


\$1399.83

The finished product of Car Craft's "How To Build A Hot Rod" series is Ray Sisemore's beautiful little street roadster—built from scratch on a budget!

ROD



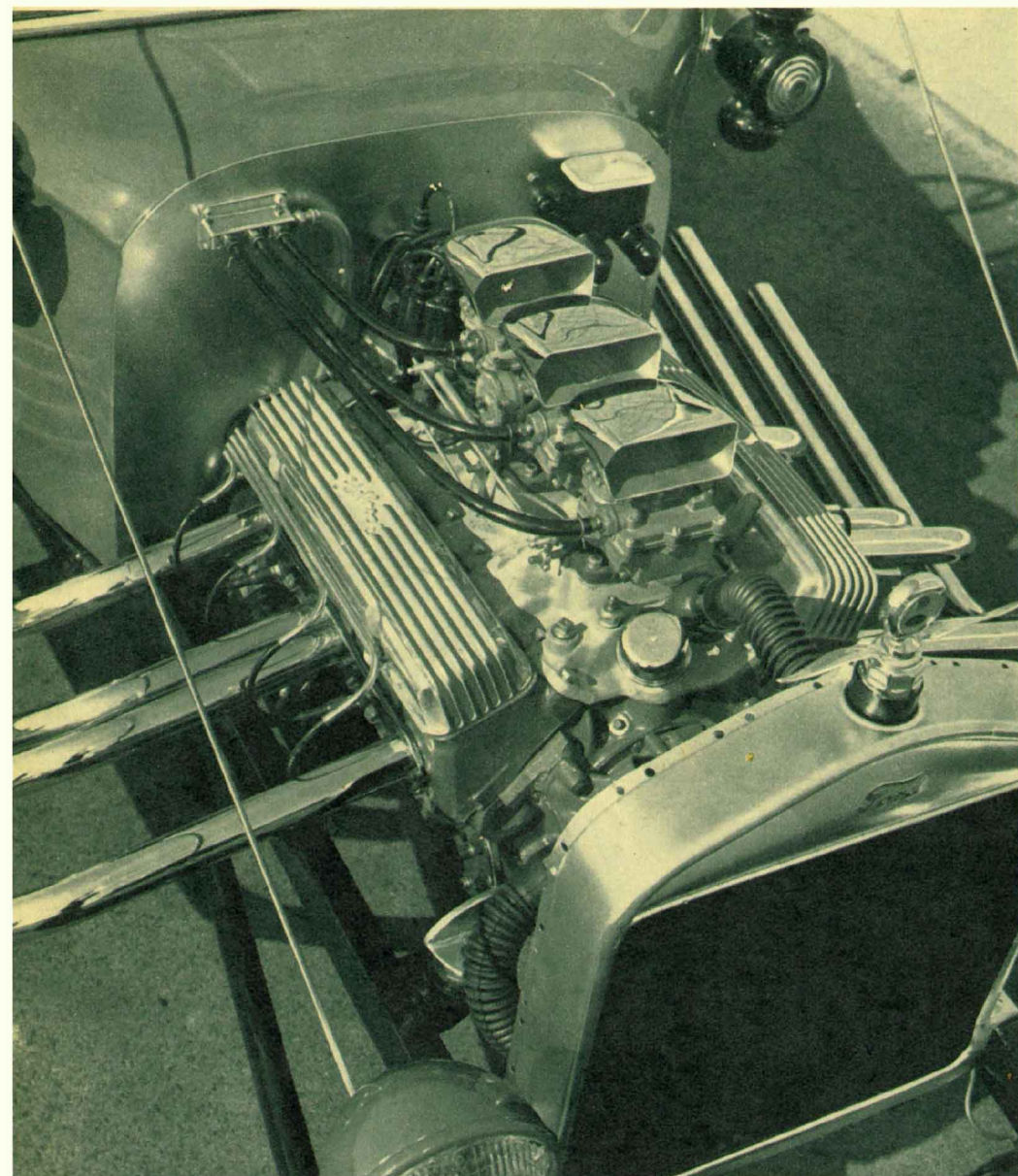
LOS ALAMITOS, CALIFORNIA

and then checking around to see what the approximate cost would be for the items. This way he was able to figure out in advance most of the problems that usually pop up during construction, and solve them in the easiest and most inexpensive way. Many times, cost of building a car goes up because of having to go back and change something that has already been done. As the roadster appears here, you will probably notice a few things that are not on the price list, such as custom wheels, engine goodies, etc. But these are all items that have been added to dress it up. The same basic car with stock items would still be a sharp looking, very practical, appealing means of transportation. 

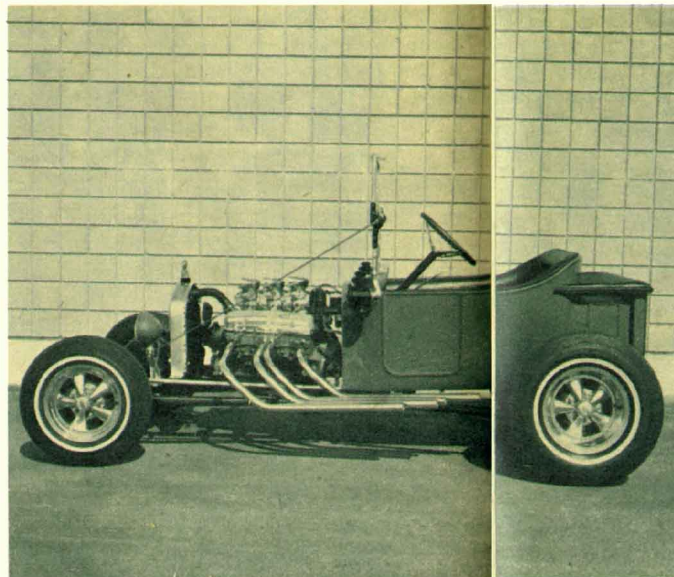
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ANYONE WHO HAS ever built a hot rod, or been around someone who has, knows that it is easy to run up a price tag of \$3000 to \$4000 without much trouble. Ray Sisemore had never built a hot rod before but he was familiar with the cost that was usually in-

involved. However, he figured that a real nice street roadster could be built much cheaper if plans were well laid before starting and if most of the work was done by himself. He started his project by listing everything he could possibly think of that would be needed on the car



Photos by Pat Brallier



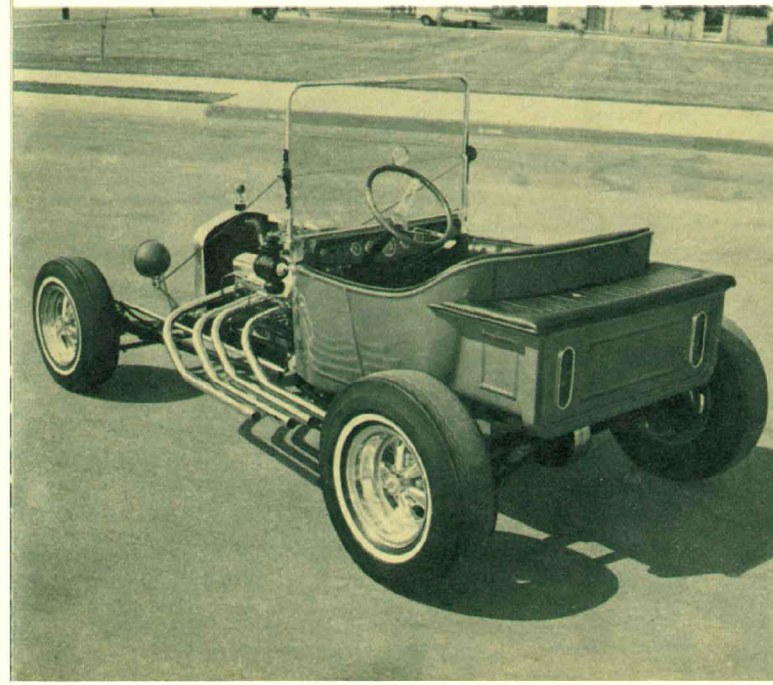
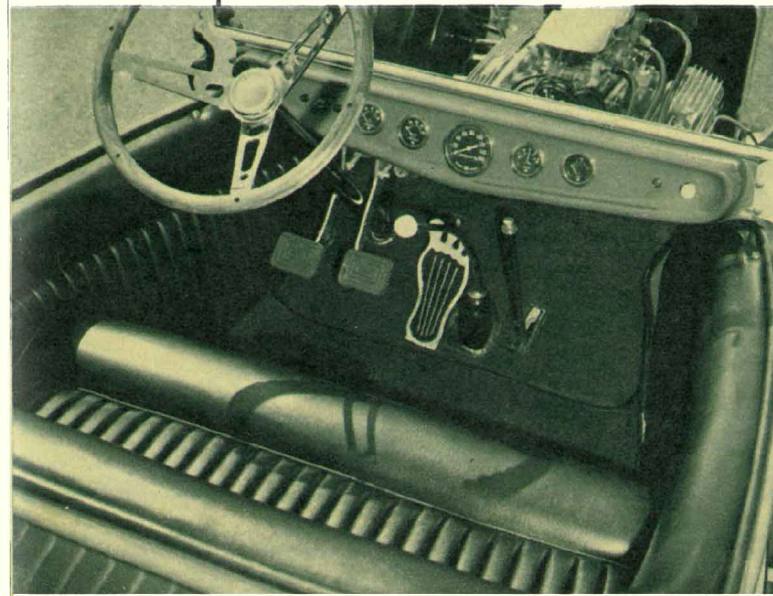
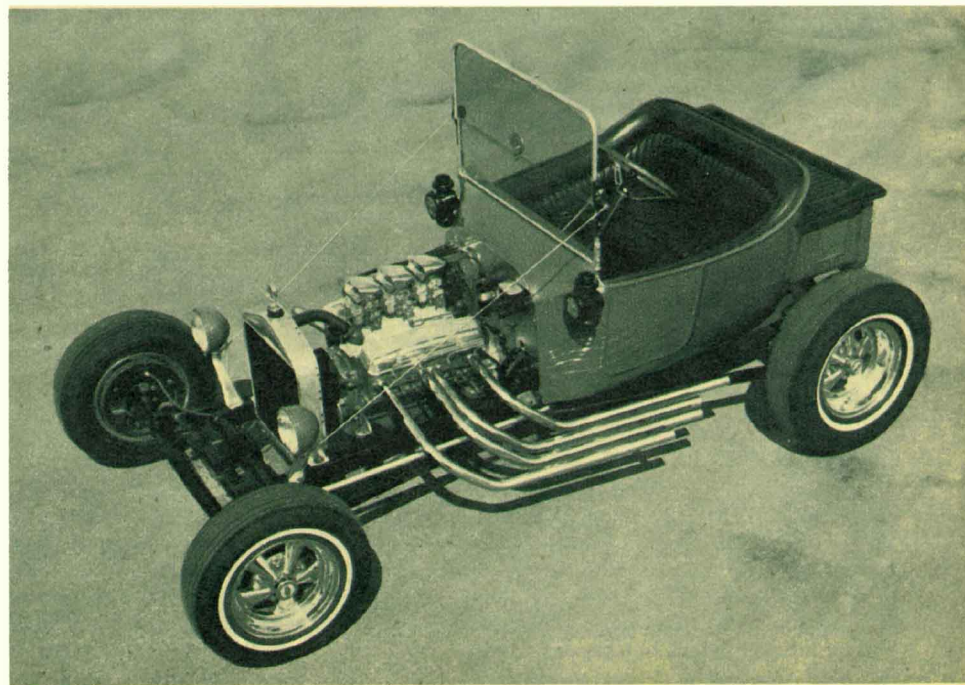
Custom frame is from U.S. Speed Sport; made from 1½x3x.120 rectangular steel tubing. Wheelbase is 98 inches. Transmission is a '39 Ford unit, hooked in through use of Cragar adaptor. The headers came from Douglass Mufflers; those sharp wheels are Cragars, aluminum spoked, steel rims, mounting set of Jaynor cheater slicks.

The interior is simple, functional and extra clean. One of the reasons Ray went to the U.S. Speed Sport fiberglass '23 "T" body was the fact that the instrument panel is molded right into the unit. An array of S-W gauges were set in; deep-dish, walnut rimmed steering wheel is from Ansen. Ray didn't trust himself to do the upholstery; turned the job over to Don's Trim Shop in Norwalk, Calif., where black Naugahyde magic was performed. Considering the price, this is a very "sanitary" rod.

Ray's choice of engine was the 283 Chevy which was immediately bored and stroked to 3 inches and now displaces 301 cubes. An Isky 505 Magnum cam, kit added some more health to the package, as did a set of Sterling forged pistons and Ramco rings. Bill Davis ported and relieved the heads; compression ratio is 9.5:1. Fuel is ducted through three 2-barrel carbs mounted on an Edelbrock intake manifold; mixture is fired by set of Champion J8 spark plugs.

One of the jobs which Ray "farmed out" was the paint job; 20 coats of red lacquer were applied at Watson's Custom Paint, Paramount, Calif. Original parts, such as "T" cowl lamps, radiator shell, windshield frame & wiper and ornaments, were acquired at Antique Auto Parts of Los Angeles. Headlights are of accessory type.

The rear end, including brakes, was taken from a '40 Ford; gear ratio is 3.57:1, stock drive shaft was shortened to 29 inches. A high-arch model A rear spring is used. Taillights came from a '61 Pontiac Tempest. Moon fuel tank is in pickup box.

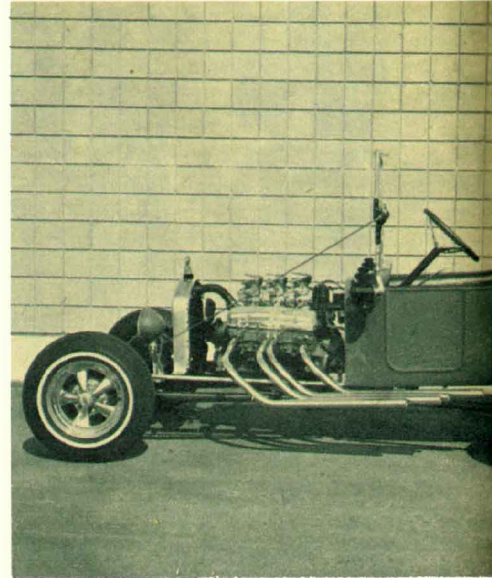
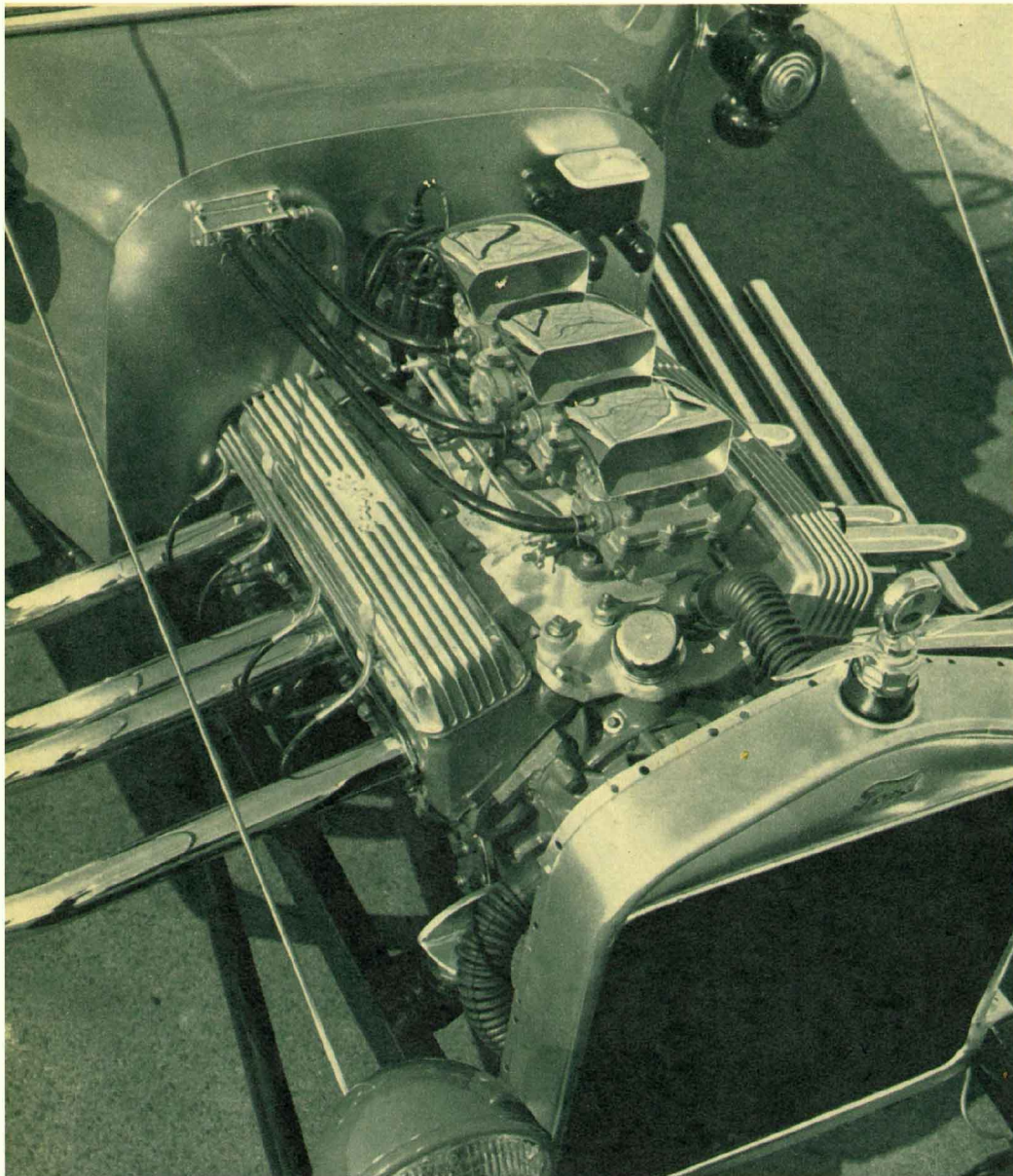


PRICE LIST

Frame	COST
20' of 1½" x 3" .120" wall rectangular tubing	30.00
2' of 2½" diameter x .120" wall tubing	6.75
Front & Rear End Installation	
Ford front end	20.00
Ford rear end	20.00
Model "A" front spring	12.50
Model "A" rear spring	18.50
Shackle kits front & rear	5.90
Spring perch bolts (2)	11.50
Radius rod end fittings (4)	8.25
Steel radius rod brackets	.75
Engine Installation	
Chevrolet V-8 engine (used)	75.00
Transmission adapter—Cragar	35.00
Ford motor mount pads	3.50
2' of 1½" dia. x .120" wall tubing	4.75
Shorten driveshaft & torque tube (labor)	15.00
Ford throwout bearing	6.05
Ford clutch plate	5.75
Ford clutch cover assy.	10.95
Drill and tap Chevrolet flywheel (labor)	5.75
7" x 21" x ¼" thick steel for motor mount	.50
Ford transmission (used)	20.00

Body Installation	
1923 roadster body with pickup bed—U.S. Speed Sport	189.50
1940 Willys steering (used)	15.00
Steering adapter—Cragar	7.25
Ford tie rod for drag link	2.00
3 sheets of ½" thick plywood	12.00
1 gallon of resin	6.75
4 ounces of catalyst	2.00
1 square yard of 1½ ounce matte fiberglass	2.00
1 square yard of 6 ounce fiberglass cloth	9.00
Acetone 1 pint	.50
Exhaust System—Clutch—Brakes	
Pre-bent tubes for exhaust	10.00
1960-1962 Plymouth mufflers (2)	14.00
Brake and clutch pedal assy.—Ansen	16.95
Slave cylinder—clutch—Ansen	17.95
Chevrolet 1960 truck master cylinder	13.50
Flexible hydraulic lines—rigid hydraulic lines, fittings and misc. hardware for brake hook-up	24.00
Emergency brake handle	7.00
Fuel System—Windshield—Electrical	
Wire loom (2)	4.45
Wire loom brackets (2)	1.75
Fuel tank (used)—Moon	15.00
Fuel filter	2.35
Fuel pump—Auto Pulse	21.95
Fuel block	4.25
Fuel tubing 13' x ¾" I.D.	2.60
Fittings and clamps	4.00
Fuel pump cover plate	1.95
Cowl lamps (2)—Antique Auto Supply	60.00
Cowl lamp brackets (2)—Antique Auto Supply	9.00
Windshield frame—Antique Auto Supply	32.50
Windshield frame hinge (2)—Antique Auto Supply	12.50
Windshield frame post (2)—Antique Auto Supply	14.50
Glass retainer caps (4)—Antique Auto Supply	3.00
Battery—12 volt	15.95
Ignition resistor—dimmer switch—ignition switch—brake lite switch—headlight switch—license plate light—fuse block—terminal board—directional flasher—panel lights—bulbs—fuses—sockets—direction switch	31.00
1961 Pontiac Tempest taillights and sockets	21.10
Horn and horn relay	6.55
Voltage regulator	13.45
Headlights	14.50
Headlight mounting brackets—Ansen	16.95
Gauges and sending units—fuel, oil pressure, ammeter, speedometer, temperature (Stewart-Warner)	73.60
Battery cable 86"	4.14
Battery ground cable 14"	1.75
Battery hold down bracket	1.85
Wire (all sizes and gauges)	4.00
Tailgate Installation—Windshield Supports—Throttle Linkage	
1 quart resin	1.69
1 ounce catalyst	.49
3" x 6' fiberglass cloth	2.25
5' x ¼" rod (2)	1.50
2' x ¼" rod	.30
Clevis & pin	.35
Gas pedal and hinge	2.50
8" x 11" x 1/8" steel sheet	.30
Finishing Touches—Radiator—Upholstering—Paint	
"T" radiator shell (used)	8.00
Rear view mirror	3.95
Upholstering	100.00
Paint	75.00
Radiator tube material and labor	2.85
Windshield Glass	32.08
Firewall aluminum	7.00
Air scoops (3)	11.85
Fan belt	3.00
Windshield wiper	3.95
Motor meter	8.50
Radiator cap	5.50
Radiator wings	3.50
3 sheets ½" thick plywood	4.50
1 quart resin	1.69
1 ounce catalyst	.49
fiberglass cloth	1.25
Radiator hoses	6.00
Radiator hose clamps	1.40
Radiator Core Dodge Dart	45.00
Studebaker bottom tank	3.00
Chevrolet side straps	1.50
Total	\$1399.83

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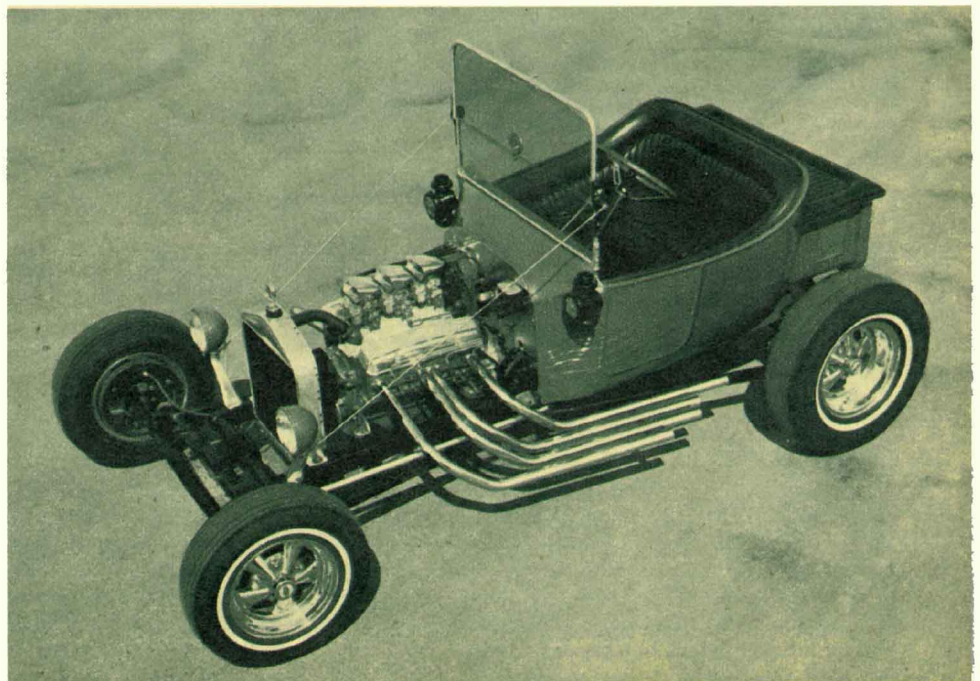
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1 square yard of 6 ounce fiberglass cloth	9.00
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