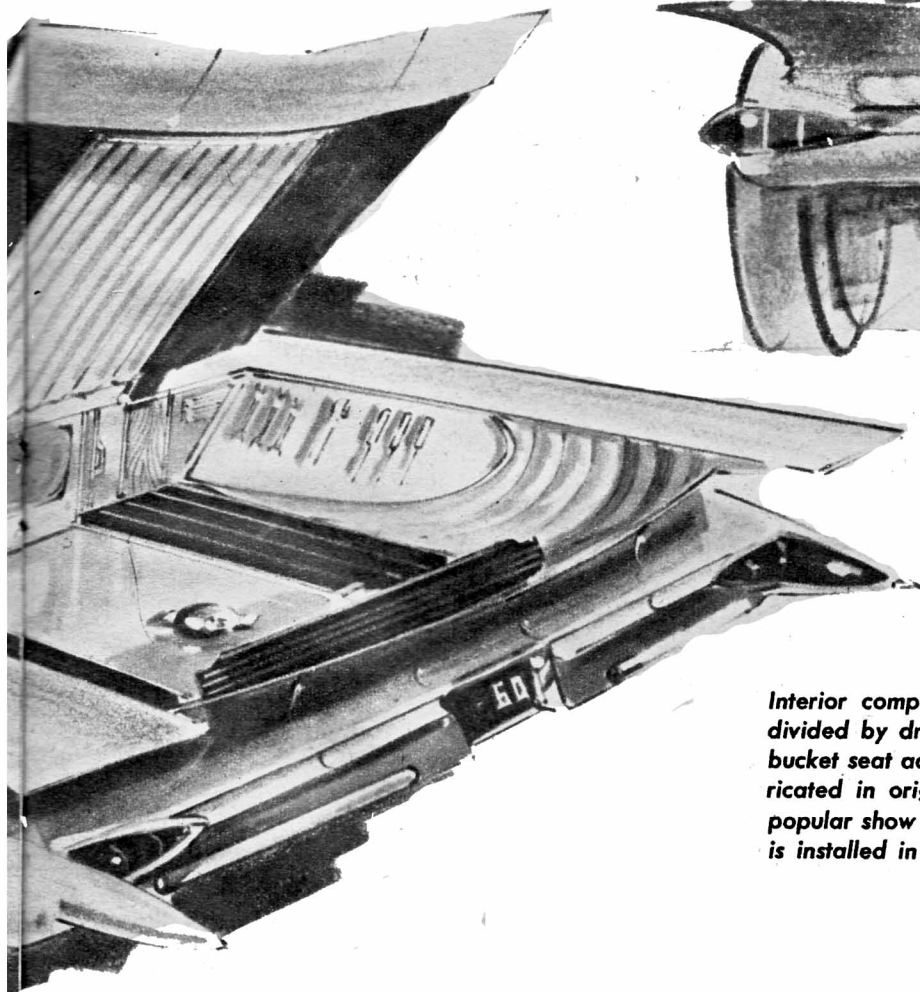
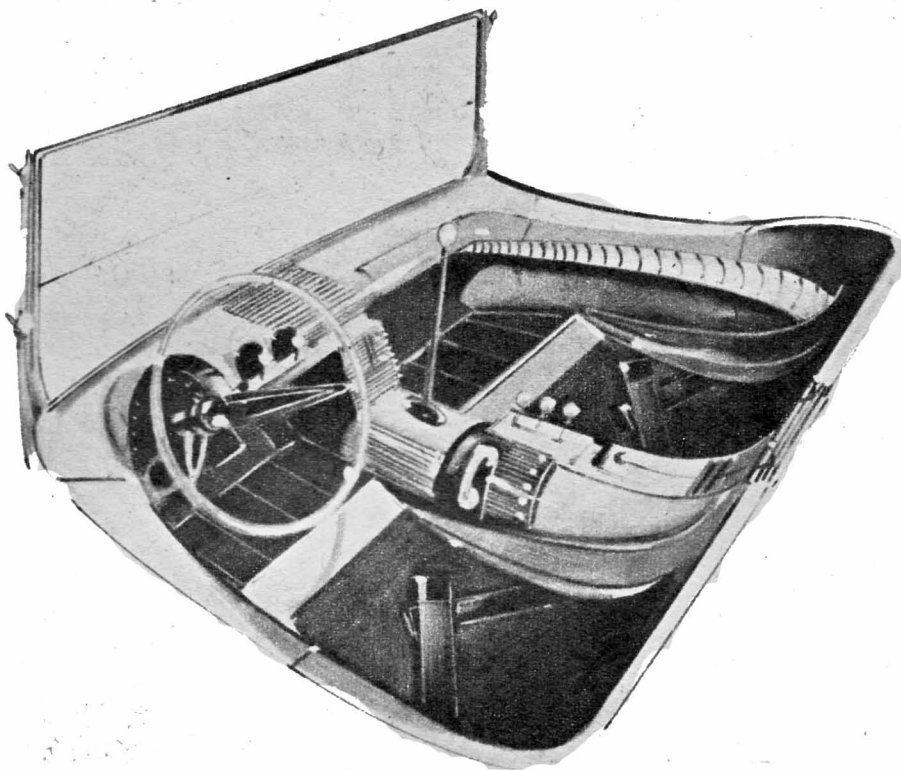
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