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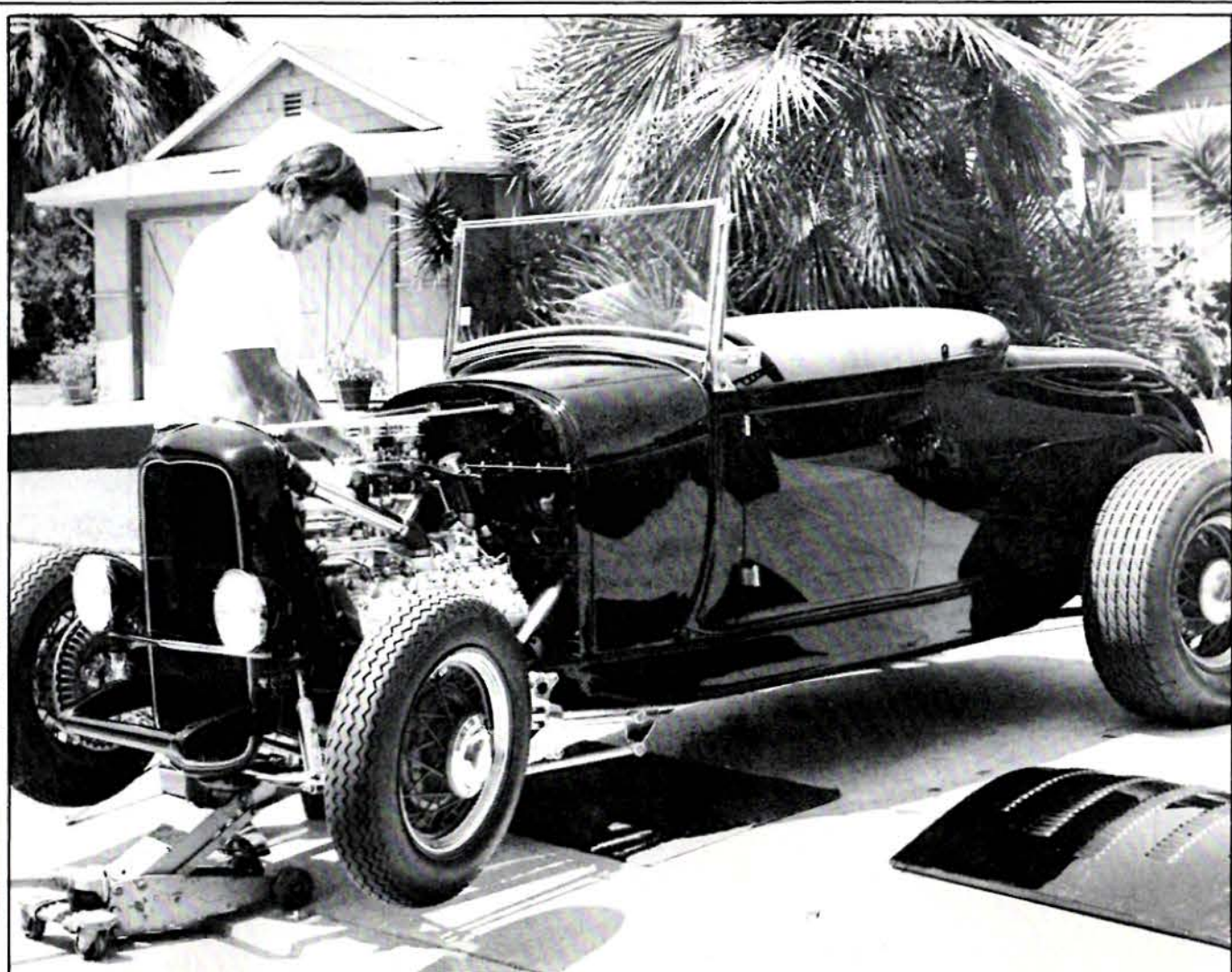
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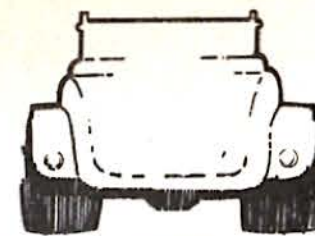
Answer these seven questions and find out.

1. Do you like prowling around junk yards looking for obsolete parts for antiquated cars?	yes	no
2. Do you consider yourself one of the last of the rugged individualists willing to endure the rigors of a bumpy ride and plenty of fresh air?	yes	no
3. Do you steal dimes from your wife's sugar bowl, kid's piggy bank, and/or mother's purse to buy chrome radiator hose clamps?	yes	no

4. Would you rather keep up with the latest rod-building techniques, parts, and accessories? Or wear itchy wool shirts in the summer?	yes	no
5. Are you a low-buck enthusiast looking for shop tips and ideas? Or not?	yes	no
6. Do you admire professional color photos, quality coverage of shows, rod meets, and project cars?	yes	no
7. Can you usually be found in, around, or under a fine street rod?	yes	no

If you answered "yes" to one or more of these questions, then . . . you are . . . **A MAN WHO SHOULD BE SUBSCRIBING TO 1001 CUSTOM & ROD IDEAS.**

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1001 CUSTOM & ROD IDEAS

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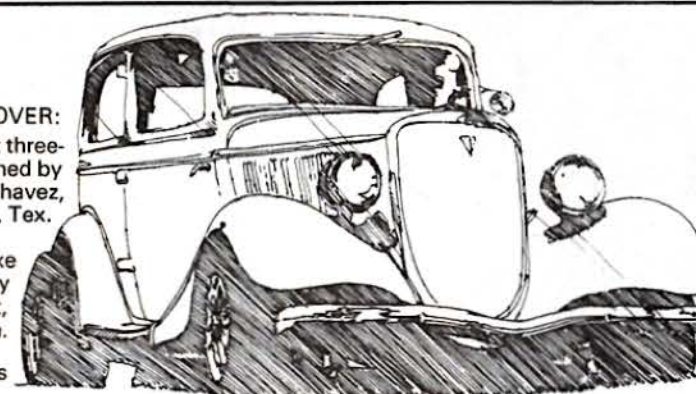
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'39 Ford Deluxe Coupe owned by Leonard Taussaint, Orlando, Fla.

Photography by Steve Reyes



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ROD NOISE

OldsLOWmobile

I have a '46 Oldsmobile. The car sits low to the ground in both the front and rear. What I would like to know is the best way to get the car lifted up. I have air shocks on the rear, but they are the air bag type and I can't keep air in them. If there is a better way than air shocks, a way that is more reliable, I would like to know. If not, which kind of air shock do you recommend and what do you suggest I do with the front? I would like to install headers on my car, but without modifying the height. I am afraid they would drag the ground.

P.S. Great mag.

John Branum
Wilmington, Del.

Our advice is to go to a good spring shop and have new leaves and coils installed all around. This eliminates all the Mickey Mouse action with air bags, etc., and you can run headers with no problem (if you can find headers for a '46 Olds!)

Y-NOT Y-BLOCK?

I have a '55 Ford pickup and I'm trying to make a street rod by using the stock 272 engine. But I haven't been able to find too much on how to build a 272 VP. So if you have any information on a 272, please send it or anything on '55 Ford pickups will do.

Tad Wilson
Garland, Tex.

Can we correct you a little, please? A '55 Ford pickup is not a street rod. It is a street machine, or more precisely, a street truck. We usually limit the term street rod to pre-1948 equipment. No offense, but we get this all the time and wanted to take the opportunity to mention it. As to the Y-block Ford, they aren't overly popular as rodding material any more, but there should be some used equipment such as dual-quad manifolds, tri-power manifolds, headers and cams still in existence. Many small-town stock car drivers who

race "claimers" run the 272 truck block and bore it out to 312 for a strong forged steel crank engine with good webbing in the block for reinforcement. Isky makes a good Y-block camshaft and the engine responds well to head porting and headers. Keep your total cfm down to around 900 even with dual quads or triple-deuces and use progressive linkage. Don't turn over 5700 rpm whatever you do.

1930 PINTO

I am the owner of a 1930 Model A coupe currently being restored. I plan on using this car for everyday use so have planned on a Pinto motor for economy yet keeping the body stock. Will the trans and rear be able to handle a stock Pinto or will I be better off going to a complete Pinto drivetrain? With hydraulic brakes and shocks will the front end be okay or should I go to something else? Can the hubs for a Pinto be easily converted to hold the original wire wheels if I use a Pinto front end? I hope more rodders go for the economy engines instead of big-bore blown engines.

Richard G. Ball Jr.
Middleton, R.I.

We would try to swap all the running gear, engine, transmission, rear end and steering. Your transverse front spring can be installed on a dropped tubular axle, but we recommend Teflon inserts (see our September '75 issue, "Spring Science"). Hubs can be redrilled to most normal bolt circle patterns.

HEALEY WHATSIS

I would like some information for my project car. The car is a 1956 Austin Healey 100/4 BN2. It has no motor, transmission, seats or floor but it has the stock rear end and the body is in good condition. My plans are to install a Ford V-6 2600 or 2800 engine. Which do you think would be best? I plan to add a turbocharger kit too.

An article in a magazine called *Engine Swap* has specifications for a 283 swap. The person who sold me the car gave me the article, which he got from a friend. The friend has done the swap with a 289 instead of a 283. He says that any Ford transmission would fit the stock rear end. Is this true? And if so does it include a Capri four-speed? In case that it does not, what would be a good combination? Would a different rear end be the answer? If so which one? I read an article about a Toyota five-speed swap into a Pinto V-6 2800. I would really like the Toyota

five-speed even though it would take a little extra work. Do you think that it would fit? The stock steering is hopeless. Could a Capri rack and pinion steering unit be adapted with the V-6 engine? I would appreciate any help and advice you can give me and wish to say that I enjoy your magazine immensely.

Graeme Elliott
Kincardine, Ontario
Canada

Not much difference between the two engines, so why not go for the larger one? Turbocharging requires some room for plumbing, so measure carefully... that engine compartment is rather small in width and it's not very satisfactory to hang the Turbo out in front of the engine. We would opt for a 302-inch Ford V-8 and drop the turbocharging idea. Soup the 302 up with the money you save on the turbocharger. Use a Ford factory four-speed transmission. Forget the Toyota tranny; expense, parts availability, adaption and gear strength are major problems. You can adapt any transmission to any rear end by swapping yokes, U-joint components and sectioning driveshafts. Stock Healey rear gears are weak for high power. Suggest '55-'57 Chevy unit. The type of engine shouldn't make any difference in choosing a steering unit. We always thought the Healey had good steering. You'd be ahead money-wise to just rebuild the stock setup.

WHAT I GONNA DO NOW?

In your March issue, the article titled "How to Avoid Rod Shop Rip-Offs" interested me very much. I, too, have been the victim of a similar experience, involving the framework of my '33 Dodge coupe.

The so-called reputable owner of this rod shop has had my frame in his possession since early September without ever starting to do the work for which he was commissioned. The frame needed to be boxed and the rear end set up for a Chevy 12-bolt. I also wanted to have Peugeot rack-and-pinion steering installed and Volvo disc brakes adapted to the stock straight front axle. I have contacted him repeatedly to see when the work would be finished, as he promised that it would be done in only three to four weeks.

Thinking that it could be the money situation that was detaining him, I advanced him the \$100 that he requested to buy the metal to start the job. That was in early February. To date, he has done nothing.

I would like to ask your help in

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6/1001 CUSTOM & ROD IDEAS

ROD NOISE

finding someone who would start and complete the job correctly. Any advice, names and addresses would be greatly appreciated.

Jesse Gutierrez
Santa Maria, Calif.

You put us on the spot, Jesse. We can't come out in print and recommend one shop over another. I'd say that your best bet at this stage would be to do the following:

1. Contact the current rod-builder who has your chassis and inform him that you are going to contact the Better Business Bureau, the Consumer Protection Agency, the Consumer Fraud Division of the State Attorney General's office and your attorney, who will be filing a claim against him for your deposit, parts, mental and emotional suffering due to the problem, attorney fees, court costs and general damages.

2. Tell him also, in a notarized, registered letter, that if he does not complete the transaction as agreed within two weeks, all of the above steps will be implemented immediately. If he fails to show any sign of being reasonable, do it.

3. Also, send us the name of the shop owner so we can add it to the list compiled by all of the major rod magazines and the NSRA, of rod shops and firms that are black-listed.

OL' CAR BUFF

Sittin' and flippin' through the March 1976 issue of your great magazine, I noticed the reference to the whatchamacallit carb, upper left-hand corner of page 47.

Looks like the same thing that was on my 1950 Mercury two-door back in 1956. I think the only reason for the funny top and offset air cleaner was for clearance under the low Merc hood. The article on Mr. Fraley's cars brought back other memories because my brother had a '49 Hudson Pacemaker which was back-road dragging competition for the '50 Mercury. Also, the vacuum shift on our first car, a '40 Chevy four-door, had to be the worst they ever produced.

Also really liked the article on the '37 Plymouth coupe. I'm suffering a little from MoPar-itis, having a '39 Plymouth four-door and a '52 Dodge pickup.

Keep up the good work.

Ron Kuehn
Stillwater, Minn.

Thanks for your kind words and the nostalgia trip. We've had a lot of '40s- and '50s-type cars, and for some reason the ones we remember

most were the ones we had in the years during high school and college. Perhaps we got jaded as we grow older. Now we walk by some \$10,000 street rod, even our own, and hardly glance at it. At the age of 18, we would sit for a half-hour on the park grass and stare lovingly at the lines and glossy paint on a '53 Olds Super 88 hardtop. That's one reason we try to run articles like "Mr. Fraley's Cars" now and then... not only for the readers, but for us.

NUTTY TORINO

Help! I've recently purchased a '72 Torino with a 351 Cleveland and C-6 transmission. The car came factory equipped with dual exhaust and four-barrel. The engine ran lean, so I decided to bolt an Edelbrock Torker and Holley 600 cfm four-barrel.

Surprisingly, there was little improvement. I then hooked up a set of Hooker headers with turbo mufflers and 2½-inch exhaust. The engine cannot hold an idle and dies. I'm really at a loss as to what to do! Could you please suggest something? Also, what cam would you recommend and would it be worth it to install larger valves? The compression ratio is only 8-to-1, should I improve this and, if so, what would you suggest? What I'm trying to achieve is a car that has good acceleration and fair mileage. The car is on blocks and I'm going nuts.

Andrew J. Williams
La Mesa, Calif.

In the first place, if an engine runs lean with a factory four-barrel, all you need to do is richen the primary jets, raise the float level slightly and check your accelerator pump for adequate stroke. The Holley 600 is an emissions carb which is not considered a "rich" carb anyway, and isn't going to show you much improvement over the stock Ford or Autolite of about the same cfm. In fact, the worst thing you could have done to a lean condition was add the headers, which make it run even leaner. One quick way to find out if it is a carburetor-related problem would be to borrow a Holley 780 cfm double-pumper and try it. That is a very rich-running carb box stock. If you still have an idle problem, check your valve train for warped, damaged valves that are not seating, collapsed lifters, flat cam lobes, loose timing chain, etc.

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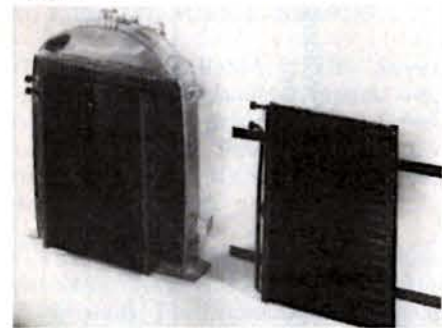
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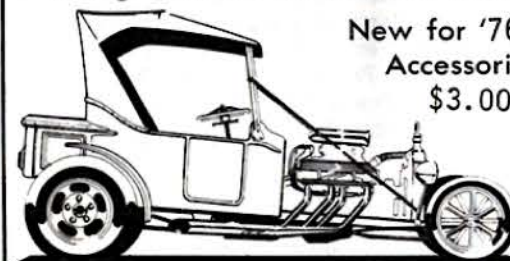


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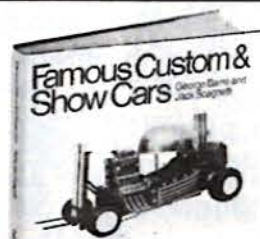
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EVENTS**



MAHOMET, ILLINOIS, C. C. Rods Third Annual Camp-Nic/Pic-Nic, July 2-4. Free pig roast and beer. Also flea market and swap meet. Lake of the Woods & Tin Cup Campgrounds. First 100 cars to receive dash plaques. For information contact: Anthony Delio, R.R. #2, Champaign, IL 61820. Phone 217/863-2455.

FAIRFIELD, OHIO, National Hemi Owners Association First National Meet, July 2-5 at Tri-State Dragway. Five eliminator categories: stock, super stock and three brackets (8-10 second, 11-12 and 13-and-up.) \$200-\$500 purses in each category. For information: National Hemi Owners Association, P.O. Box 1012, East Lansing, MI 48823.

LOCKPORT, NEW YORK, Second Annual "Unnatural Act." July 3-4, at Hartland Acres Campground. Hosted by Western New York Van Association, Inc. Pre-paid \$15 fee per van and admission limited to first 500 pre-registered vans. For entry blanks, contact: Western New York Van Association, Inc., 4196 Oakland Drive, Williamsville, NY 14221.

CARTHAGE, NEW YORK, Third Annual Carthage Auto Show, July 4, at Village Athletic Field. For information: Carthage Auto Shows, P.O. Box 531, Carthage, NY 13619, or phone Dale DeLong at 315/493-4589.

WEST UNION, OHIO, Third Annual Ramblin' Relics Rod Run and Swap Meet, July 4. Hosted by the Ramblin' Relics of Southern Ohio. Pre-'48. Trophies, games, horseshow, hot food and camping on fairgrounds. For information: Dick Huntley, P.O. Box 356, West Union, OH 45693, or phone 513/544-2341 or 544-3072.

SYRACUSE, NEW YORK, Second Annual Outdoor Show, July 11, at Griffin Field, Liverpool, NY. Hosted

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by the Central New York Street Rods. Pre-registration requested. For information: Chairman, Outdoor Show, P.O. Box 151, Mattydale, NY 13211, or phone: 315/454-3752.

MADISON, WISCONSIN, Run-A-Way '76, July 16-18, at Dairyland Speedway in Verona, Wisconsin. Featuring drags, gimmick rally, stone boat pull, camping and 20 percent payback enduros. For information: Run-A-Way '76, P.O. Box 179, Sauk City, WI 53583.

PENSACOLA, FLORIDA, Fourth Annual Five Flags Rod Run, July 16-18, at the Galatea Inn on Pensacola Beach. Sponsored by the Pensacola Rod-Tiques Street Rod Association. For information: Reggie McCrory, 64 Deluna Drive, Pensacola, FL 32506, or phone: 904/477-3414.

EL DORADO, KANSAS, Second Annual El Dorado Rod Run, July 16-18. Sponsored by the El Dorado Area Street Rods, Inc. For information: Dennis W. Cooke, P.O. Box 493, Towanda, KS 67144, or phone: 316/536-2617.

OSWEGO, NEW YORK, Hickories '76, July 16-18. Pre-'48 only. Contact: C. Castle, 1713 Castle Gardens Road, Vestal, NY 13850.

DANVERS, MASSACHUSETTS, Sixth Annual Boston Area Roadster Show and Shine, July 17-18, at Endicott Park, Route 62 off 95. Camping, playground, historical sites. For information: John Freeman, 17 Freeman St., Norton MA 02766.

MITCHELL, NEBRASKA, Third Annual Run to the Bluffs, July 31-August 1. For information: J. L. Ewing, Rt. 2, Box 141, Mitchell, NE 69357.

TULSA, OKLAHOMA, 1976 Street Machine/Van Nationals, August 6-8, Tulsa State Fairgrounds. For information: National Street Rod Association, 3407 W. Olive Ave., #205, Burbank, CA 91505.

TULSA, OKLAHOMA, 1976 Street Rod Nationals, August 12-15, Tulsa State Fairgrounds. For information: National Street Rod Association, 3407 W. Olive Ave., #205, Burbank, CA 91505.

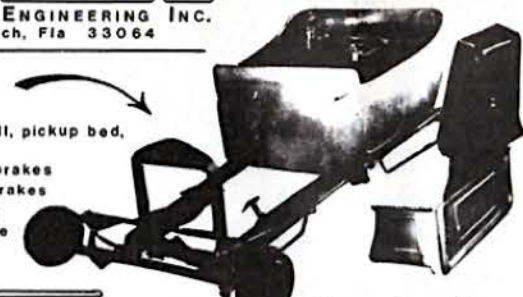
MARTIN, MICHIGAN, Eighth Annual POP ROD Championships, August 13-15. U.S. 131 Dragway. For information: John Grivins, Manager, U.S. 131 Dragway, Box 131, Martin, MI 49070.

KING OF PRUSSIA, PENNSYLVANIA, 1976 Bi-Centennial Rod Run, August 20-23. For information: Barry Michael, 139 Chestnut Street, Lititz, PA 17543.

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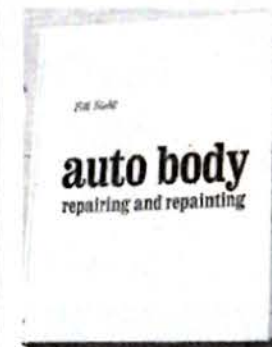


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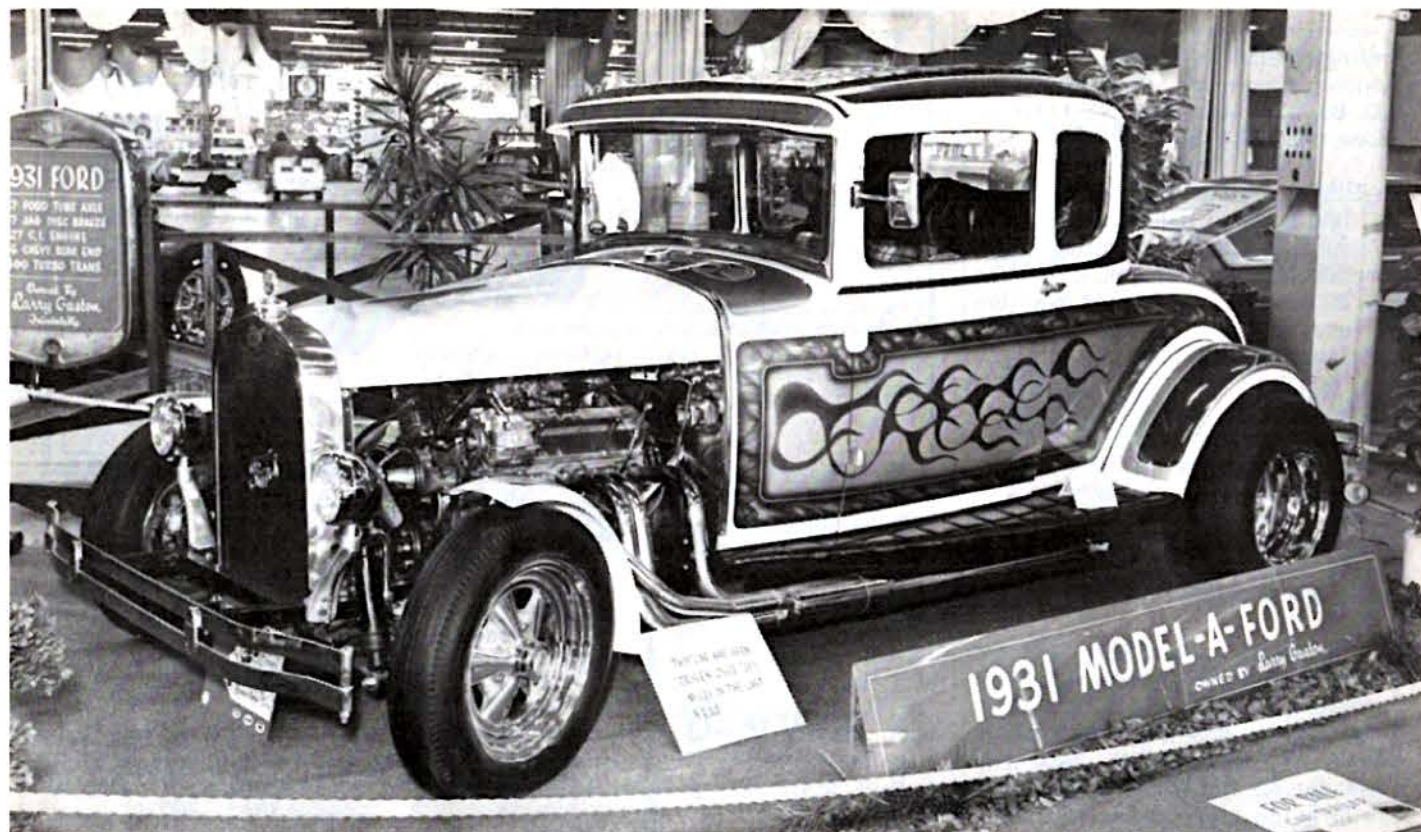
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This 1931 Model A is owned by Larry Gaston of Fairdale, Ky. Construction features a 1937 Ford tube front axle and a 327-inch Chevy mill.

KENTUCKY

By R. D. Hegge

Situated in northern Kentucky along the Ohio River, Louisville has long been known primarily for quality baseball bats and the Kentucky Derby. But that was until this year. After an astounding participant and spectator attendance at Carl Casper's International Championship Auto Show at the Kentucky Fair and Exposition Center, custom cars might very well be ranked right up alongside Louisville's bats and horses. In fact, Louisville may become recognized as the home of one of the South's finest—and largest—custom car shows.

All of this is the result of the work of show director Don Baker and his crew,



This pretty '34 Ford was built up by Jack Huber from New Albany, Ind., and features such goodies as chrome running gear, crushed red velvet interior, GM power windows, 454 Rat Motor engine with a 6-71 puffer with Cragar drive. Suspension is PSI and S-S Engineering.

A portion of the entrance featuring the Redd Foxx Chrysler-powered wrecker along with the Starbird Star Trek 500-hp coupe. Body is fiberglass.

Louisville Once Again Hosts One of the South's Most Impressive Gatherings of Show Cars!

CAR FEST



The 1936 Ford delivery is owned by Mike Barr from Englewood, Ohio, and runs with a 283-inch Chevy mill, 400 Chevy Turbo, Vega dash, Corvette discs, custom radiator and Tru-Spoke wire wheels.

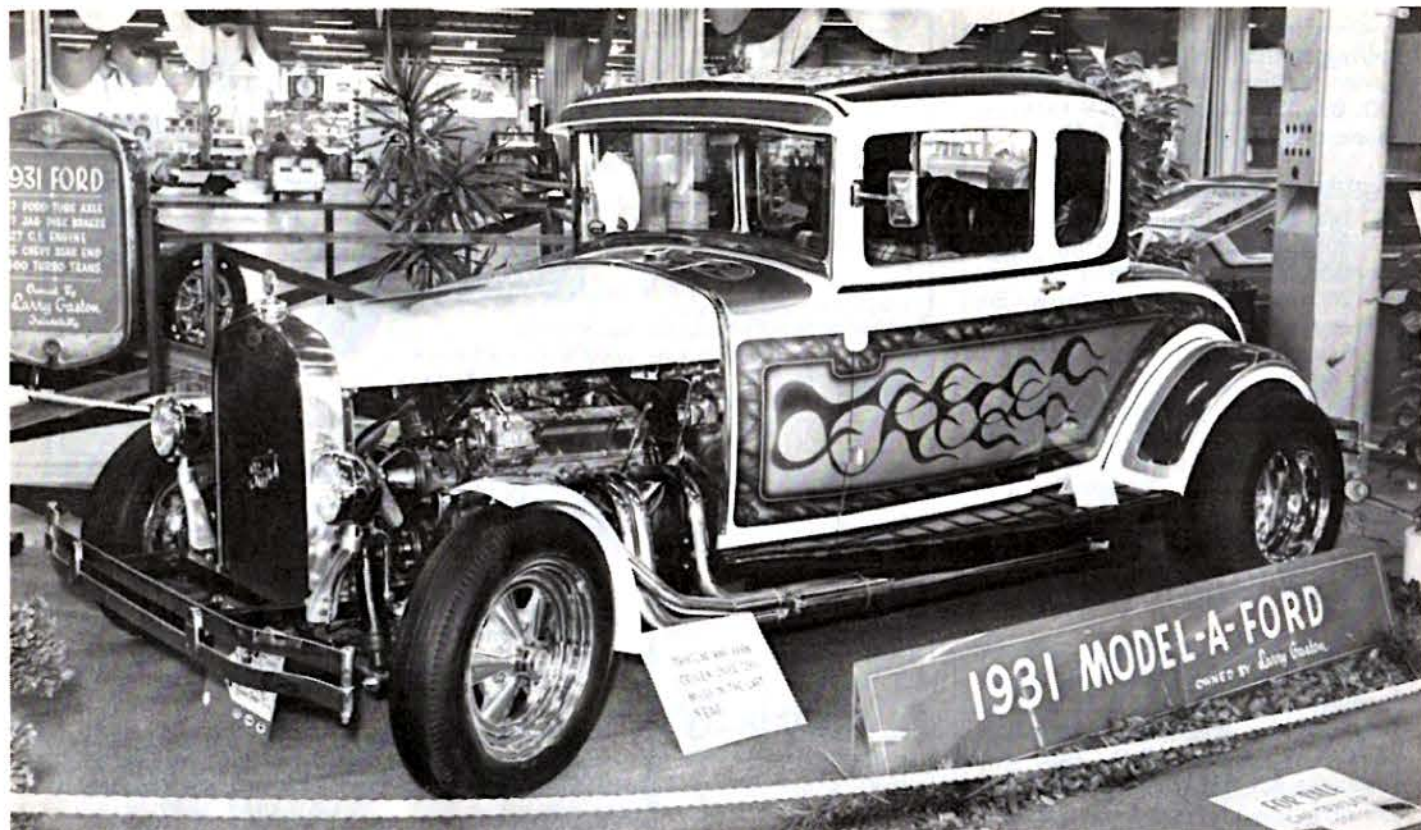


Ultra pretty 1935 Ford phaeton was rebuilt by owner Gus Brackell from New Albany, Ind. Original flathead V-8 has been retained.



Nifty 1915 Ford T is owned by Bill Thomas of Evansville, Ind. Coil suspension on a tube axle is featured up front. Car also has brass radiator, chrome running gear, handmade radius rods and coils on the rear axle.

Haven't seen one of these for some time: a 1950 Ford. This one, the "Bushwacker," was built up by Ron Linder, Louisville, Ky. The engine is a 390 Ford. Car has been sectioned six inches and chopped four-and-a-half. Frame has been chopped front and rear a total of six inches. Wheelwells have been reworked, rear section frenched, front end has rolled metal tube construction. Dash panel is sectioned '56 Ford item.



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KENTUCKY

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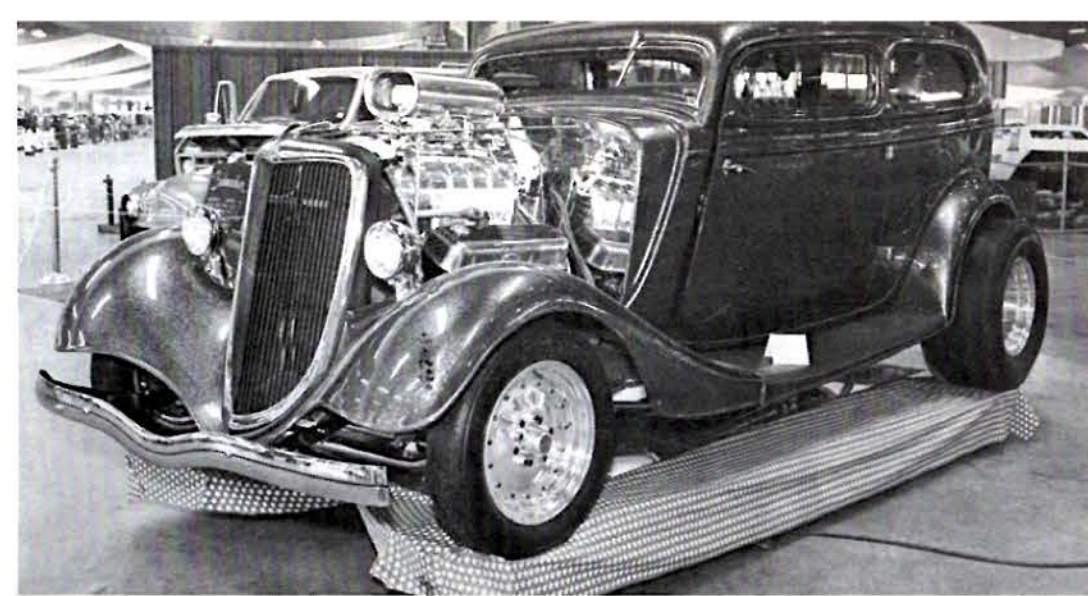
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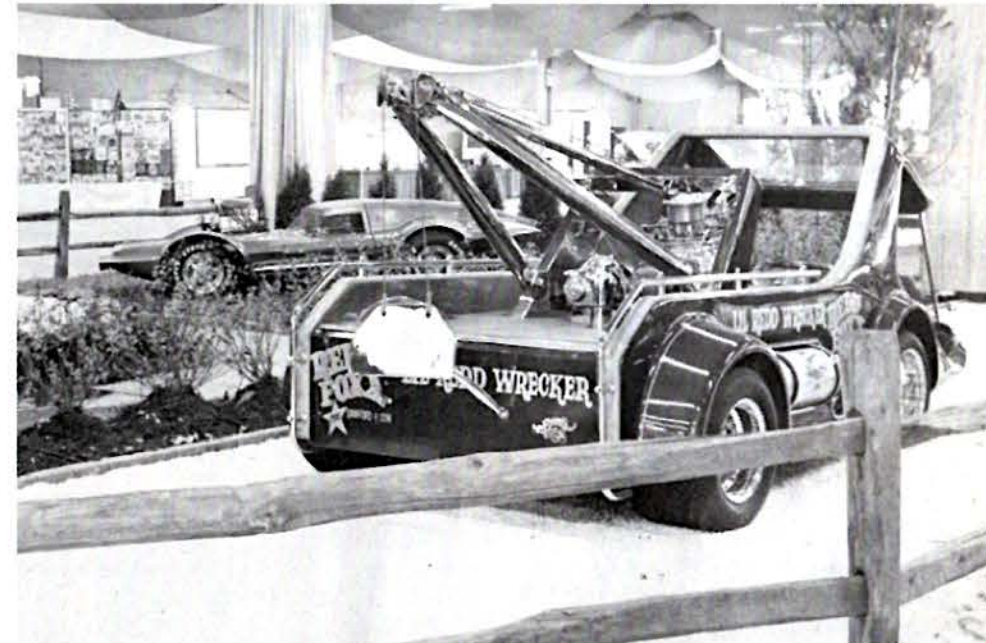


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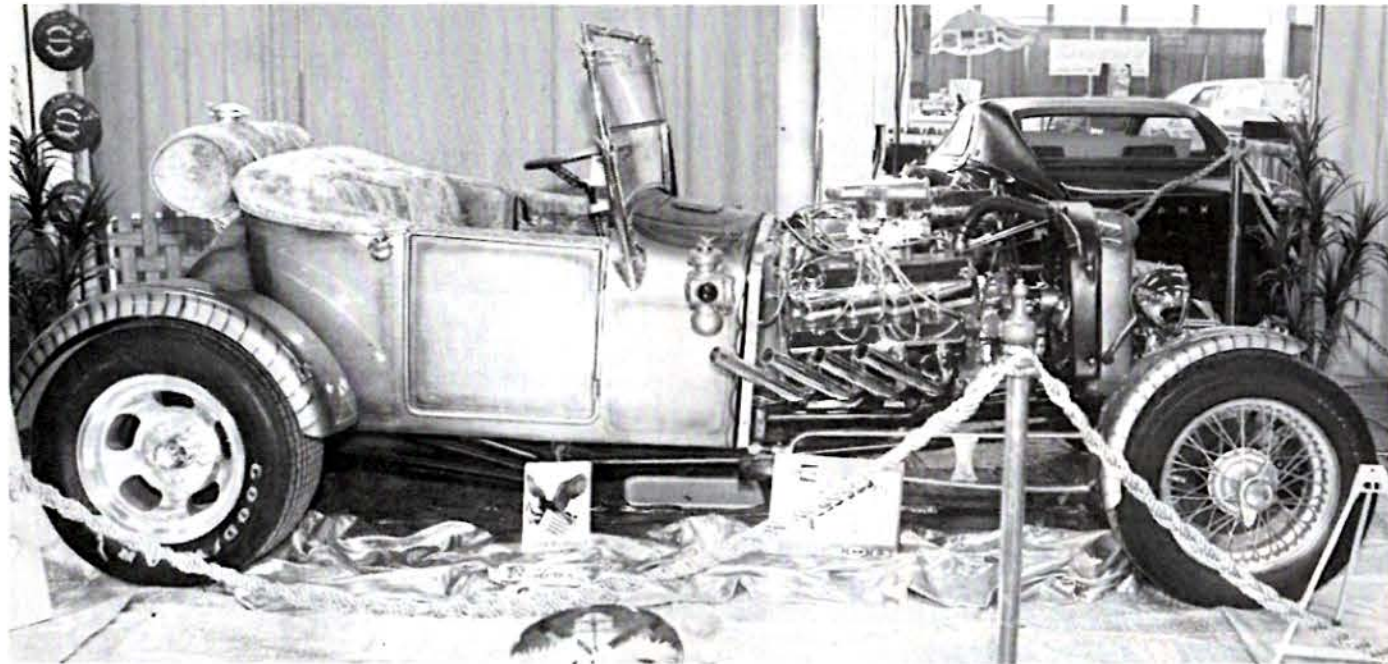
Ultra pretty 1935 Ford phaeton was rebuilt by owner Gus Brackell from New Albany, Ind. Original flathead V-8 has been retained.



Interesting 1933 Plymouth coupe mounts the 326 Pontiac mill. Owner and builder is Larry Chester from Louisville, Ky. Car was built in seven years, has been chopped four inches, channeled a total of five inches. Frame has been extended 12 inches. Rear end is '57 Chevy.



Rick Cullison from Indianapolis, Ind., showed his '27 T bucket powered with the '66 318 Plymouth engine. Frame is space tube type. Interior is gold crushed velvet.



This 1932 Plymouth three-window coupe is owned by Tom Atcher of Rineville, Ky., and mounts the 350 Chevy engine under the stock hood. Tranny is 350 Chevy mated to the '57 Chevy rear axle. Front end is Chevy, steering box is Mustang.

One of the better 1940 Ford coupes around at any show. Owner and rebuilder is Charles Sneed from Louisville. Engine is small-block Chevy with A.R.A. air conditioning. Turbo 350 tranny and 332 rear end are used. Car is channeled and features velvet interior.



(Left) This 1929 Ford built up by Ron Lewis of Louisville, Ky., mounts a neat Buick V-6 motor that's a perfect fit. Engine is a 1967 model and is mated to a '67 Buick automatic box, '57 Chevy rear with coil suspension. Ford front axle is mounted and a set of Buick Skylark wires all around complete the car.



This 1939 Ford ragtop was reworked by owner Larry Sneed of Louisville. Included are coils up front, 450-hp '69 Chevy under a GMC 6-71 blower. Ford also has a '68 'Vette turbo tranny and a 1960 Chevy frame cut to fit the body. Headlamps are '59 Chevy, top is chopped four inches and the rear fenders are radiused and flared.



This neat looking '39 Chevy coupe was reworked by owner Joe Keller of Louisville, Ky. Built for rod runs, the car mounts a 302 Z/28 Chevy mill putting out 360 hp with a Rochester fuel injection unit. Gearbox is close-ratio four-speed unit combined with a 4.56 Pontiac rear axle. Definitely a nice street machine!

Super engine hooked up in this chopped and channeled '31 Ford coupe is owned by builder Bill Winburn of LaGrange, Ky. Big mill is the popular '58 Chrysler Hemi set up with Jahns 1 1/2-to-1 pistons, custom headers, Isky 505 cam. Six carbs sit atop the Edelbrock log intake. Fire gets going with aid of a Vertex mag.

Ken Ochs of Louisville, Ky., owns this 1930 A Model with a Chevy 327 mounted under the hood. Car also has a '57 Chevy rear, '65 Corvair front end with '67 Jag steering and 1969 Opel power brakes. Interior is black crushed velvet.



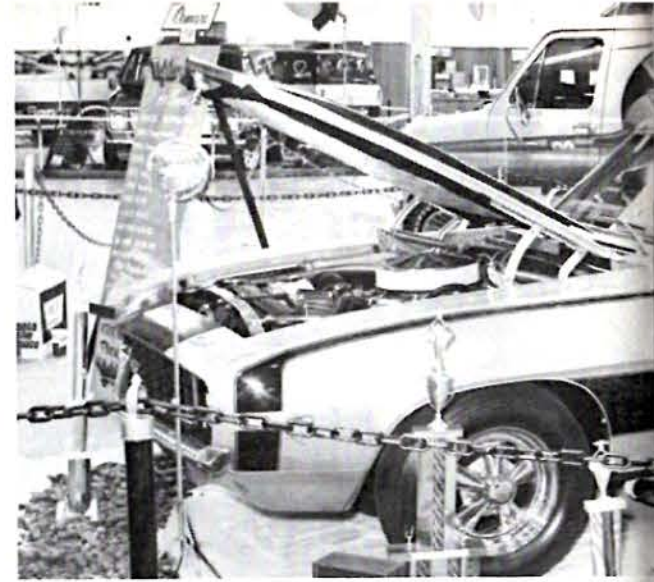
who were responsible for handling the hundreds and hundreds of entries from around the country. The turnout, incidentally, was so good that Don had to turn away nearly 300 cars.

Some of the entries that made it onto the floor of the huge Center came from as far away as Pennsylvania and Missouri. Frank Schmid of Milford, Ohio, followed up his big win at St. Louis, Mo., with many awards in Louisville. His beautiful '56 Chevy captured a First Place in Outstanding Individual Display, Long Distance Trophy, Best Use of Color, Best Custom Engine, Best Interior Custom and Best Custom Car.

Wayne Geftman with his 1961

1001 CUSTOM & ROD IDEAS/15

Pretty '32 Ford coupe shows off a four-inch top chop, 402 Chevy engine with a 400 turbo, 4.10 rear axle. There are 290 louvers in that hood! Owner is Don McNeil from Indianapolis, Ind.



This 'Vette is owned by Larry Bobziem from Louisville, Ky. Side pipes have been added as well as reworking of the front and rear sections. Engine is a 327-incher.



Tom Hillerich from Louisville, Ky., owns this '69 Chevy Camaro. It features Cragar wheels, air shocks, Hooker headers, Thrush side pipes and Hurst four-speed. Ned Couch did that stitching.



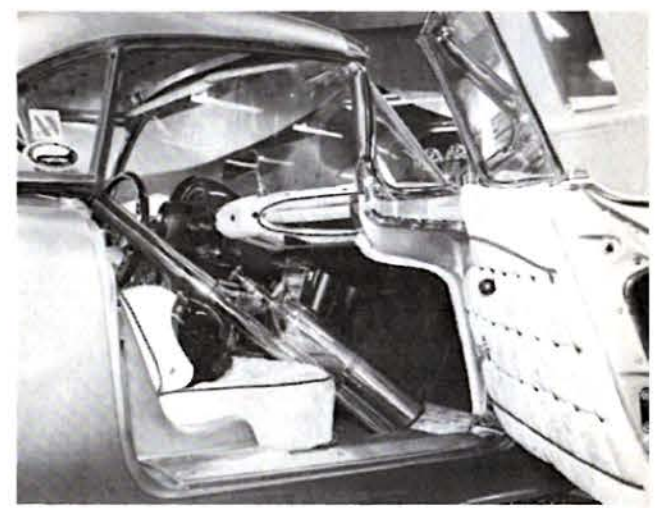
This Sand Buggy built up by Luther Graham from Louisville, Ky., runs about with rear-mounted 1800cc VW four-banger. Space chassis features coils and torsion bars up front.



Mike Brooks of Fairdale, Ky., is the builder of this '32 Ford pickup mounting a 455 Olds powerplant. Blower used is popular 6-71 model, tranny is T-10 mounted with Chevy rear axle and 4.11 rear gear.



One of the big winners of the show was this 1961 Corvette built up by owner Wayne Gelfman from Charlotte, Pa. Interior has crushed velvet stitching, roll bar. Front end features tube type axle and chromed chassis and engine parts. Green pearl paint highlights this comp classic.



Sort of a rare item is this 1940 Dodge Business Coupe. Power is supplied by 307 Chevy mill with 310 heads. Tranny is Powerglide. Owner is Graham Alvey from Valley Station, Ky.



Corvette from Charlotte, Pa., was also one of the top winners with the following awards: Best Appearing Crew, Best Detailed Car, Best Engineered Car, Best Undercarriage, Best Pearl Paint, Best Competition Engine, Best Competition Car and Most Popular Car. The Best Rod Award went to Jack Huber of New Albany, Ind., for his '34 Ford. He also walked away with awards for Best Paint and Best Rod Engine.

Without a doubt, the '76 running of this spectacular Louisville extravaganza has proved once again the popularity of custom cars and street rods and is evidence that our sport is continuing to grow.

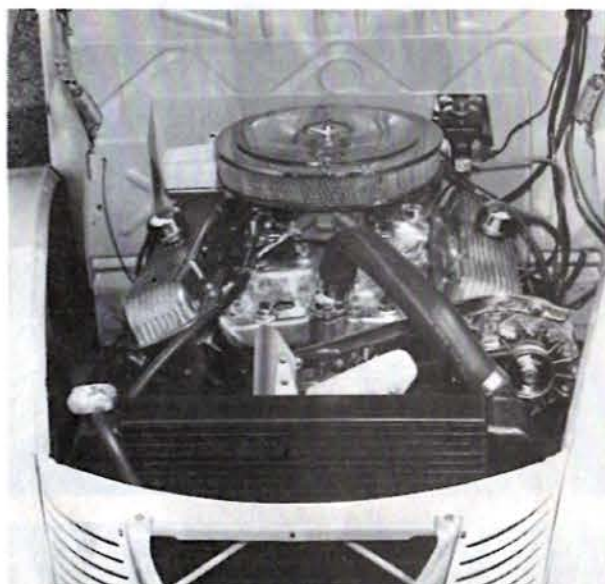


Joe Keller of Louisville also showed his 1933 Chevy sedan tudor featuring a 1972 350 Chevy engine with a 350 Turbo tranny, power steering and brakes, cruise control, air conditioning, 'Vette tilt and telescoping column, Zenith wire wheels and all types of radio gear. A very practical street machine.

Rear profile of this street rod is unmistakable. Split rear window and long sloping trunk lid have made this Ford a classic.



Pontiac 400 is neatly shoehorned into engine compartment. You won't find a much cleaner installation even on a show car! Note additional electric cooling fan ahead of radiator.



Photos by Steve Reyes

Mean Green Machine

By Jay Amestoy

Here's a '39 Ford Coupe That's Much More Than Just Another Street Rod!

Stewart-Warner gauges are mounted in stock dash. Hurst lever shifts three-speed Turbo Hydro.

You couldn't have missed it. Who could overlook a Firemist lime green '39 Ford Coupe? No one, right? Well, that's one of the reasons we decided to put Leonard Taussaint's silver flamed coupe on the cover of this month's *Custom & Rod*. We figured it would grab your attention like a wet T-shirt on a Playboy Bunny. So now that we've got your attention, let us give you a brief—very brief—rundown on this beauty from Orlando, Fla. As you can already see, it's got a paint job that's second to none. For power, the '39 uses a Pontiac 400-incher equipped with an Edelbrock manifold, TRW pistons and three-quarter-race cam, and TRW rockers and pushrods. A Turbo Hydro transmits the horsepower to an Olds rear end which turns 15-inch Cragar chrome five-spokers. The bench seat, door panels and headliner are done in a diamond button-and-tuck Naugahyde. The carpet is black, as is the dash. This is one very outstanding rod—what more can we say?



family plan

Using Our '29 Murray Ford Sedan Project, We Show You Why Installing Power Windows Needn't Be Such a Formidable Undertaking!

Builder Ron Wiggins takes time out to pose in front of his '29 Murray Ford sedan that is the basis for Custom & Rod's continuing "Family Plan Sedan" project series.



First order of business is to completely disassemble the inner door panel down to the last bolt and nut. All screws and hardware from each door should be placed in a box for safe keeping. If the window channels on your car need attention, now is a good time to do it.



By Bud Lowery

When we started this series two months ago it was with the intention of showing one rodder's approach to building a street rod from the ground up as well as his method of solving some of the problems that inevitably crop up during such a project. For you latecomers, the car in question is a 1929 Murray body Ford sedan being built by Ron Wiggins of Towanda, Ill. In the first two installments we tagged along with camera in hand as Ron boxed and beefed the frame before hanging a 1967 'Vette rear end and the front suspension from a 1970 Volvo 142. To power the car, Ron chose a practically new (less than 200 miles) Ford 302 engine and three-speed C-4 automatic transmission from a wrecked 1975 Granada. If you missed the May and June issues, they can be purchased from our Back Issues Department. Simply drop them a line.

This month we are going to do things a little differently. Rather than touch lightly on several subjects, we are going to dwell on just one: the installation of power front windows. Now before you throw up your hands and start mumbling oaths, don't! Ron had never worked with power windows before either. But even with this writer in the way, constantly firing his blinding strobe and snapping "hold it," Ron finished the job (one door) in just under three hours. And that included a . . . hmmm, tea and cookie break.

'Nuff said. Roll 'em.

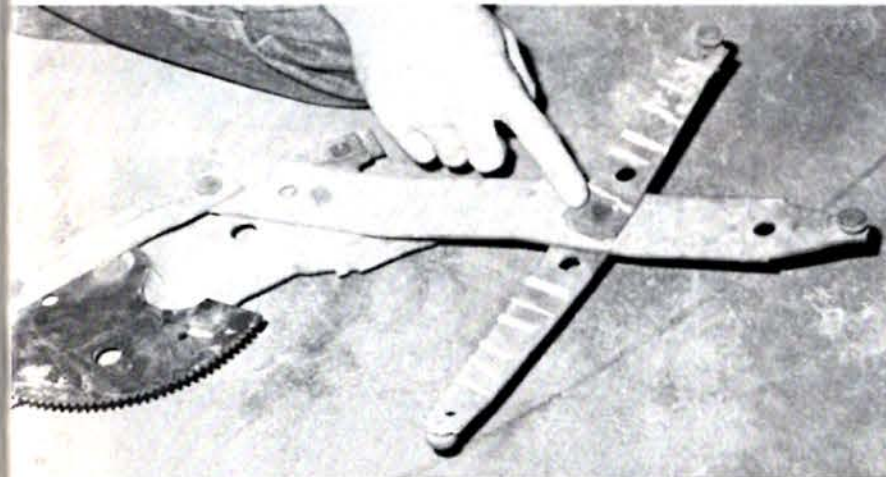


It is easier to remove the stock cranking mechanism after the panel is removed from the car. On a job like this one, think frugal. In other words, don't throw nuttin' away. Someday, somewhere, somebody will need just what you saved and you'll be there to help out a buddy.

sedan part III



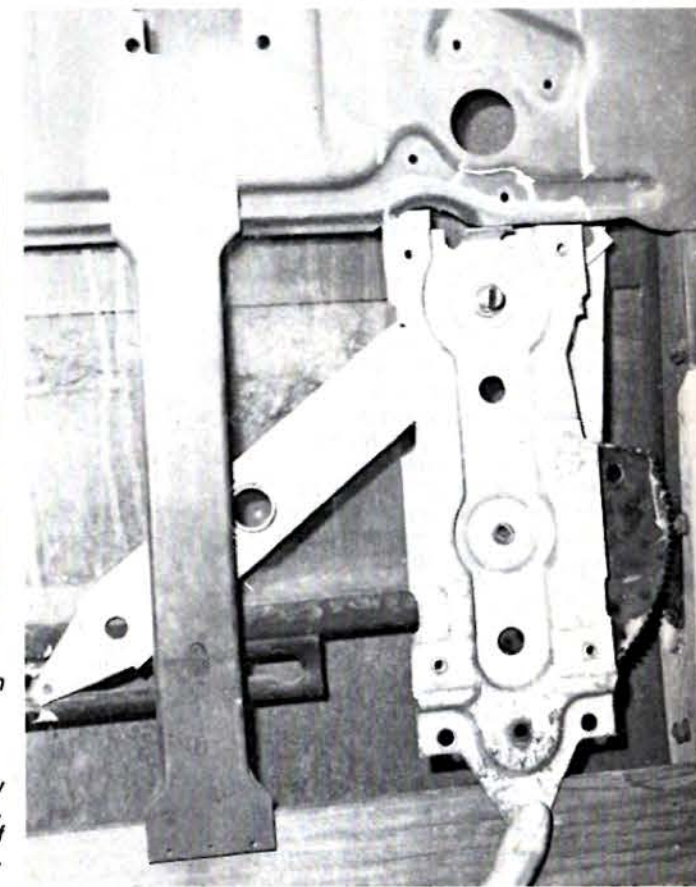
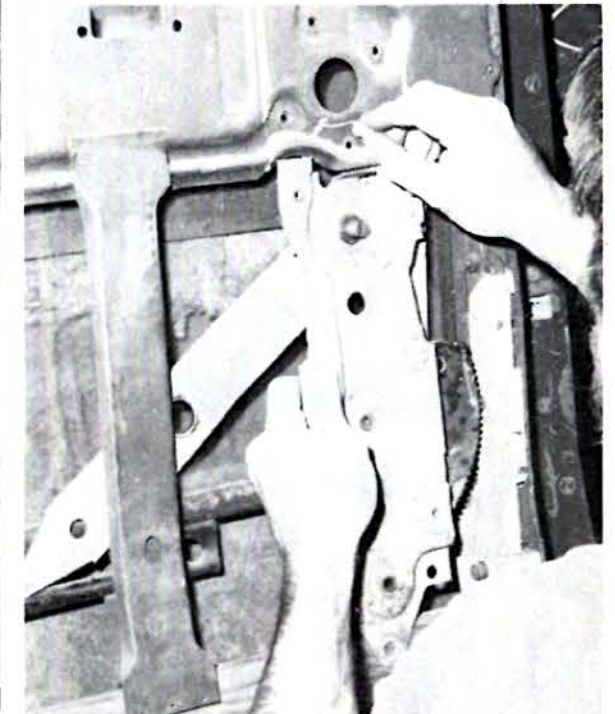
With the door panel and power window assembly mocked in place, you will have a good idea of the amount of work that lies ahead. This particular power setup is from a 1966 Olds, and is the one Ron recommends. Plan on paying the junkyard man around \$70 if you want to update four windows. Cut this figure roughly in half for two windows. Price should include all needed hardware and push buttons.

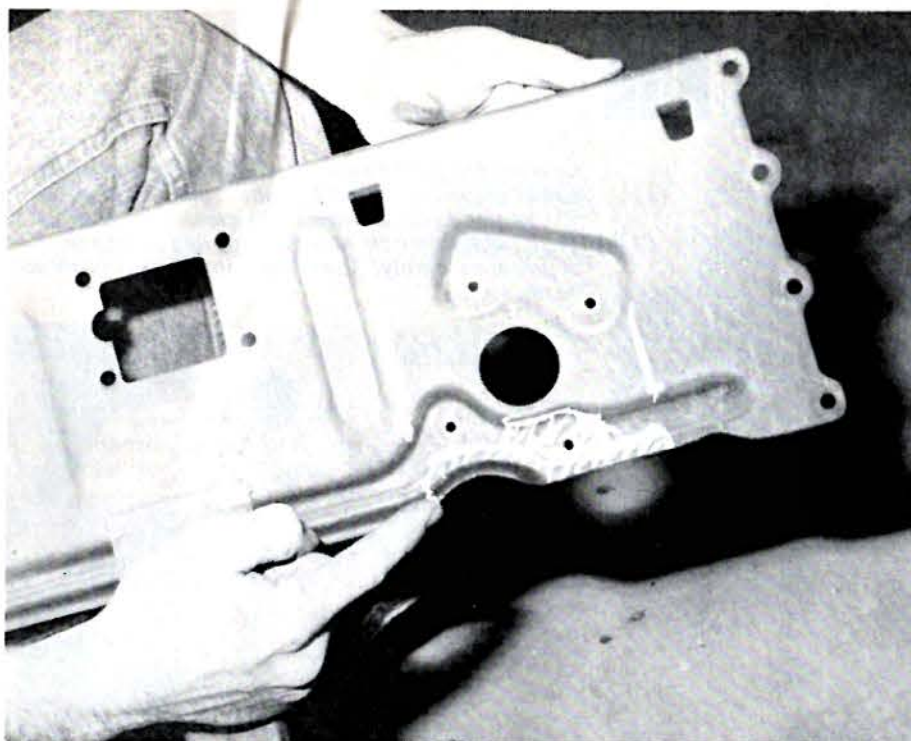


The shorter of the two lift arms is not needed and should be removed. Simply grind off rivet head and punch through from other side. If you plan to install power units on rear windows, the arm should be saved. More on this later.

This closeup shows exactly how power assembly looks before any cutting or trimming is done. Note position of lift arm in window channel. A little time spent here making sure everything is right may save a lot of headaches later on. Go slow and check clearance at all angles.

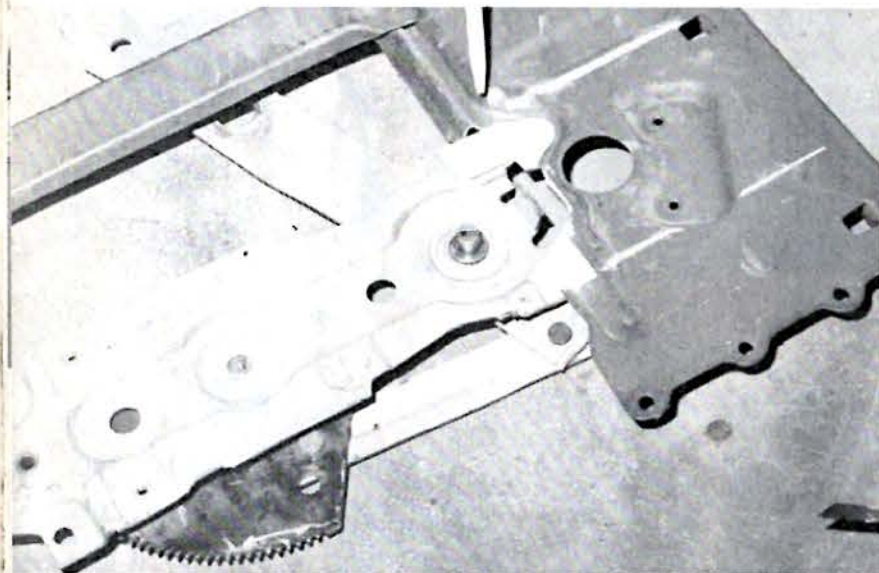
Now the fun parts begin. After removing cross arm, power assembly should be held in place with upper pivot point directly below stock crank hole. Vertical chalk marks are from straightedge laid alongside of power assembly. Some trimming of door panel will be necessary.





Chalked-in metal around lower lip must be removed. . . .

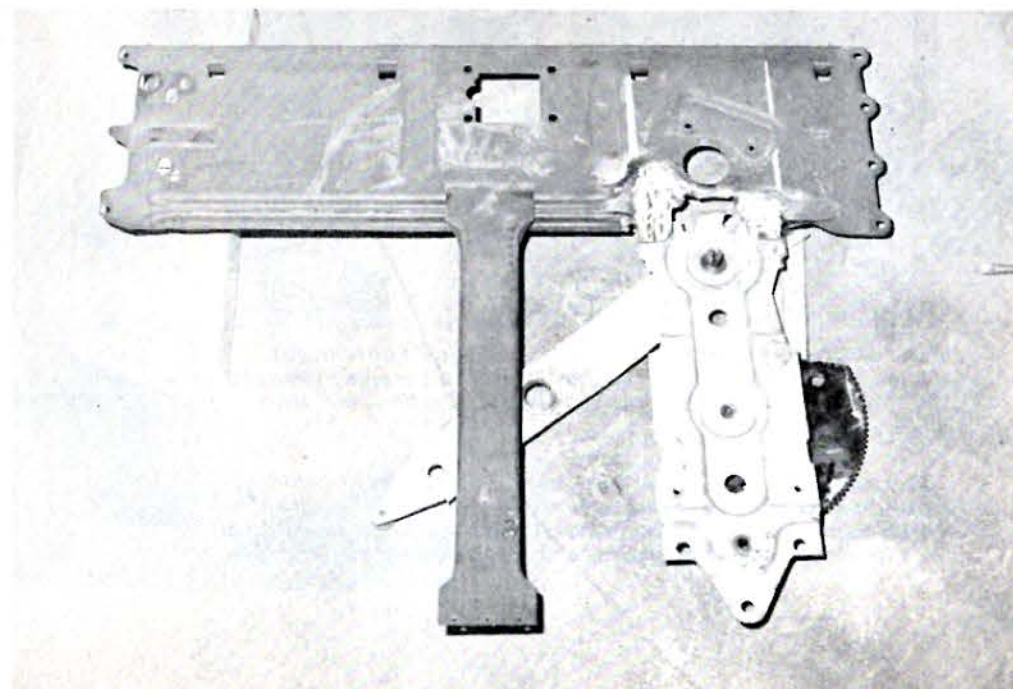
This chore can be done with either a saw or cutting torch. A torch is quicker but a saw is cleaner. Take your pick. Also, what little cutting there is to be done will be on the door panel, not the power assembly.



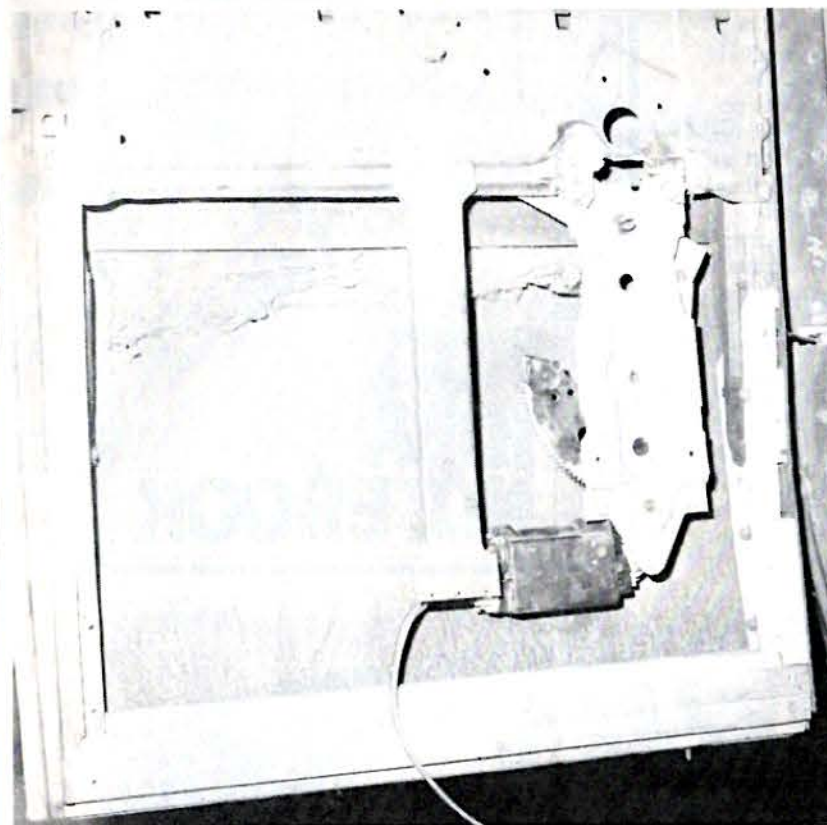
With the tabs welded in place on the panel, flop the whole works over face down and, after checking for proper upright alignment of power assembly, punch or pencil in location of bolt holes and then drill.



Simple cardboard templates were made and then transferred to 1/8-inch metal to make tabs which will tie the power assembly and door panel together. Just follow contour of the two pieces when making patterns. Tabs will be welded to panel, drilled to accept stock mounting bolt on power assembly.



Now take heart. If you've come this far without cutting off your fingers or burning down the garage, the worst is over. A general cleanup of the weld won't hurt anything. Ron even went so far as to grind welds and then used body putty for that smooth, one-piece look.

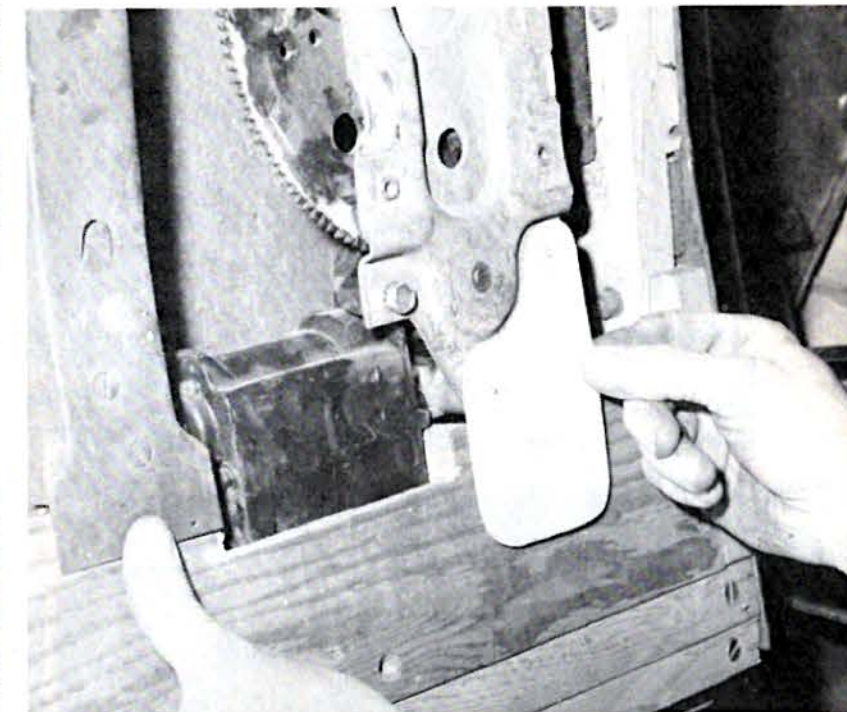


Next, attach the drive motor and bolt the whole works in place. Note that the lower wooden runner has been removed for this step.

Install the wooden runner and mark wood to be removed to clear motor. In final position, motor will contact door. Ron solved rattle problem by gluing strip of rubber to back side of motor.



Before going any further, Ron yanked out a battery and jumper cables to test his handiwork. Presto! Power windows without a hitch.



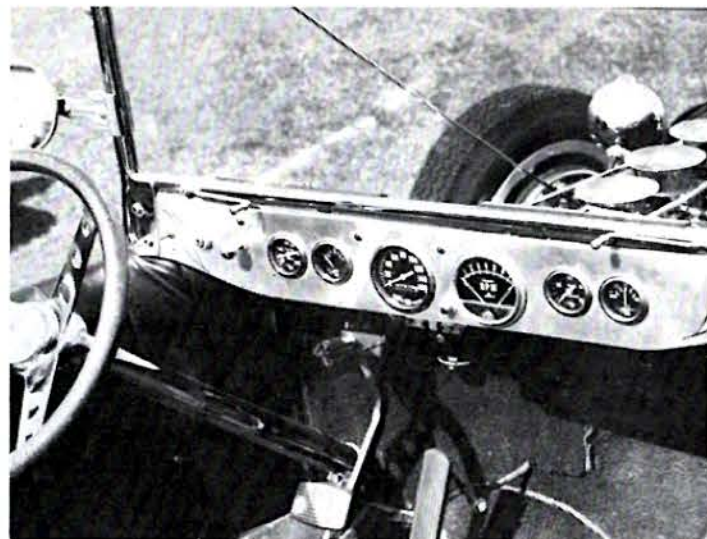
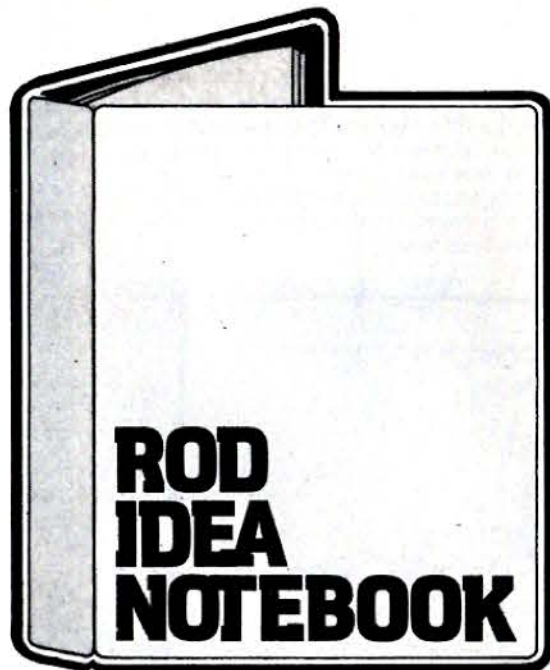
The final step is to attach power assembly firmly to runner. Template shows how Ron handled this chore. Notch wood so metal tab fits flush.

SUBJECT: EARLY DASHBOARDS

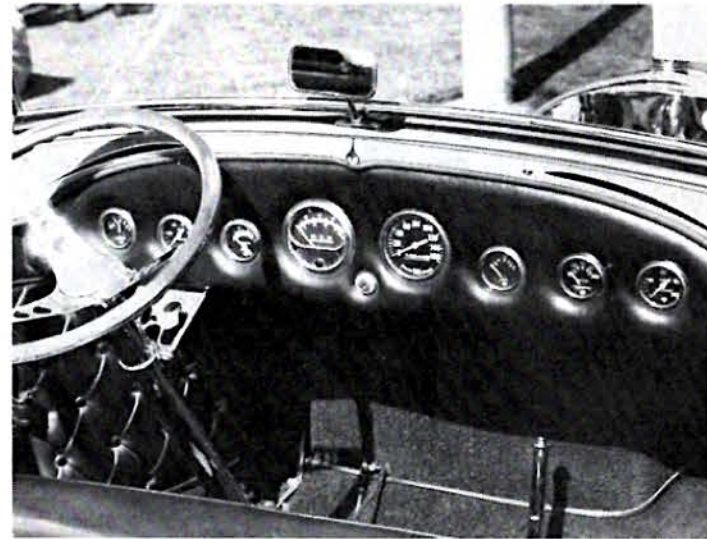
By Terry Thomas

A chassis punch or hole saw can be used in one-eighth-inch aluminum to insert aftermarket gauges for a sharp appearing, functional dash. Those windshield wipers are pretty neat too.

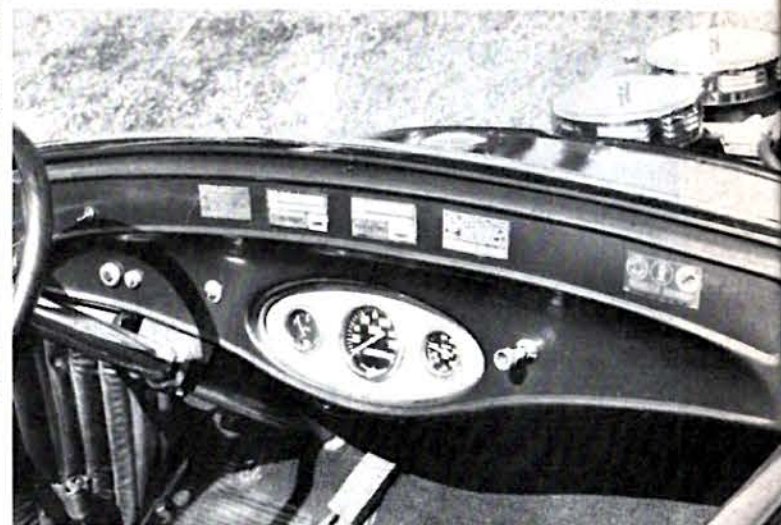
When it comes to dashboards—more appropriately called instrument panels—creativity is the name of the game. You've got to give your imagination a little freedom if you want to come up with something befitting the rest of your rod. If you're a bit short on imagination, the photos on these pages should come in handy. Remember, though, a dash must be functional—that is, the necessary instruments and switches should be arranged in such a manner so that they're not obstructed from the driver's view and within easy reach—or it's not worth having in any vehicle, much less a first-class rod. The ideas shown here are for the most part quite excellent, but some are less functional than others and thus may not warrant exact duplication. ☹



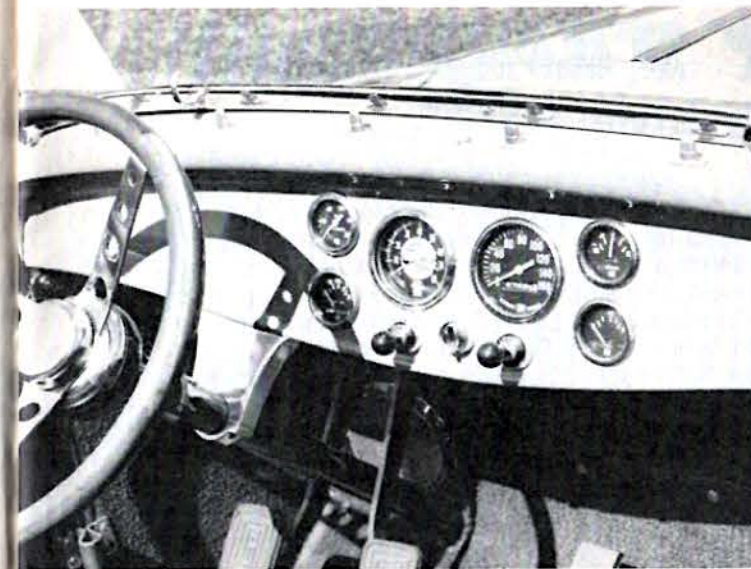
An almost stock A-bone dash can be enhanced by the addition of a couple of extra gauges, and look at all that mounting space to attach rod run badges.



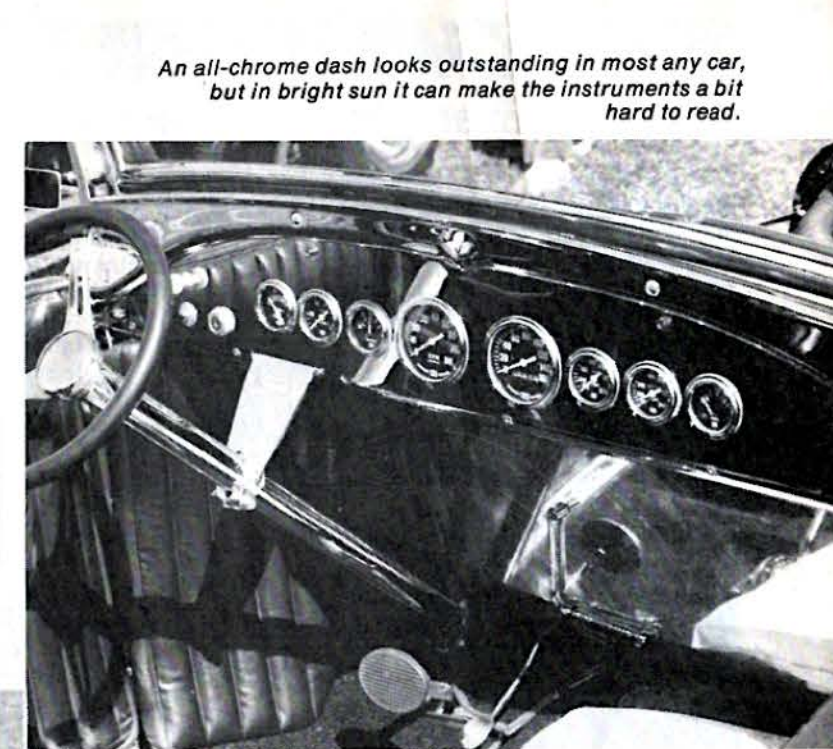
A padded panel such as this will always give a rich, custom look. Check the striping accents on the metal panel.



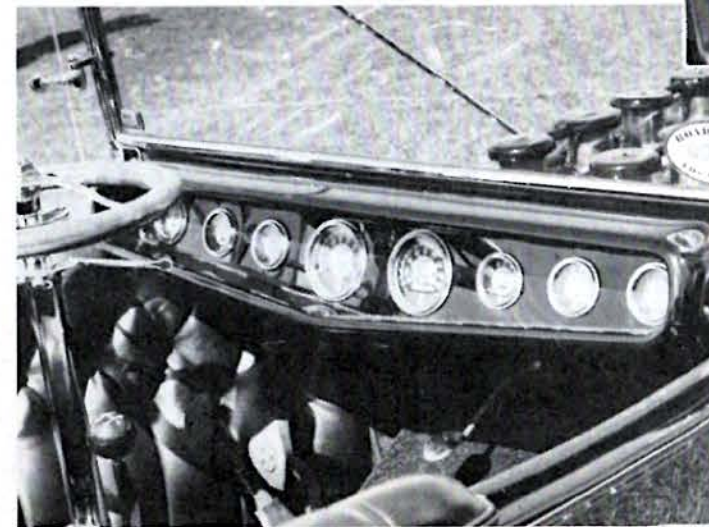
The shape of this dash is stock, but a custom panel has been inserted to hold the performance oriented gauges.



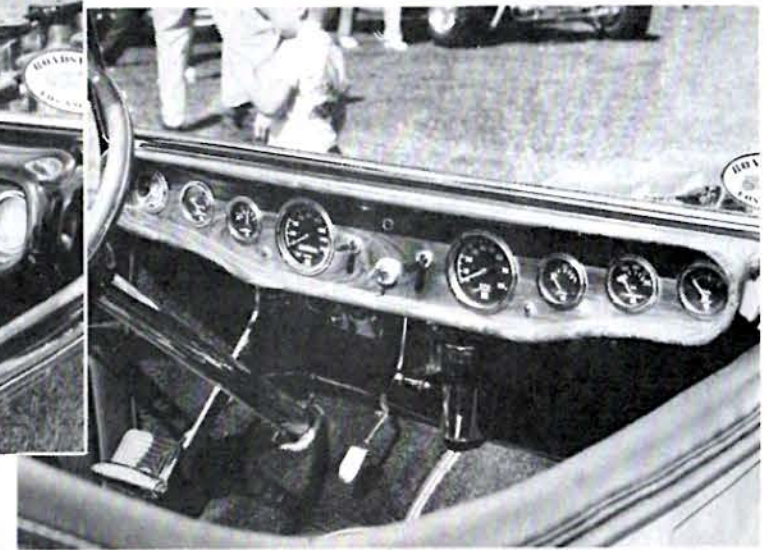
This is a nice, tight grouping of instruments on a flat panel. Starter and switches are from an early '50s Ford.



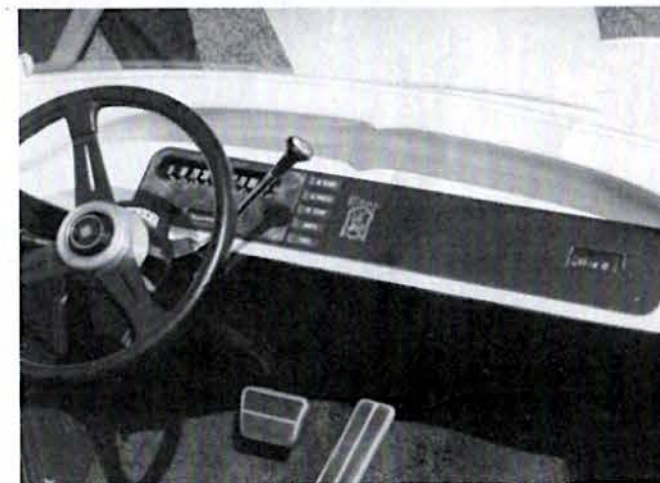
An all-chrome dash looks outstanding in most any car, but in bright sun it can make the instruments a bit hard to read.



Fiberglass T-bucket fad cars can sport mild or wild dashes; most of them center on this recessed theme.



If you are into wood-working, you might try your hand at an all wood panel, and if you are not into wood-working, you might try wood-graining fiber-glass or metal.



How about something simple, yet radical and ultra-clean.



Here's another Model A dash modified with the addition of six non-stock gauges. This grouping is well balanced. Note how the chrome bezels gives a nice clean dimension to the gauges.

TOGETHER TUDOR

A Perfect Example of Rodding Family Style!

Photos by Steve Reyes

Except maybe for the color (he never did like a car that wasn't black), old Henry would have been proud of this '31 Ford Tudor. Its owner, Claude Jones of Bradenton, Fla., has gone to great lengths to keep it nearly all Ford. The motor for the rod is a box-stock Ford '69 302, hooked up to a Ford C-4 automatic tranny that turns a 3.08 rear end. In the interest of improving the car's vintage ride, Claude opted for a 'Vette independent rear suspension and Corvair front suspension. The suspension and an MGB rack-and-pinion steering box were his only

departure from using all Ford components.

It took Claude and his wife Ruth only six months and about \$4000 to put the Model A into its present condition. The latter figure is peanuts compared to the inflated prices of cars today. Claude and his wife did most of the work, including spraying the brown and pale yellow acrylic lacquer paint, installing the motor and doing the body work. John McNally of St. Petersburg did the excellent pinstriping on the car.

The interior is a fine blend of Nauga-

hyde and Herculon fabrics. The seats are from a '67 Mustang and there's a floor-mounted T-handle shifter for the automatic, a fire extinguisher, air conditioning and a stereo tape player. A Ford steering column is mated to the Corvair steering unit.

On the outside most everything has been left the way it came from the factory in 1931. The only major changes

Pale yellow paint job is set off beautifully by metallic brown fenders. Paint and bodywork were done by owner. Pinstriping is by John McNally.



Ford 302 looks right at home behind classic A radiator. Other than cosmetics, it's a stocker. You couldn't ask for more reliable power.

Interior is nice blend of old and new. Naugahyde covers Mustang seats. Herculon Fabric is used for door panel insets. Shifter links to Ford C-4 tranny.



Justifiably proud of his rod, owner Claude Jones had model and year emblazoned on tire cover for all to see. Wheels are Shelby mags fitted with Michelin steel radial passenger car tires.

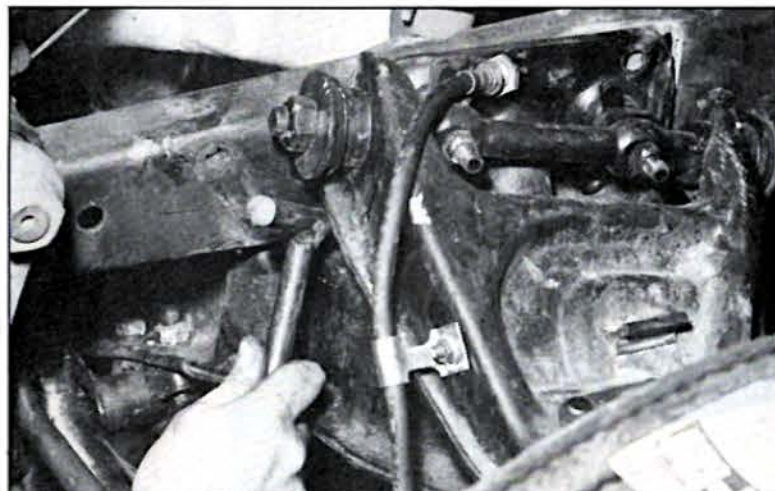
were the fitting of sealed beam headlights and the removal of the hood side panels. Shelby five-spoke chrome mags (14s in the front and 15s in the rear) are used and are fitted with Michelin steel radials all around. Since the Tudor sees numerous highway miles, a bug screen has been installed in front of the A radiator.

In all, this '31 is as fine a family rod as you'll find.

Entire crossmember frame is welded all around, combining frame and crossmember as one unit. Now very solid, it cannot be removed from the frame.



Here Terry is cleaning and detailing the front weld, checking for good penetration and proper strength.



Here Are the Final Steps in Adding Color to Your Straight Frame and Replacing the Parallel Leaves

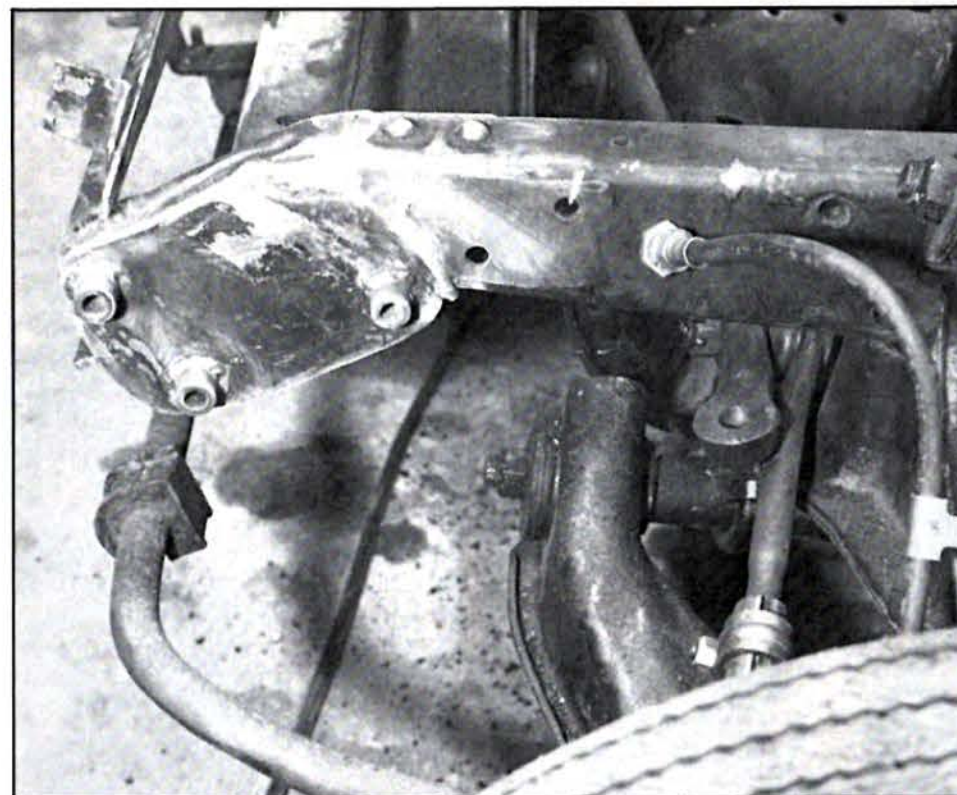
A-Frame front suspension swapping



A look at a couple of the arc welds on the underside of the frame and the A-arm supports. It will never come off.

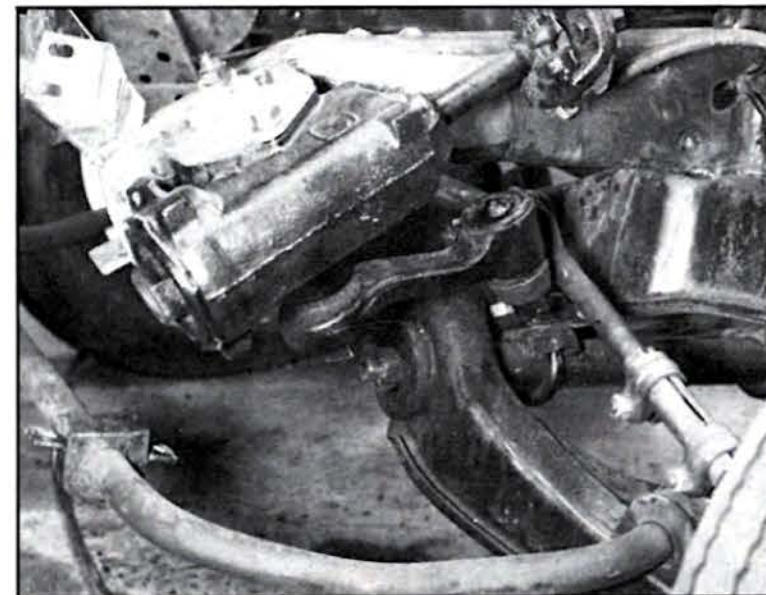
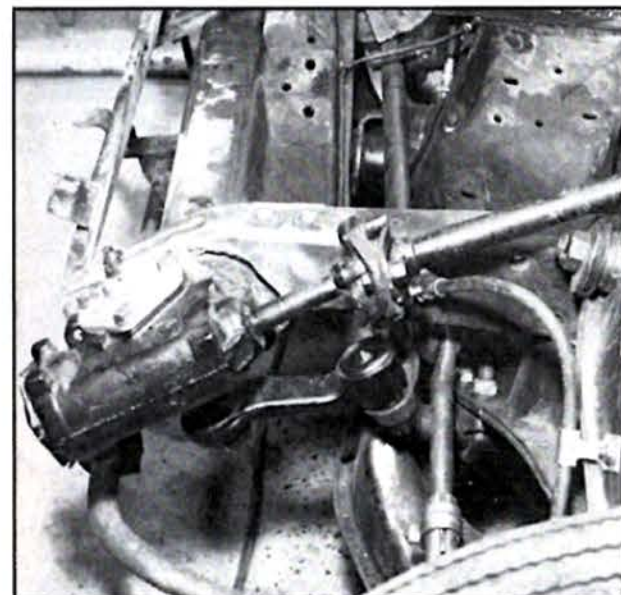


Here a newly fabricated steering box mount is used because the pickup front end required front-mounted spindles and steering box.



Close look at the plate that will mount late-model Chevy box for time being. Future plans call for a power unit. The steering system was retained in stock configuration including idler arms after measurements were checked.

(Below, below left) A closer look at the mounted steering box including the steering suspension locked into place. Stock anti-sway bar will be re-mounted into new position.

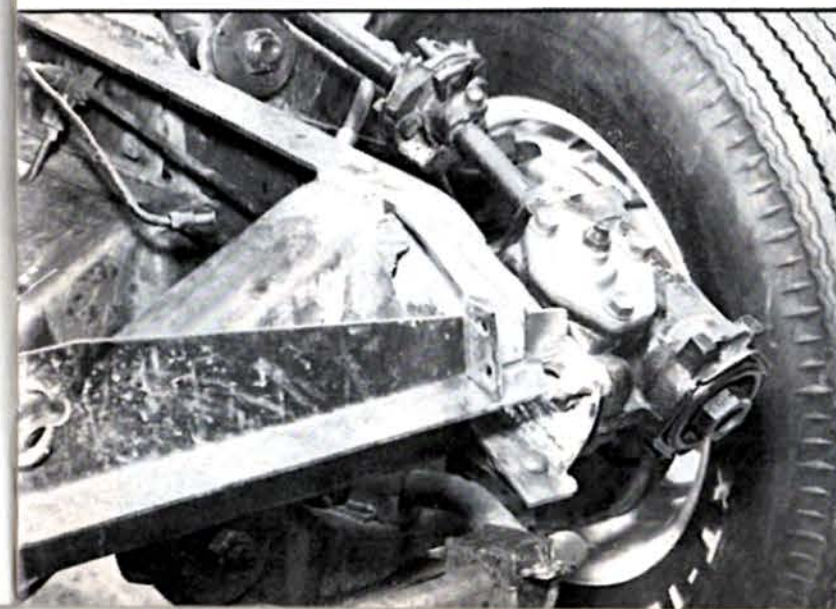


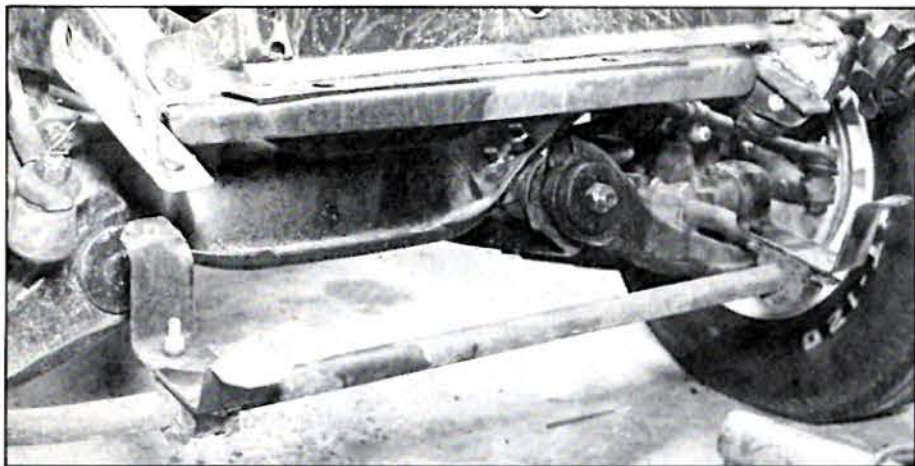
Another look at steering box mounting shows that the frame corner will have to be boxed for greater strength.

part II

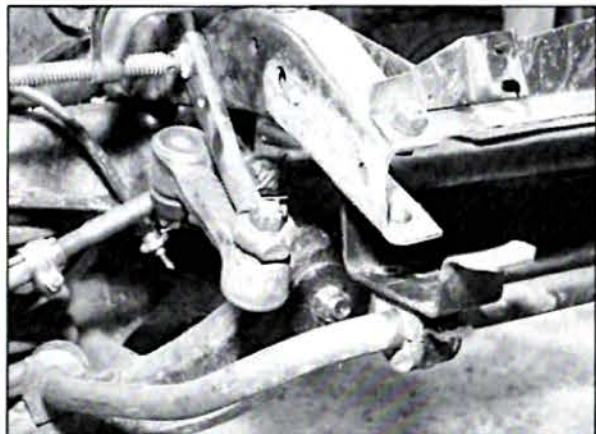
By Robert Hegge

Last month we showed you the first steps involved in swapping the straight axle in a '48 Diamond T Reo pickup for the front suspension from a '75 Chevy half-ton pickup. The owner of the Reo truck is Jim Ebenhoh of St. Louis, Mo. Though Jim runs a custom shop, he didn't feel qualified to do the swap himself, so he turned to a good friend, Terry Hellyer, and asked for his assistance in making his truck ride like a new one. We were fortunate enough to be there while the swap was taking place and snapped as many photos as we could so that you could see exactly how it was done. On these pages is the final phase of that installation.

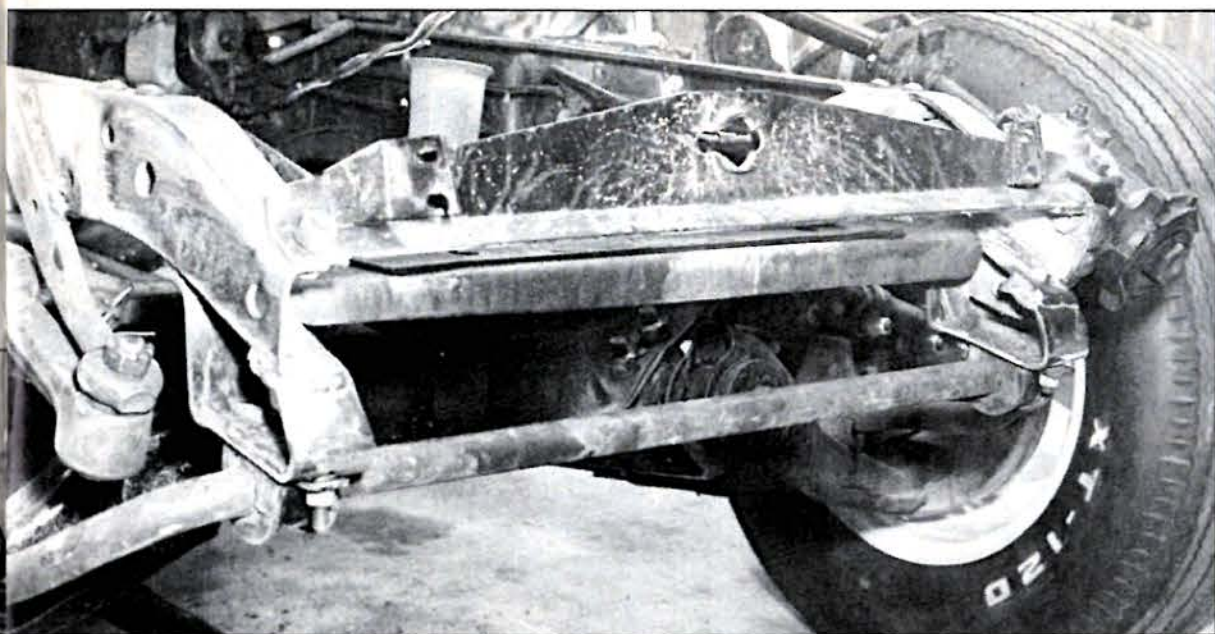




As can be seen, stock brackets for mounting the sway bar could not be used without modifications. The idler arm is clamped into position on the frame. Note that the idler arm and pitman arm on the steering box will keep the tie rod on a horizontal plane. The front portion of the sway bar mounts will be re-shaped and welded to nose of frame rails. Stock '75 Chevy pickup steering was retained.



The motor to be used is a Chevy small-block that will be mated to a 350 Turbo. It will require a complete new set of engine mounts that will allow the engine to sit lower. Original engine used front mounts, bell housing mounts with three-speed tranny. If you look close at the front crossmember, you'll see that a portion is cut away so that the pulley on the power steering unit will clear when it's installed.

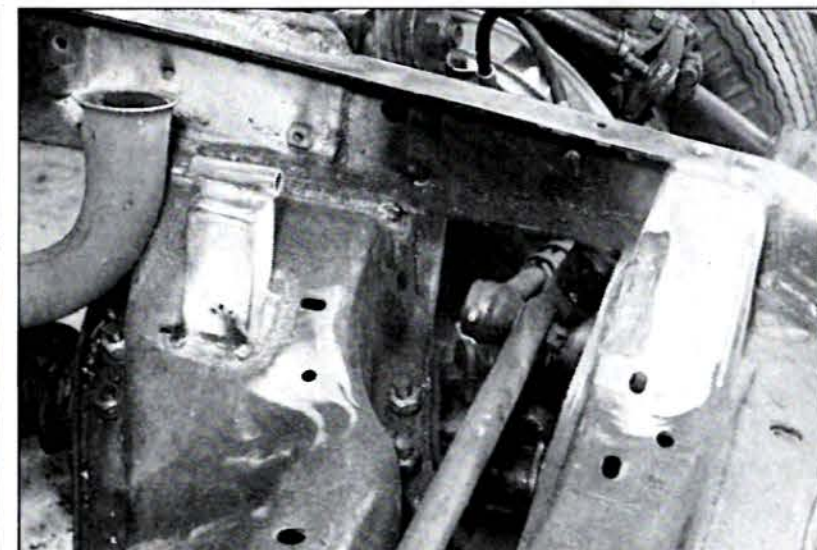
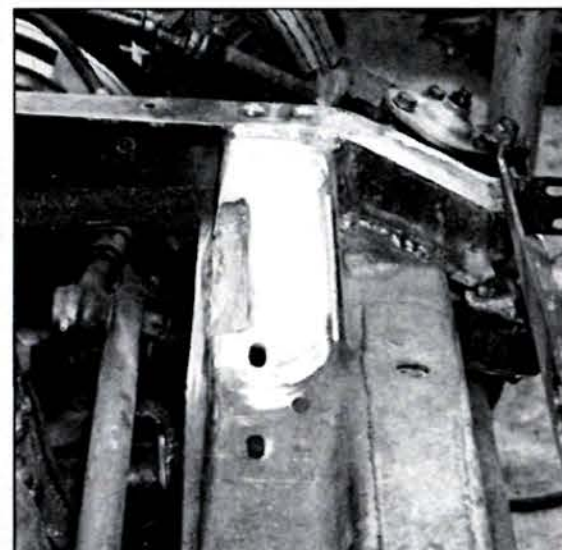
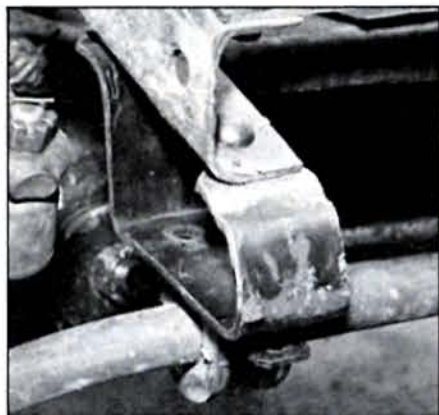


Here we see the sway bar welded into correct position. It retains all stock truck components including the rubber bushings. Note also, idler arm has been welded onto frame rail in corrected position. Stock sway bar mounts had been altered with much hammer work in the vise. No heat was used.



Stock sway bar brackets have been bent back and welded into position and will retain the stock bushings for mounting. Back mount is welded first while front is bent into position.

A-Frame front suspension swapping

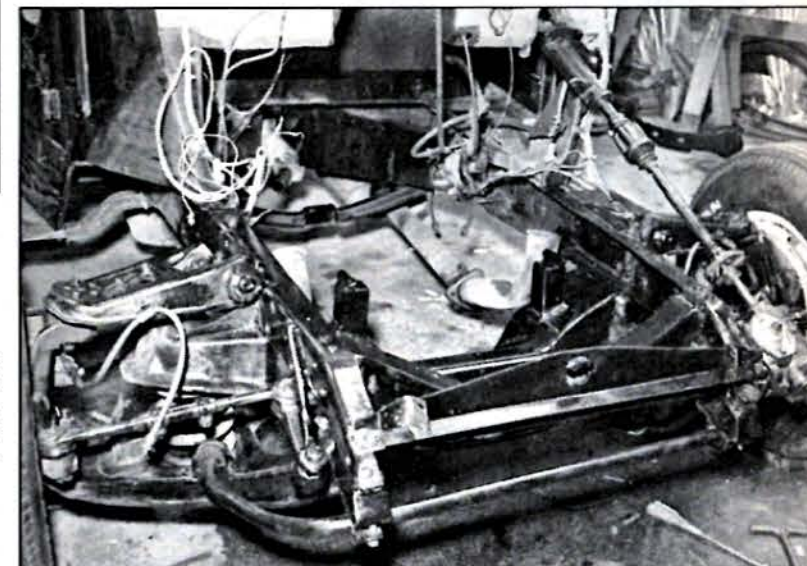


(Above, above left) Shown here is boxed area to which the steering box is attached. It gives ample strength in this stressed section of the frame. Also shown are the square tubing engine mounts, final welding of the Chevy crossmember and the recessed section allowing room for the power steering pulley.



Here the stock running board crossmember has been retained so that it can serve as a mount for the tranny. These 3/16-inch gussets are being used for added strength. Tranny mount is being fabricated at this period of construction.

New front assembly is completed, painted and two coils have been chopped from suspension to lower the rig where it will accept the truck fenders of the '48 Diamond T Reo pickup. Truck was lowered about four inches making for a more pleasing appearance. Tranny mount is completed.

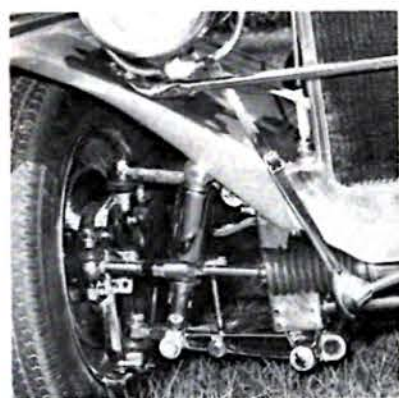
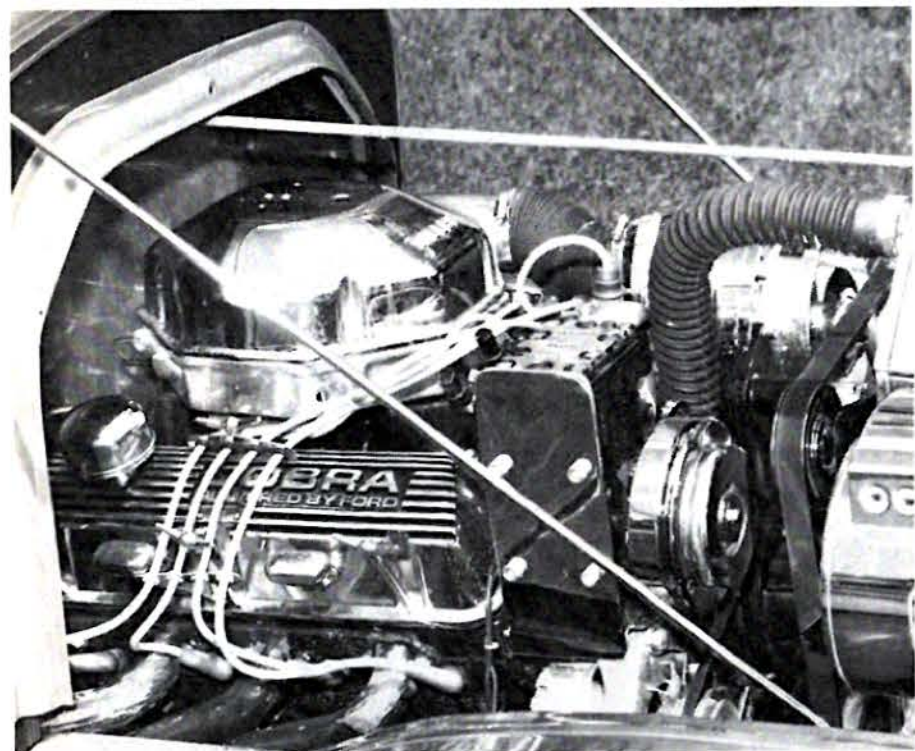


TWO-

By Jay Amestoy

This '26 Touring Is Really Two Street Rods in One!

Once a T lover always a T lover, or so the old saying goes. Well, it's easy to see how someone could get downright crazy about this vintage tin when you look at the Lizzy on these pages (and on the center spread, too!) Jon Tedesco of Miami Beach, Fla., says he's got over \$12,000 and a year-and-a-half of his own labor invested in the '26 Touring pictured here. And it's easy to see why. The shaded candy tangerine paint alone probably cost more than some late-model street machines. Then there's the hand-fabricated frame made out of 2x3-inch square steel tubing, the Jaguar front suspension (with Jag discs

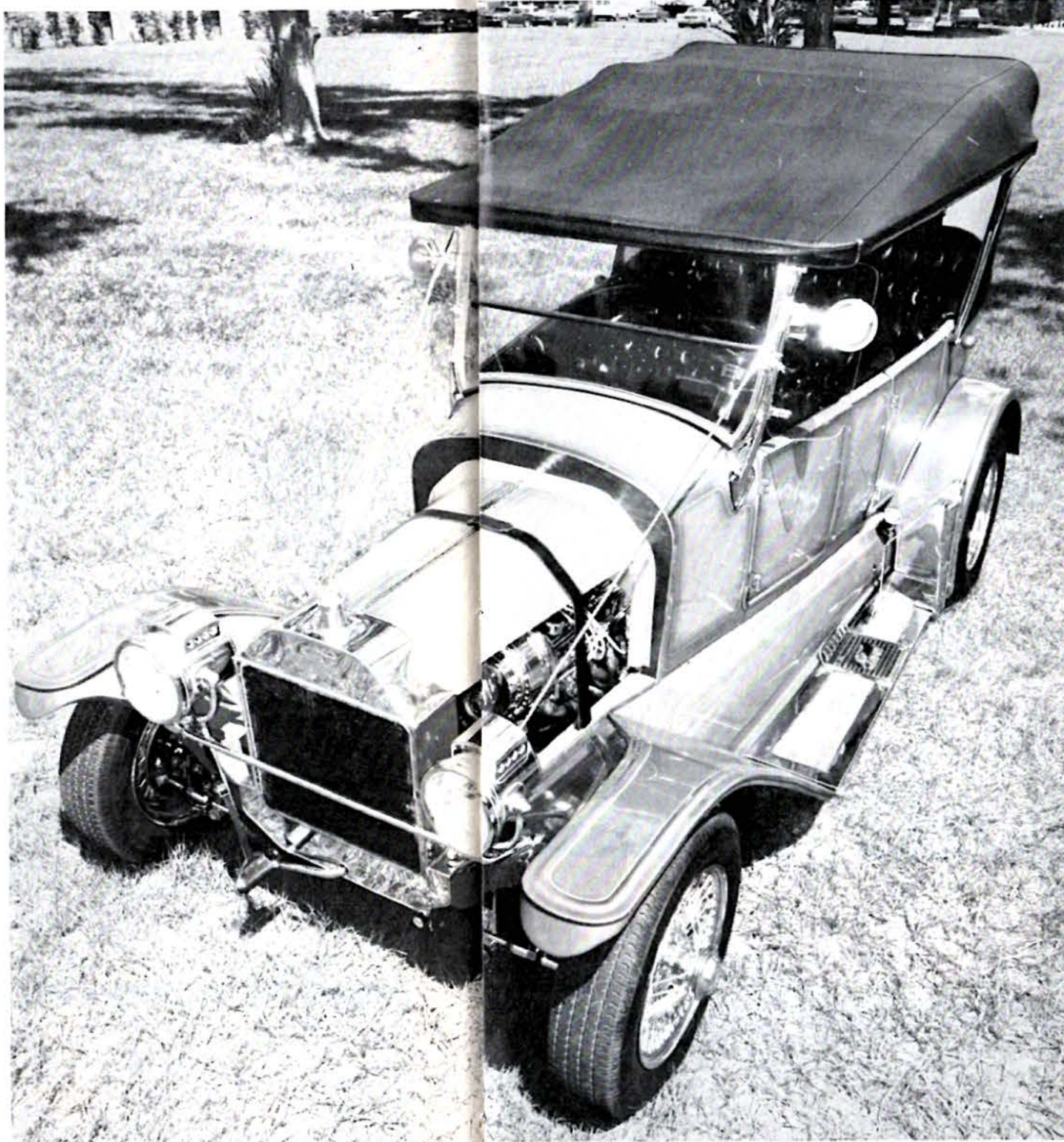


Unusual touch is use of Jag independent front suspension. Jag discs, spindles and wire wheels are also used. Leather strap attached to headlight bar holds crank.

(Top) Paxton turbocharger is mounted atop Shelby manifold on this 289 Ford small-block. Rated at 400 hp, motor pulls T through quarter in 12.65 seconds.

FACED "T"

Photos by Steve Reyes

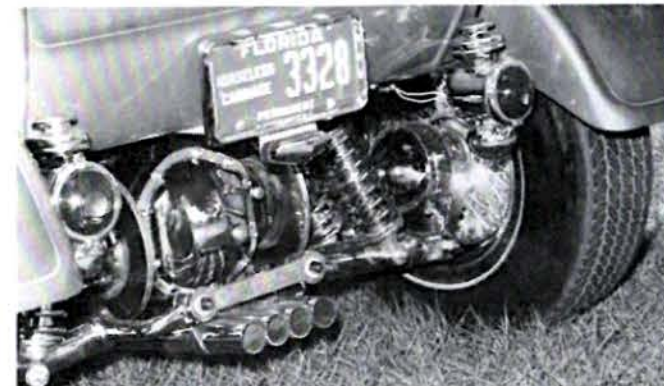
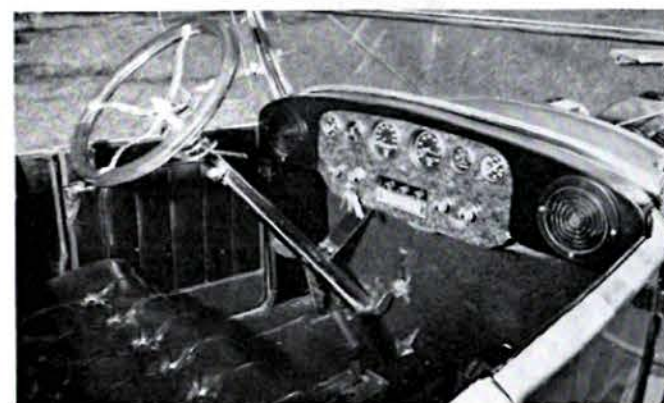


Attention to detail is evident in this chrome luggage gate and door hinges.

You can tell a 1910 front end has been grafted to '26 T body by the height difference between hood and cowl. Body is fiberglass.

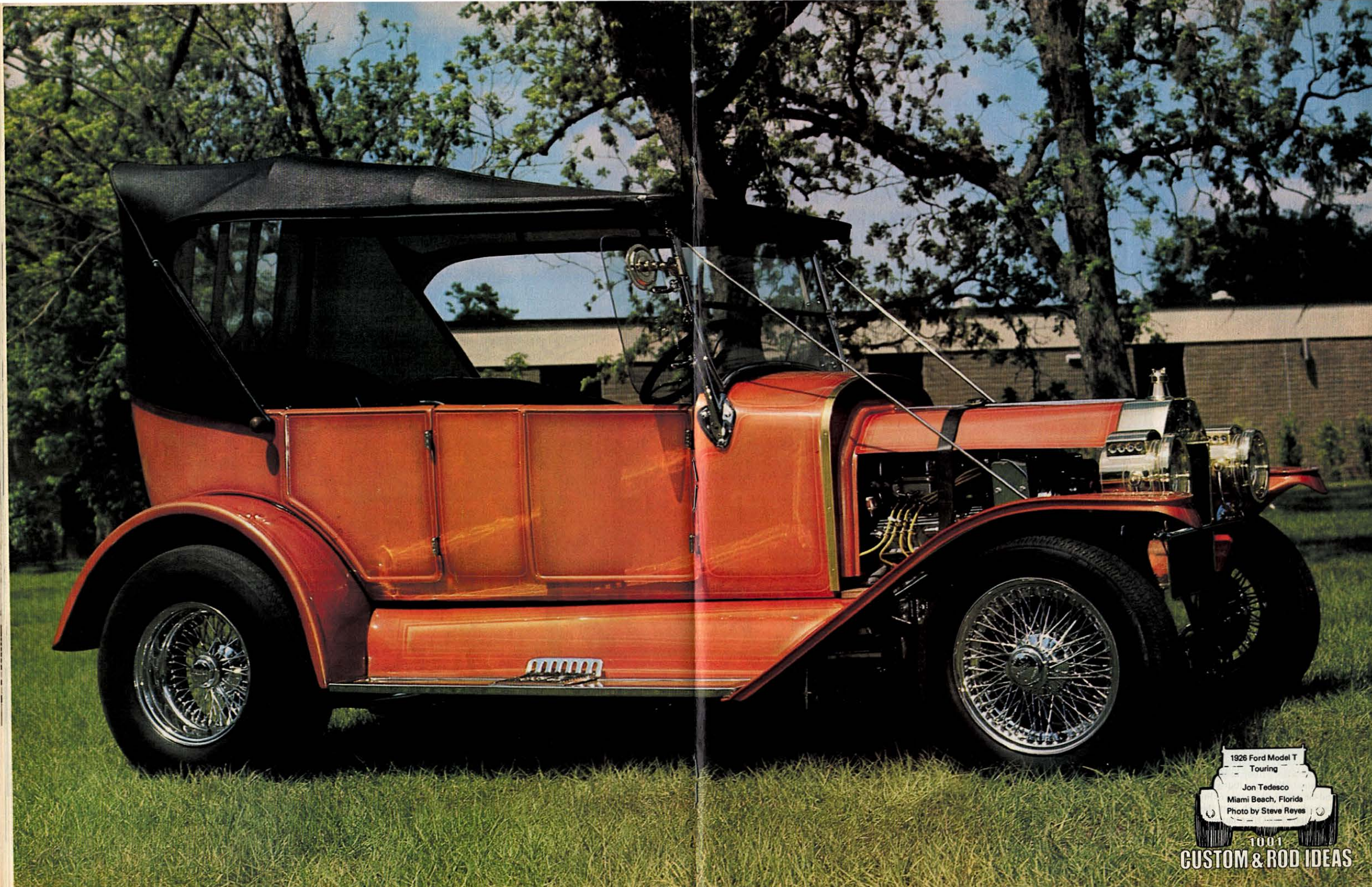


Burlled walnut inset with S-W gauges and stereo speakers at either end of dash are nice touches. Steering column is mated to Jag box. Hurst shifter controls C-4 Ford automatic.



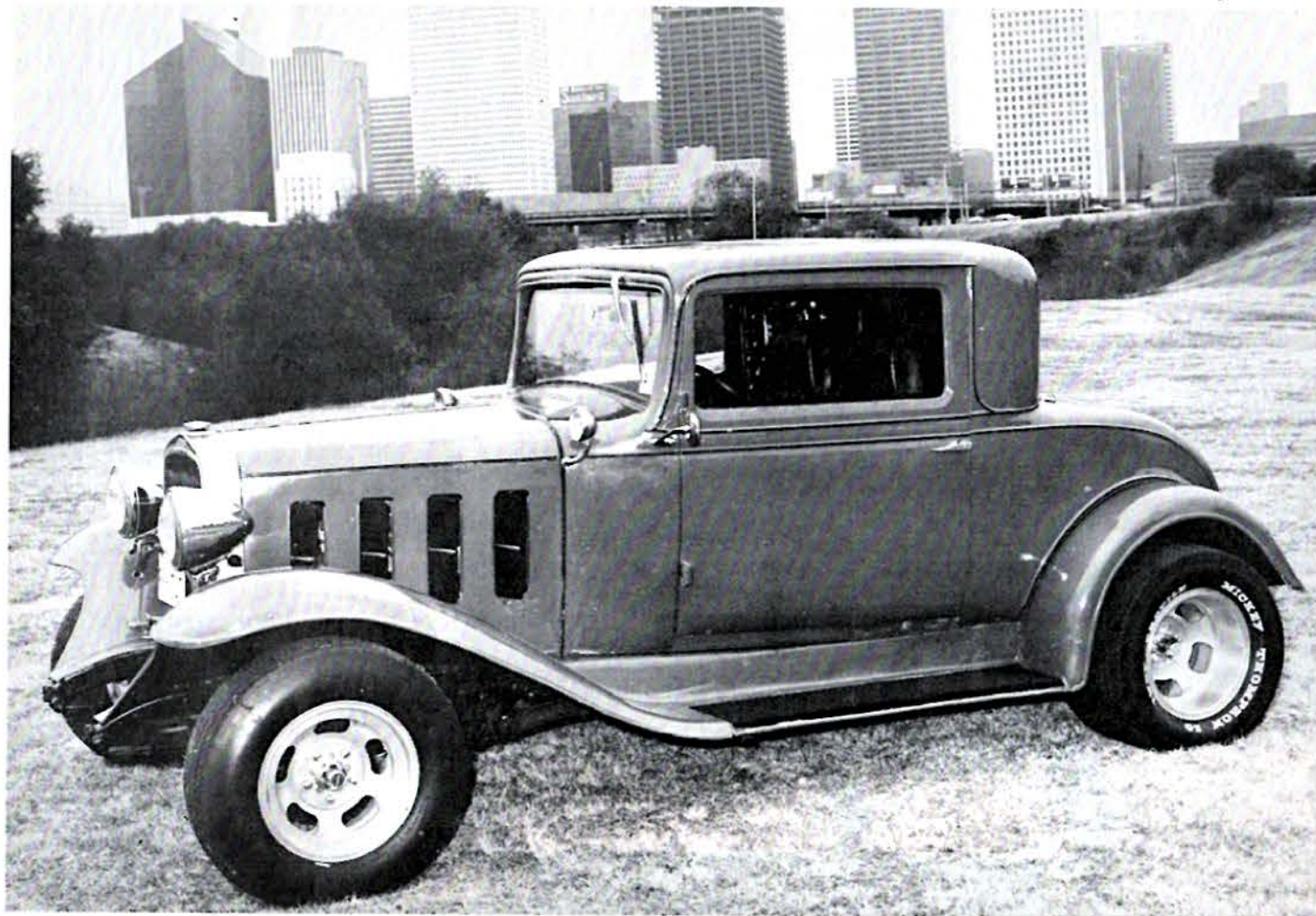
Jag independent rear suspension has been completely chromed and even utilizes stock Jag inboard discs. Carriage lights house 12-volt bulbs.

really makes his T interesting, however, is not so much the ingredients that went into it as it is the T's dual personality. In just a little over an hour, Jon can lift off the Touring body and bolt on a fiberglass '26 T Coupe body that he built just for such occasional swaps. How's that for having two cars in one! But no matter which face Jon's T is wearing, you'll have to admit, it's one hell of a street rod!



1926 Ford Model T
Touring
Jon Tedesco
Miami Beach, Florida
Photo by Steve Reyes

The Houston skyline serves as a good backdrop for this fine '32 Chevy Deuce. Hood louvers are notable features of early Chevys like this one.



By Jay Amestoy

Space City ROD

Gracing this month's cover is a wild candy apple red '32 three-window Chevrolet coupe that our ace photography editor, Steve Reyes, stumbled across while on one of his many jaunts to the Lone Star State. According to Steve, the Ford Mustang-powered Deuce looks every bit as good in "person" as it does in pictures.

Owned by Oemio Chavez of Harlingen, Tex., outside Houston, the little coupe features a sunroof and bobbed rear fenders. The exceptional paint, applied by Webber's Body Shop in Houston, is enamel. While the four-speed and '68 289-inch motor are Ford through and through, with the exception of an Offenhauser 360-degree manifold and Holley 780 carb, the majority of the

36/1001 CUSTOM & ROD IDEAS

This Month's Cover Car,
a Fine '32 Chevy Three-
Window, is a Club Effort

running gear is Chevrolet. A '66 Chevy truck steering box is used up front along with the stock leaf springs GM front axle and Chevy spindles. Out back is a '57 Chevy rear end and Chevy brakes.

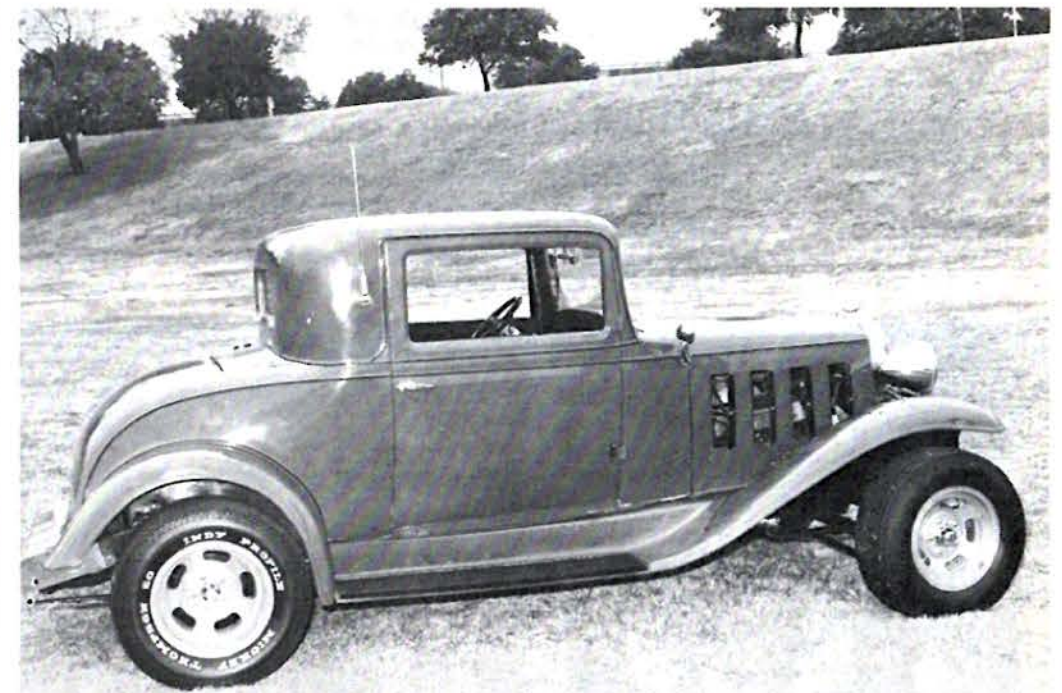
The interior is very simple. Carpeting covers virtually every square inch of the coupe's cockpit—door panels, dash, floorboards, firewall, window frames. The roof and seats are the only things not covered in carpeting. There's also a full assortment of gauges, a stereo tape player and a late-model steering column.

Oemio says he owes a lot of the success of his rod to the Space City Street Rod Club of Houston, of which he is a member. Without their help and patience, he adds, he probably never would have finished his car. Well, our hats are off to you, Oemio, and the boys of the Space City Street Rods for putting together such a fine street rod! 🚗

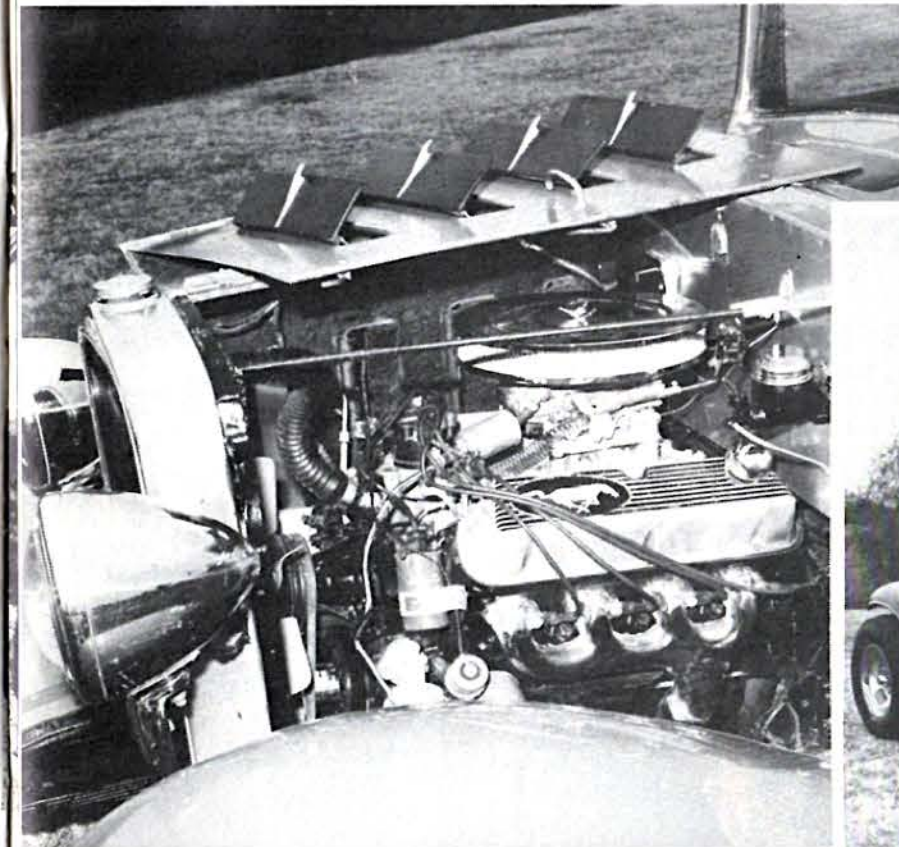


Carpeting covers almost everything. Only the '71 Mustang seats and roof, upholstered in diamond-pattern vinyl, were spared.

Body is nearly all original, except rear fenders have been bobbed. Rocket aluminum wheels are used.



Photos by Steve Reyes



Mustang 289 is virtually stock. It's mated to Ford four-speed tranny. Sealed beam headlights are used in chrome headlight housings.

Taillight treatment is unique. Candy apple red paint is accented with coachline stripes on body sculptures.



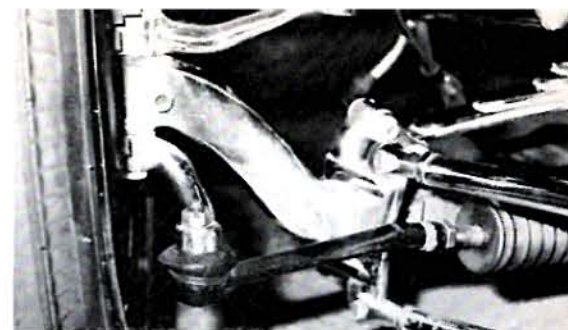
1001 CUSTOM & ROD IDEAS/37

By Greg Sharp

As just plain "cute," a full-fendered Model T-based rod is hard to beat. The high top, on both closed and open versions, combines with straight windshields and neatly shaped fenders to produce a certain jauntiness. With any horsepower at all, they perform very well—like a grandmother doing the latest rock-and-roll dance.

But there are problems. There's no room. Stuffing (literally!) a late V-8, even a small-block, into a pre-1928 Ford usually results in the creation of a monster. The

Finding Extra Room for a V-8 in your Tin Lizzie



Link from 240Z rack bolts directly to early Ford spindle, features grease boot. Clearance is perfect with hairpin-type wishbone. Upper arm remains from former Mustang steering and will be removed when conversion is complete.

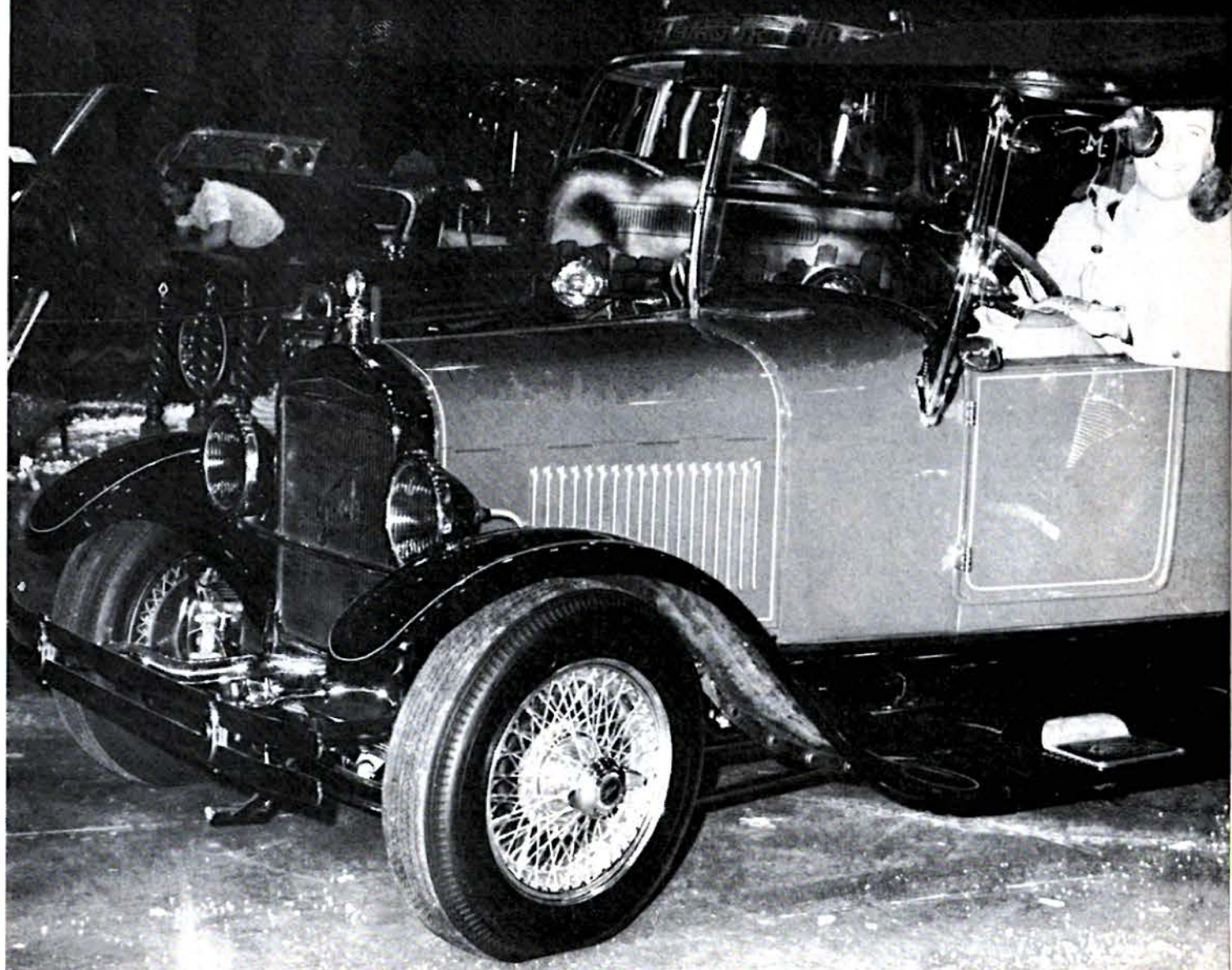
firewall ends up in your lap and engine pieces hang out the sides. In the early days of rodding, this was gotten around by installing Ford's economy model V-8/60 flathead from the late thirties. That 60 at the end stands for horsepower and the resulting combination was little better than the original four-banger. Fortunately, today's rod-building technology has progressed to the point where we no longer have to settle for 60 horsepower.

Besides his well-known flathead-powered '29 highboy,

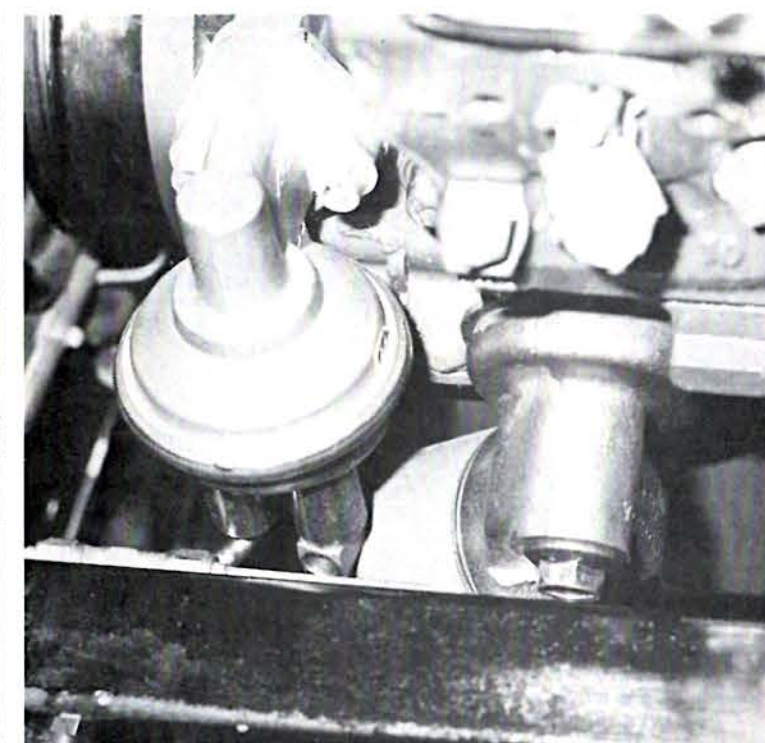
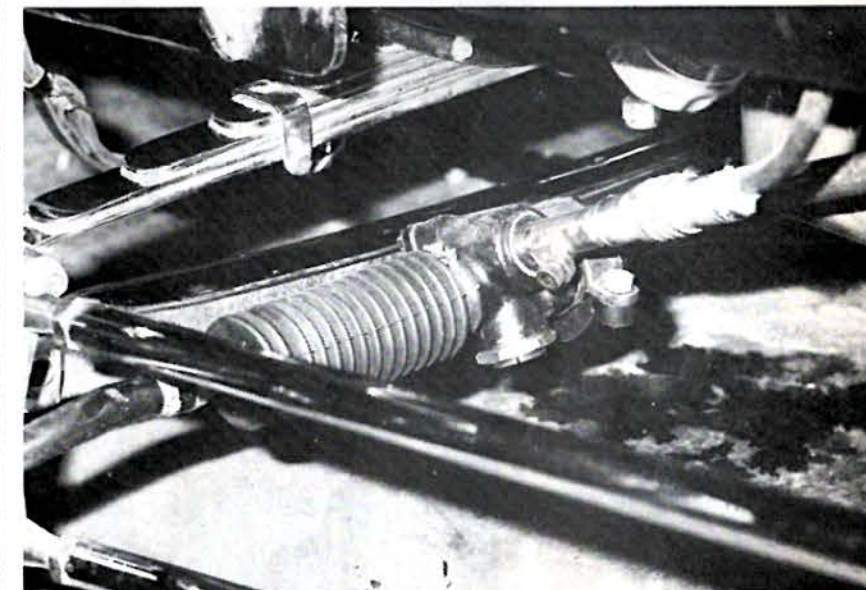
Dick Megugorac (Magoo's Auto Shop, 6443 Dannyboyar, Canoga Park, CA 91304) has a full-fendered '27 T Touring. If he changes engines in it again, he'll have to install zippers! First there was the Chevy V-8 (and the aforementioned crowded conditions), then a new chassis combining a Jag rear and aluminum Buick V-8. The Buick was fine but the two-speed trans bolted to it just wasn't suited to rod use. Then it was a small-block 302 Ford and C4 transmission. That's when the problems began.

View from the rear shows just how compact unit really is. Universal joint is a surplus aircraft item, but many late-model cars have similar joints which could be substituted.

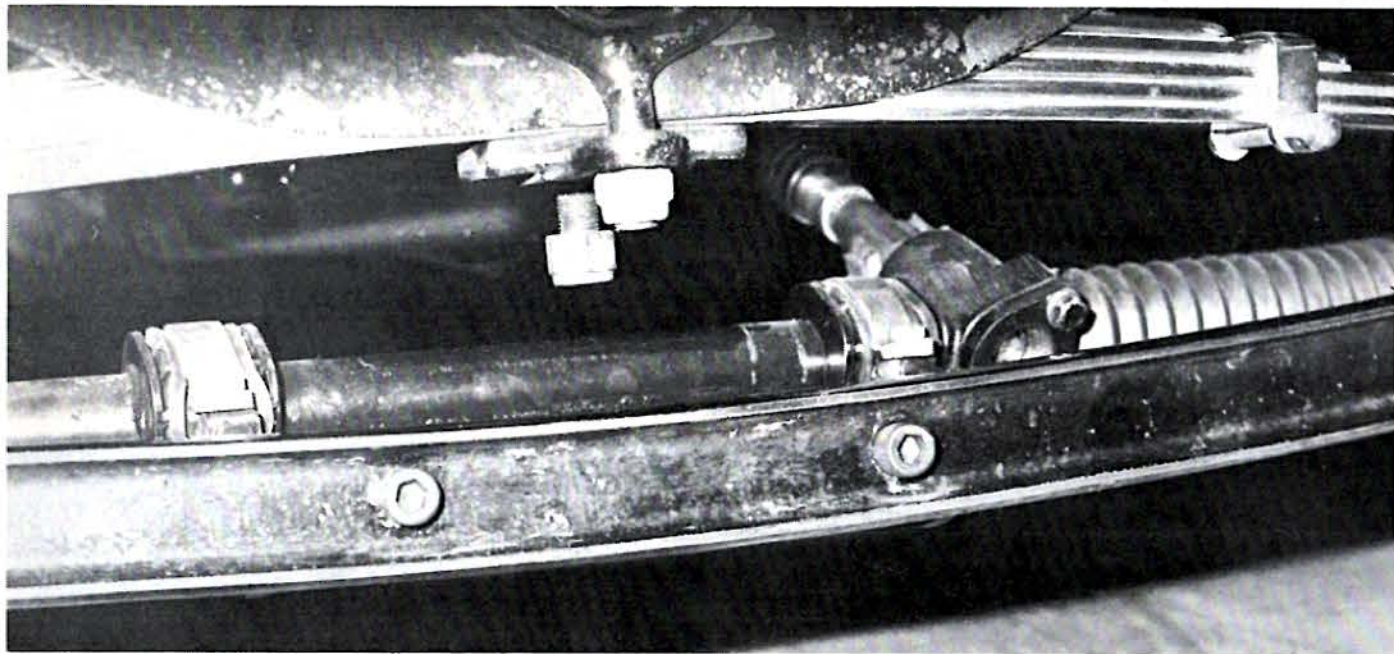
SPACED-OUT "T"



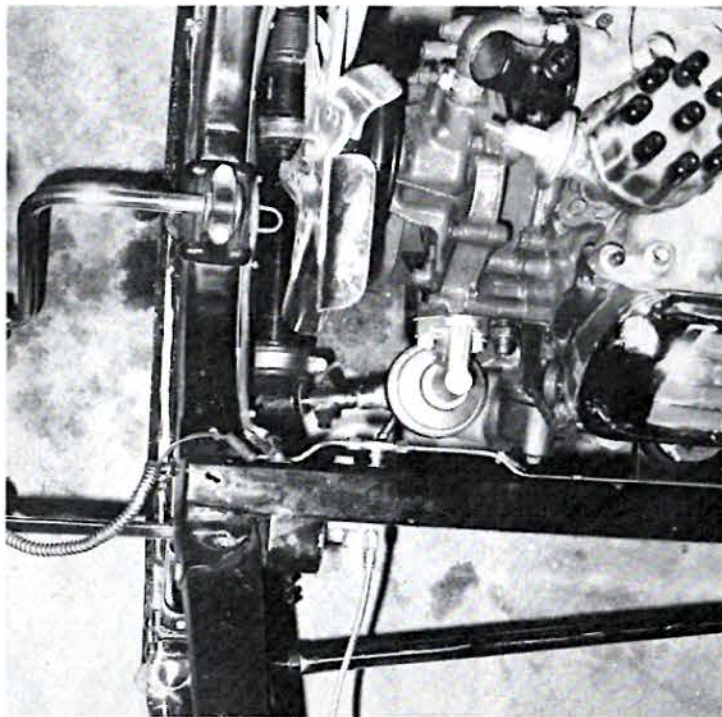
Magoo's red and black '27 T Touring saw plenty of street miles and even a few car shows with aluminum Buick V-8 and Mustang steering. Conversion to small-block Ford power brought on clearance problems.



Stock small-block Ford oil filter protrudes from the side and would interfere with the frame rail in this installation. Bronco unit points element downward while Pinto element makes filter changes a snap. Unit clears stock fuel pump nicely.



From the front you can see that mounting of steering to the axle requires only fabrication of simple brackets and drilling of two holes. Since unit rides up and down with the axle, bump steer is virtually eliminated.

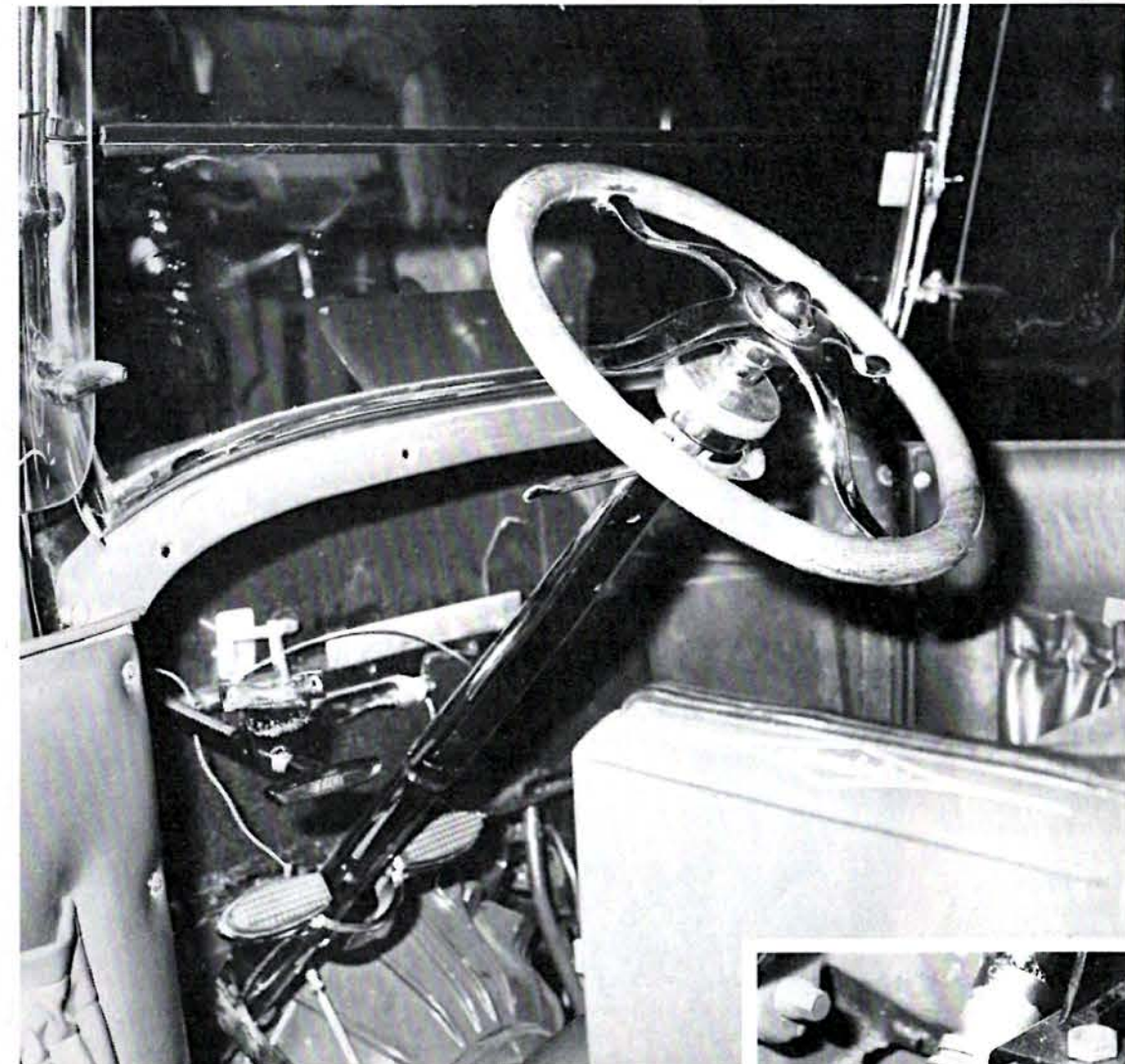
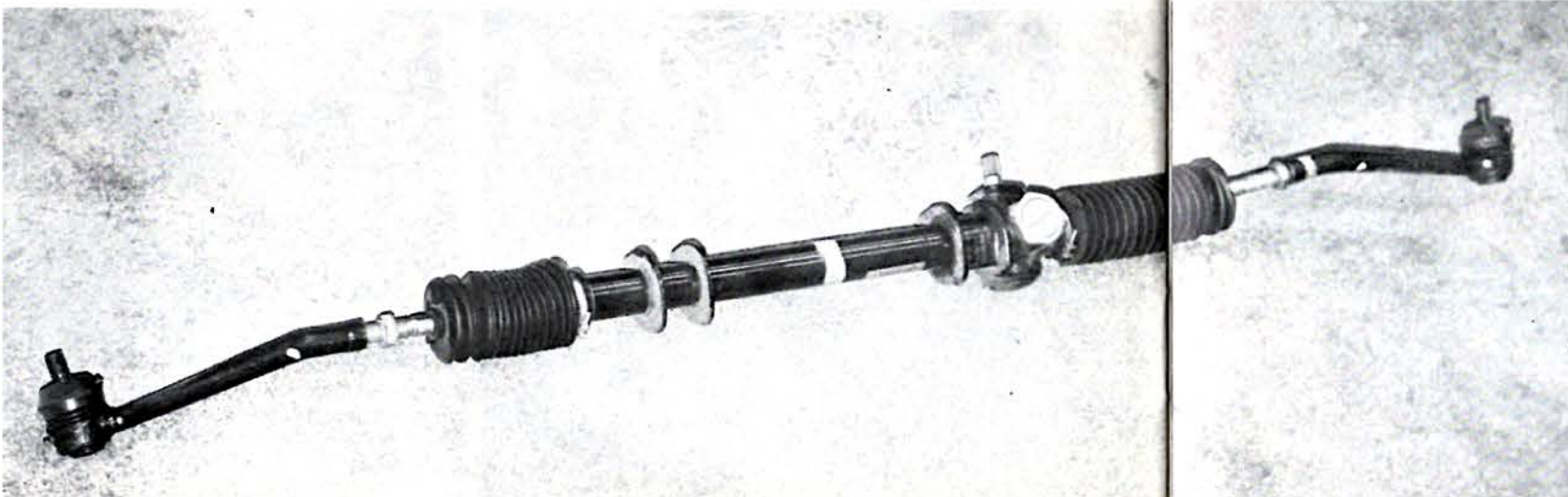


From here it's easy to see how much clearance Bronco filter, 240Z steering and shortened water pump (available through Magoo's) gain in tiny T engine room.

Being a professional rod builder, Megogorac should find a mere engine swap to be a weekend deal, you'd think. So did he. He found that shortening the water pump gave plenty of room lengthwise, and a right angle oil filter adapter from a Bronco using a Pinto element gave breathing room in the width area, but there was no room left for steering. A Mustang unit had been installed during the last chassis swap but with the Ford there was just no room for the column. Being a rodder who *drives* his cars and is well over six feet tall, Magoo just wasn't buying the usual straight-up bus driver solution to the problem. Son David, a Datsun mechanic, suggested that Dad try a 240Z rack-and-pinion setup.

With a little thought, some minor modification and fabrication, the Z unit practically fell into place. It simultaneously solved the clearance problem and

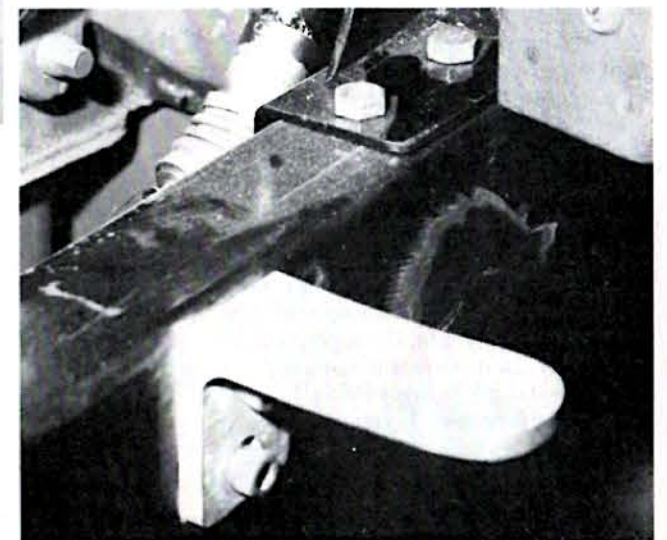
Datsun 240Z steering assembly, as it comes from the car or parts counter, looks like this. Price of brand new rack-and-pinion is expensive, so check with foreign car wrecking yards. Conversion requires only drilling of housing and reversal of pinion to exit at arrow. Otherwise car will go right when turned left and vice versa (of course they say you can get used to anything!)



Base of column is secured by fabricated bracket bolted to frame rail. Here again U-joint is aircraft surplus item.

Inside, column retains near stock angle with none of the bus driver look usually found in T conversions. Magoo even managed to connect stock spark lever to trans to act as shifter.

eliminated the possibility of bump steer associated with so many home-brew steering conversions by being mounted directly to the axle. It also allowed the steering column to fall at a more comfortable (and sensible!) angle. The main modification required is reversal of the pinion in the housing much like the old Corvair units. This is necessary since, in the Datsun, the steering mounts in front of the front end, and in an early rod you'll want it behind the axle so it isn't hanging out there in the breeze. If installed as is behind the axle, it would mean the car would go right when steered left and vice versa. Exciting, huh? With the fabrication of simple brackets, the unit bolts right on to your axle. Even the ends bolt directly to early Ford steering arms. The rest of the installation is merely connecting the unit to your existing column. This will vary depending on your choice of engine, desired steering column angle, etc. The only



drawback appears to be cost. Over the counter at your friendly Datsun dealer, a new 240Z unit would set you back well over 200 dollars. But with as many Zs as have been imported in the last six years, there should be plenty available at foreign car wrecking yards for considerably less. Let's see, if a Ford goes in that way, then this Hemi Chrysler should make it...

FOUR-DOOR TWO-SIX

By Mike Parris

When Danny Schorr came up with an idea for building a street rod for himself and his wife, Sharon, there was really no unusual excitement about a '26 Model T. Everyone has seen plenty of T's running around, right? Wrong! This T is made for drivin' in style! This little rod is not only perfect in every detail, but is also built for comfort and roadability.


Starting with the interior, which Sharon so painstakingly finished herself, you will find a couple of very comfortable seats taken from an Audi Fox. You may notice that the fabric matches throughout the interior. The carpet, trimmed and tailored to fit, is removable for cleaning or replacing in the case of a major disaster (Coke, beer, or food!) The shifter for the Turbo 400 trans fits neatly between the seats, leaving plenty of space for his 23-channel smokey spotter. Something else that can't be overlooked when you get to the dashboard are those neat little air conditioning vents. Going first class all the way, Dan refrigerated his red sedan for those long trips to the Nationals every year. It just isn't like the old days, is it? He also has a full set of instruments on the dash to keep him in touch with his 327 Chevy powerplant. The engine was wisely left stock with a few minor exceptions. A Mallory ignition replaced the stock parts and last but not least is a Holley 600 carb mounted atop a Torker manifold.

Photos by Steve Reyes

This Little "T" Was Built for the Road

The Chevy engine is tame enough to get around overheating problems and constant tune-ups but has more than enough power to pull a 2500-lb. rod. The power gets to the ground through a '59 Ford rear end with a 3.73 axle ratio. The 29-year-old Missouri rodder did his own chassis work, making sure every joint was heli-arc'd on the 98-inch-wheelbased car. Dick Easterwood made the front axle and the 36-inch traction bars for the project. Those Permacast wheels stand out beautifully from the cherry red lacquer body. Bob Arnold handled the spray gun, using 1969 Buick red to cover the all-metal body. Just to finish off the project, Danny fabricated a slick chrome firewall.

After two and a half years of work, Danny and Sharon completed the sedan in July, 1975. They immediately picked up the Best Dash award at the '75 Street Rod Nationals and Best Sedan award at the 16th NSRA World of Wheels in their hometown, Kansas City, Mo.

With only a \$7300 investment, this rod does everything a Cadillac does, with more style—and less money. 

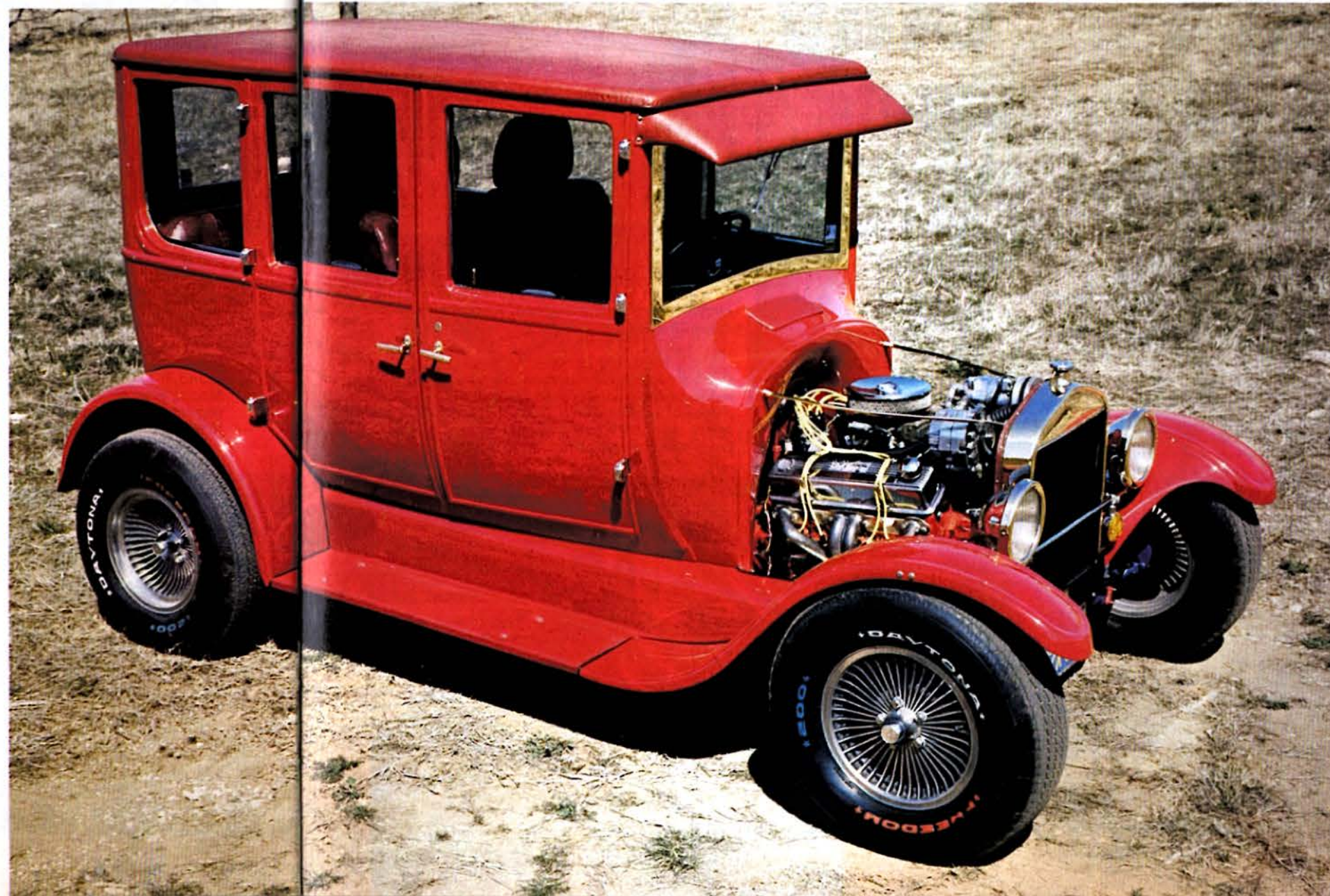
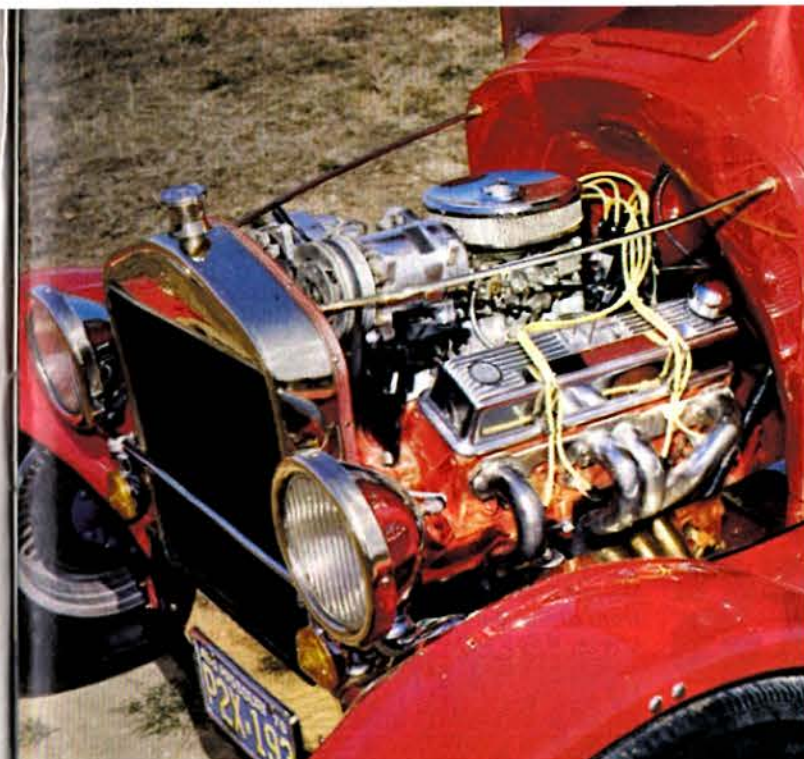
(Right) Chevy 327 uses Holley 600 carb mounted on a Torker manifold.

(Far right) Rear view shows a neatly mounted CB antenna and a slick vinyl roof.



The interior sports Audi Fox seats and a fully instrumented dash.

Clean red lacquer and Permacast wheels make this four-door stand out.



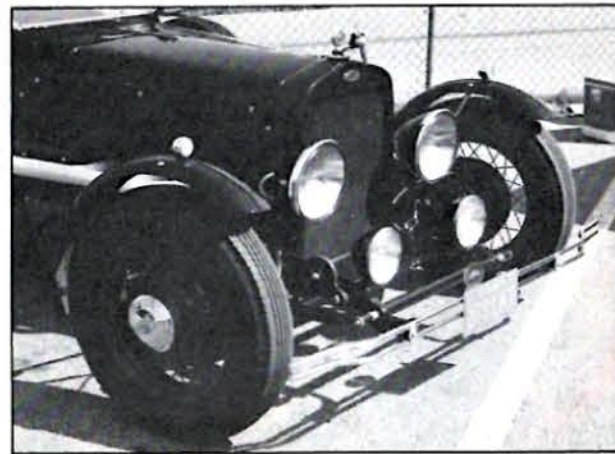
for early rod owners only

By Terry Thomas

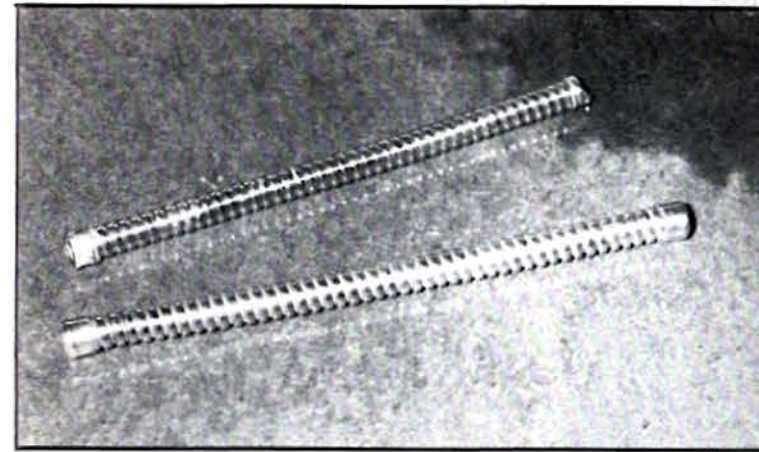
Having Problems With That Vintage Tin? Here Are Some Solutions

owners only

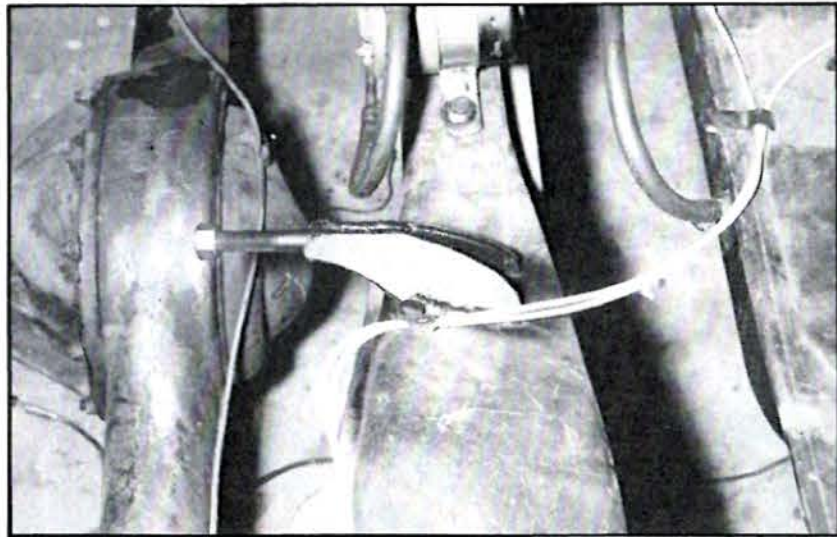
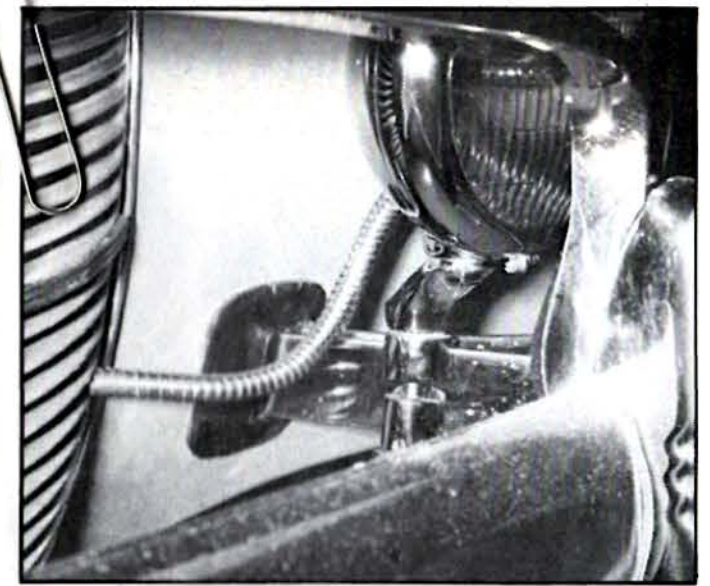
Those of us who are into early rods lead a constant search for a better, cleaner, neater way of doing whatever work we are engulfed in with our current piece of rust. Hopefully, some of the ideas of others shown here will help when you find yourself awash to your eyeballs in your early rod.



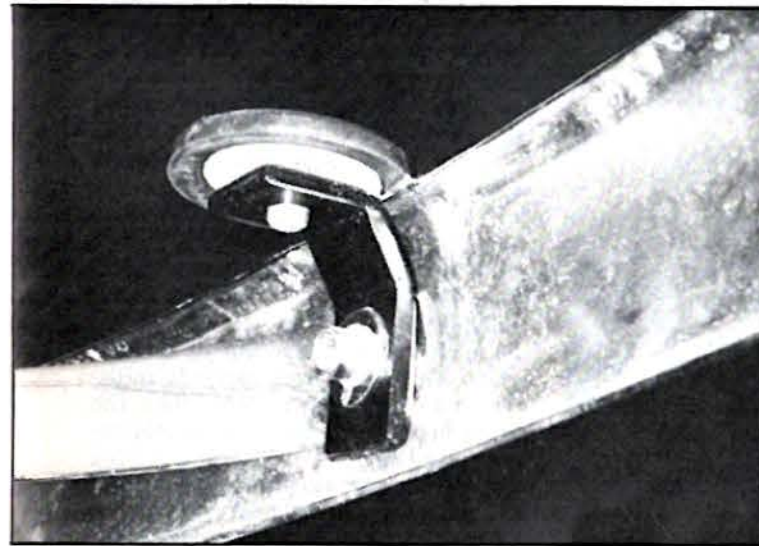
Can't find the bumper you want—anywhere—at any price? Check out this super-slick homemade bumper made from round bar stock. Check the motorcycle fenders, the method of mounting the front of the leaf spring in the Model A frame, and check, if you will—the radiator cap.



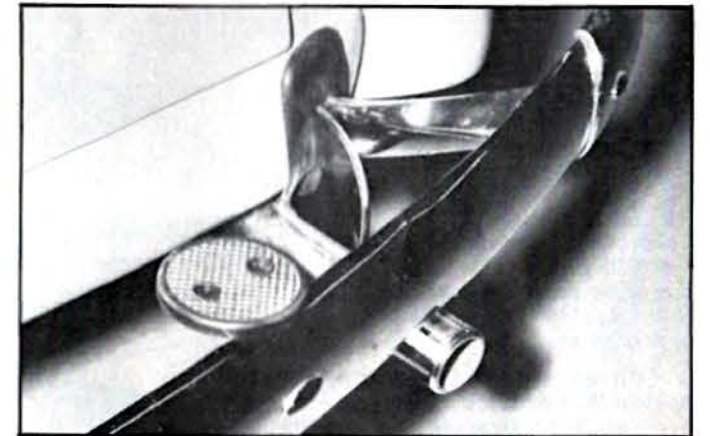
Model A headlight flex tubing can be used to cover the wiring on most any kind of driving light used on an early rod. No one will notice, though, it looks that stock.



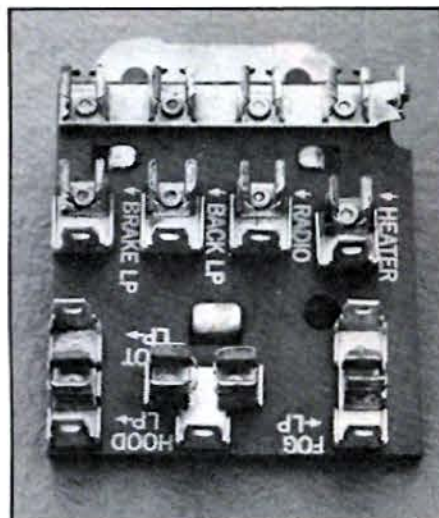
This Model A is powered by a V-8 and automatic—which meant surgery in the floor area. This all gets hidden by a very functional console, shown here partially finished. A solid idea for many an early rod.



Don't try to make a mountain out of a molehill when trying to solve any problem on an early car. Two flat pieces of steel and a bolt can be turned into a dandy shock mount. Arc weld on the frame or a crossmember and you're home free.

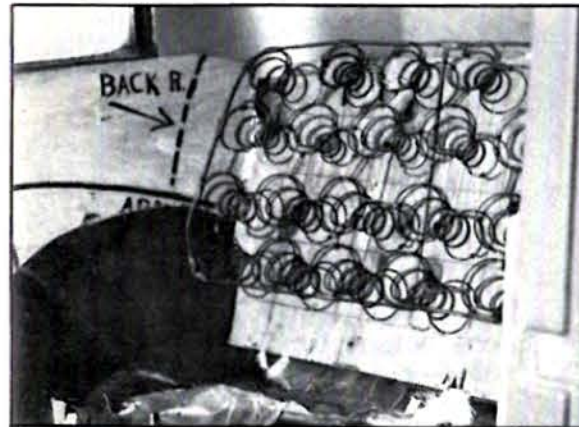
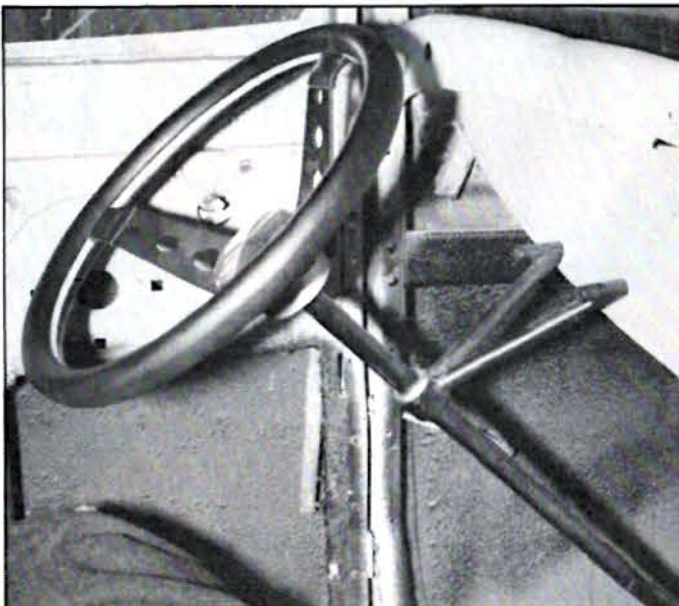


Don't overlook a Model A rear fender step if you want to add a finishing touch to an early rod. This is very effective when used on the rear bumper of a sedan delivery.



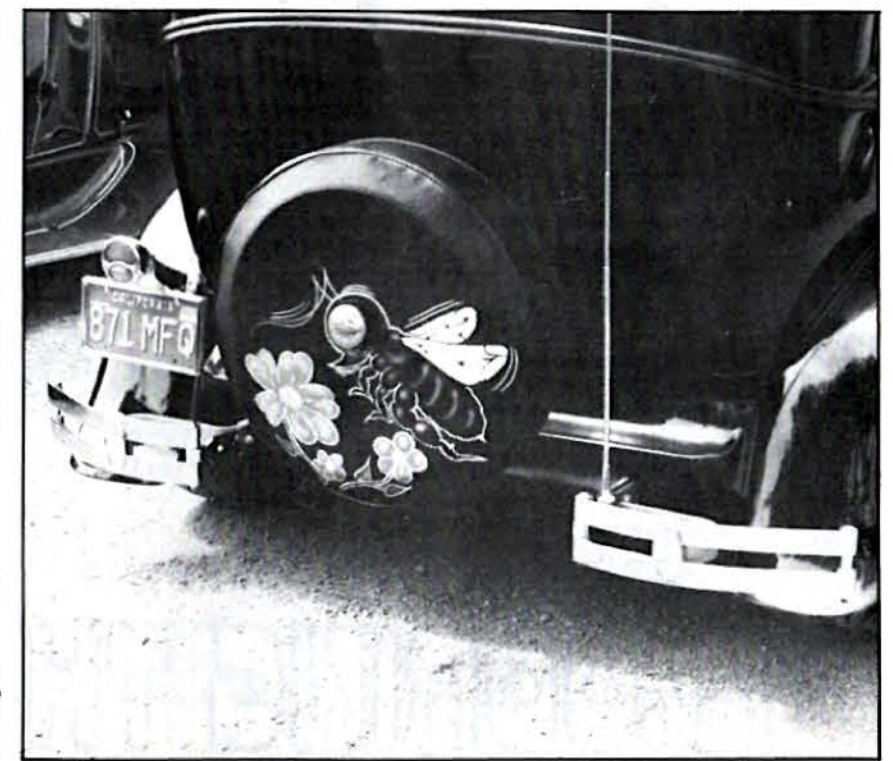
Some imagination can be shown when hanging a steering column from an early dash. This is simple, easy to make and very functional. But don't stop there—get a pencil and start sketching your own ideas.

When rewiring an early rod this GM (early '50s) fuse block work out super slick. You'll have to visit a wrecking yard for this one.

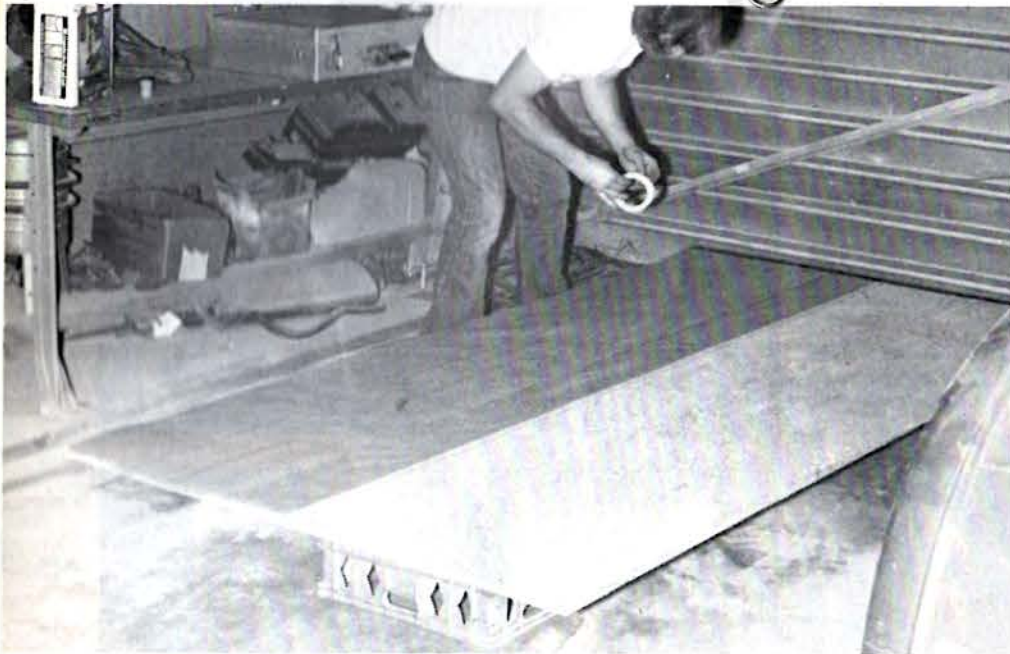


When you are building seats and attempting to figure out such things as armrests and upholstery pattern, don't be afraid to use up several sheets of door skin to get it just like you want it. Cut it, mark it and develop the pattern you need. The price is right and it is easy to work with.

In the old days, they carried the spare right here. You can too. And why hide the filler cap—make something of it. The antenna placement also looks good.



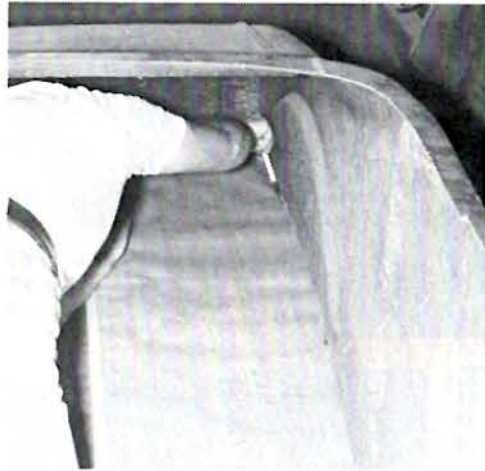
In This Case, the Approach to the Job Is Everything



First, establish a centerline to the sheet of plywood, then cover one-half of the sheet with paper making sure the inside edge of the paper fits exactly on the centerline of the plywood. Tape the paper in place.

Fit the very back of the body flush against the end of the plywood. A "T" or "A" body should be perfectly straight across the back, despite how the body bows out before the floor is installed. Then, trace the inside outline of the body onto the paper.

Spend some time gradually reworking the outline with pencil or pen until all of the small bumps and dips are eliminated from the line on the paper. Cut the paper exactly on the line. Now trace this line directly to the wood.



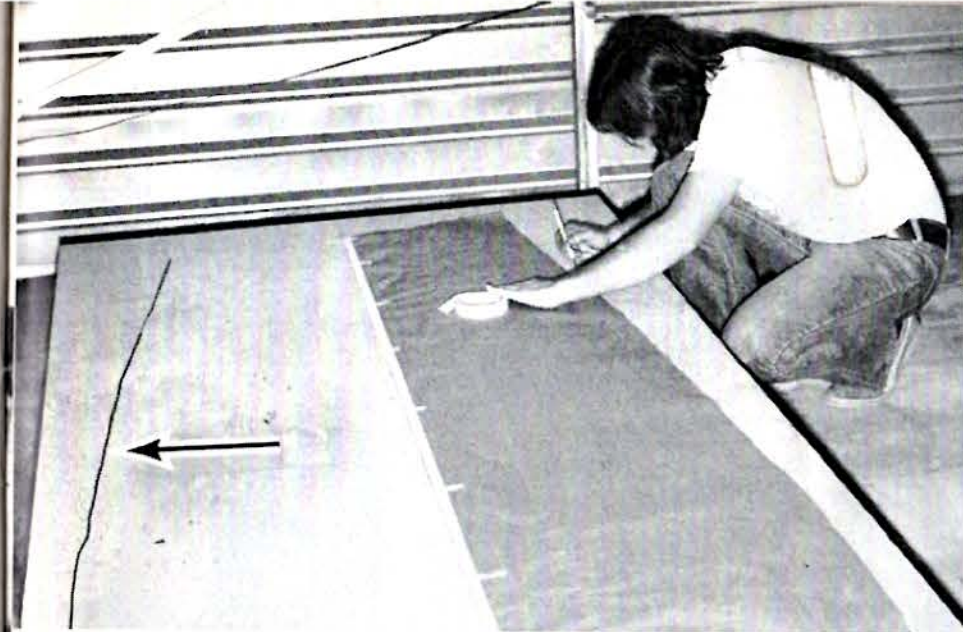
In case you hadn't noticed, fiberglass roadster bodies don't come equipped with a floor—which means sooner or later you'll have to build one if you are into building a roadster. A fiberglass roadster body is the original "flexy flyer" until a floor is installed, so it makes sense to install the floor before any other structural member is put in place. Even if your plans call for cutting a large piece out of the firewall in order to accommodate a big engine, the floor should still be installed first—with the entire firewall intact.

Joey Allen of Ventura, Calif., is building a roadster so he'll have a trick set of wheels to drive back to the Street Rod Nationals in Tulsa—and at the rate he's working, we were lucky to find him just at the time when the floor was being installed. Joey pointed out first, that the wrong way to install the floor in the body is to lay it on a piece of plywood, trace off the outline and start cutting. This will most likely lead to a very warped-looking roadster when finished. Fiberglass roadster bodies are not really very straight—in more ways than one. At the lower edge of the body there is absolutely no support, and consequently nothing to keep the body from moving in and out. Thus the lower edge of the body which should have a gentle curve to it will normally weave in and out on a fiberglass car. If this irregularity is transferred to the floor pattern, then the lower lines of the body will be permanent—and ugly.

For the above reason a good pattern should be made on paper of exactly where the lower edge of the body should be, and then this pattern flopped over to make sure both sides of the body are the same.

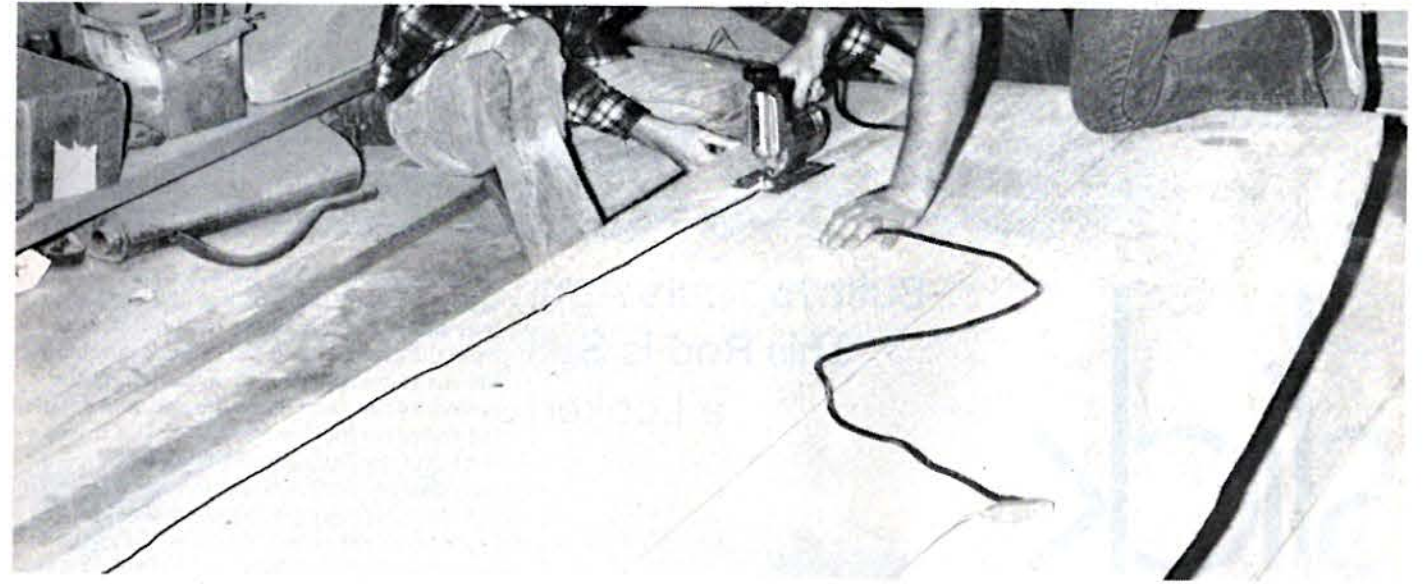
Marine plywood 3/4-inch thick is just right for roadster flooring. Marine plywood is held together with waterproof glue, so the reason for specifying this variety should be pretty obvious. In addition to the plywood, you'll need about eight feet of paper two or more feet wide, some masking tape, flow pens and pencils, a saber saw and enough 'glass cloth or mat and resin mix to fiberglass the inside of the body to the floor.

If you are fairly new to rod building or have never tackled a 'glass-bodied roadster, we heartily recommend taking care of the floor as soon as possible. It costs very little, is rather simple to do and is a tremendous ego builder since it stiffens that wobbly body so much.



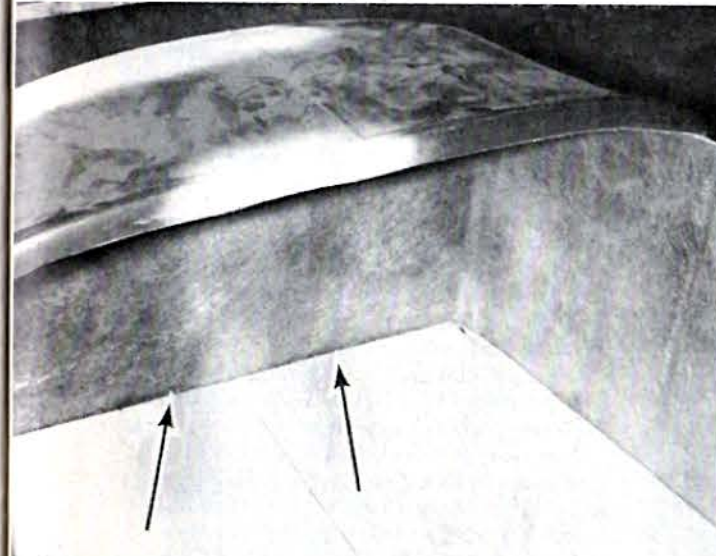
The pattern can now be flopped and the line transferred to the other half of the plywood. Just make sure that the straight edge of the paper is taped directly onto the centerline of the wood. Note the body outline already transferred to the wood.

The floor can now be cut out with a saber saw. Make the line just as smooth and gradually curving as possible.



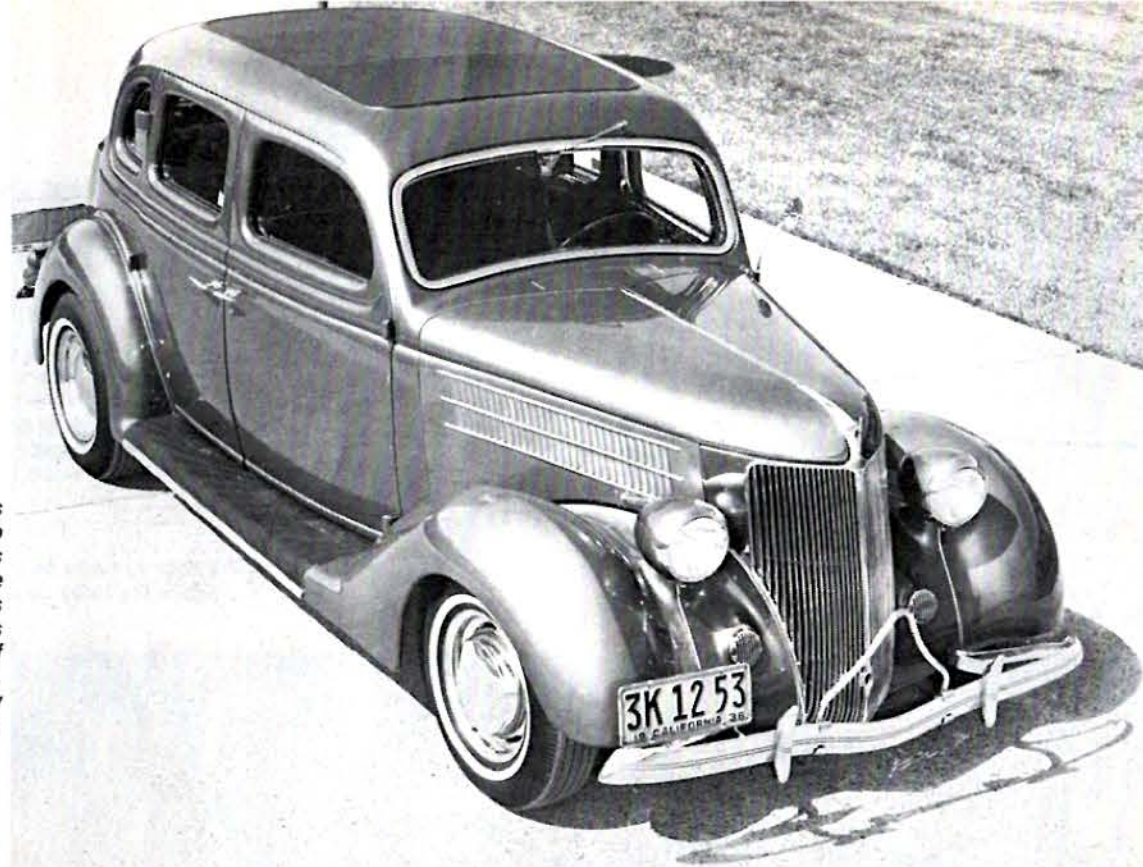
You may have to use a wood rasp or do a slight amount of cutting in order to force the body down over the floor, but a tight fit like this really pays off. The floor line at the firewall is perfectly straight—as it should be, but note the gaps caused by the warped body. These gaps will be closed and the firewall forced straight before the 'glassing begins.

In order to force the body to conform exactly to the floor line while the 'glassing is being done, large heavy objects like this may have to be used to keep the body from springing outward. The very rear of this body is shoved flush against a straight wall to eliminate a bulging rear.



FLOORING THE 'GLASS ROADSTER

FLOORING THE 'GLASS ROADSTER



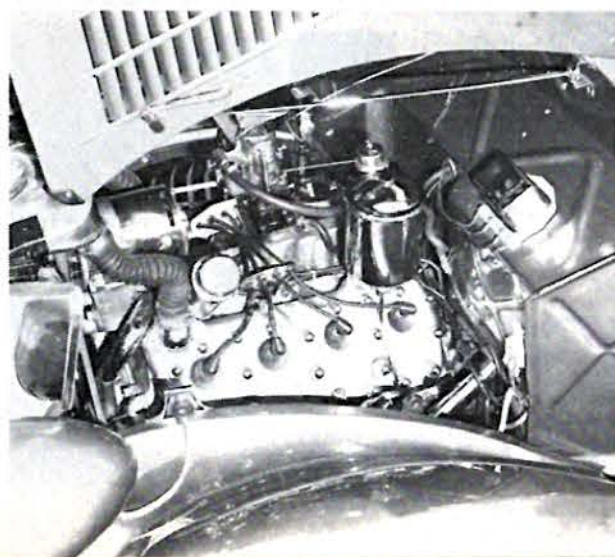
Early Ford fans should go bananas over this beauty. Deluxe Sedan features suicide rear doors and fabric roof center section. Exterior is nearly all original.

slick thirty-six

By James Handy

Built 15 Years Ago,
This Rod Is Still
a Looker!

Yes, that's an old flathead Merc wedged in there. This vintage V-8 has been bored to 296 cubes and is every bit as immaculate as rest of car.



Rick Loomer of San Rafael, Calif., is the second owner of this pristine '36 Ford Deluxe four-door. The original owner built the car from the ground up in 1961. Since purchasing the car 11 months ago, Rick has rebuilt the motor, added some more chrome, and detailed the entire car for show purposes. It is driven on the street regularly, since Rick wanted something to drive while building his '32 Vicky.

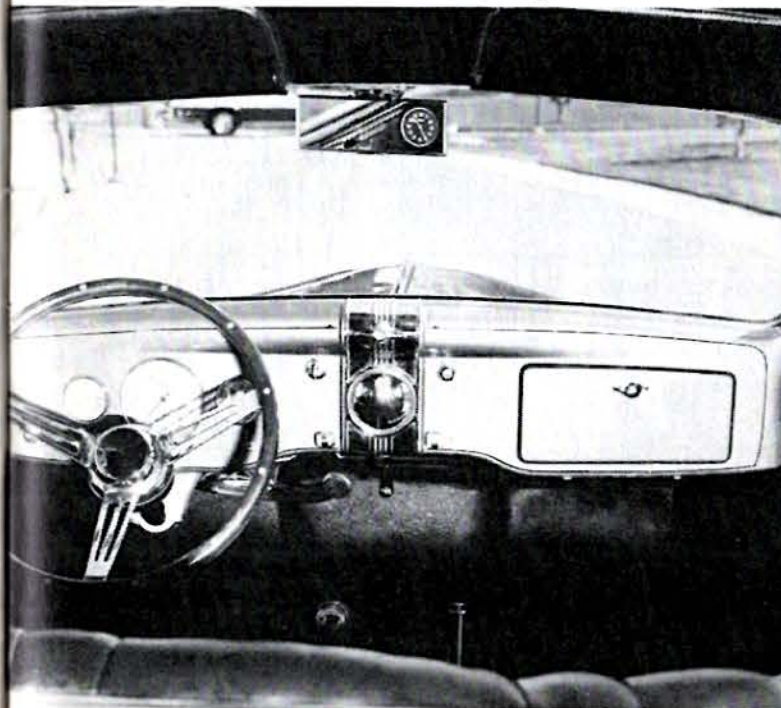
Except for the tube shocks and hydraulic brakes, the 1936 Ford chassis is totally stock. Frame is black lacquered and the running gear has been painted red. The undercarriage sports some pinstriping. Power comes from a flathead Mercury, vintage 1950, that is mostly stock except for an overbore upping the cubes to 296. The transmission is a Ford top shift running through a torque tube to the stock rear end. The front axle is dropped 3½ inches. Stock 15-inch '50 Merc front wheels hold Firestone 5.70x15 tires while reversed rears hold 8.20x15s. All four wheels are chromed.

The interior is handsomely done in black Naugahyde in a stock-looking flat pattern. Though the upholstery and rugs are 14 years old, they still look new. The trunk sports flares, first aid kit, chromed jack and star wrench. The exterior of 1936 Deluxe Sedan is painted in '56 Chevy Sierra Gold with accent pinstriping.

Accessory parts included on the car are clock, mirror locking glove box, locking gas cap and outside rear view mirror. The radio antenna has been wired from the spare tire.

As a member of the Early Ford V-8 Club, Rick Loomer proudly motors through the streets of San Rafael in one of Henry's finest family-type efforts. It's not many rodders that can have a looker to drive while wrenching on a '32 Vicky. Hey, Rick, when the Vicky's done, you gonna sell the '36, huh, huh? ☺

Interior is also almost stock. Seats have been updated with black Naugahyde (done 14 years ago!) and a late-model wood steering wheel has been added.



Plenty of room for the wife and kiddies in this street machine makes it practical as well as fun.



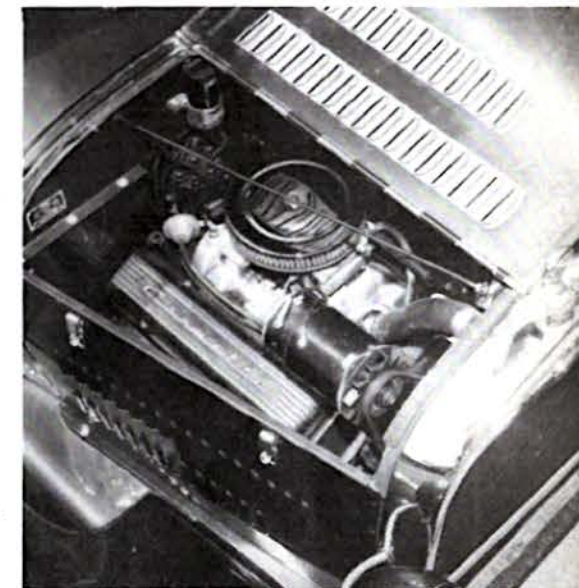
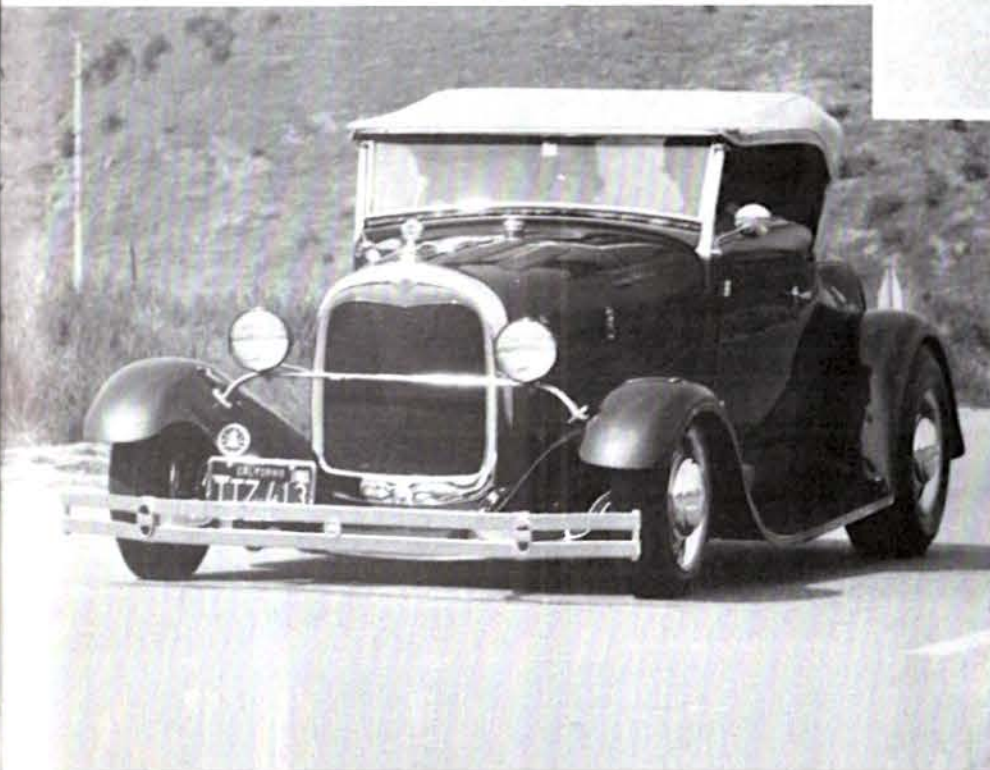
Front axle has been dropped 3½ inches so car sits on rake. Those are chrome '50 Merc steel wheels (reversed in the rear). They're shod with Firestone tires.





Bench was hand-made by owner. Though Spartan, interior is very comfortable even for extended trips.

(Far Right) Ford disc wheels with trim rings and small hub caps, teardrop taillights and louvered hood give this '29 roadster classic look of '50s.



Small-block with stock manifolds fits nicely in fully enclosed engine compartment. Z/28 manifold, Holley carb, solid lifters have been fitted to the 290-incher.

By Jay Amestoy

To some, the Model A Roadster is the ultimate street rod. It has the rigid vertical lines that made the Fords so popular, the unmistakable radiator shell and of course, the simple canvas top that, simply put up or down, completely alters the car's personality.

When Larry Braga of Highland, Calif., came across a '29 A soft top, he knew only one thing, he wanted to preserve the classic lines of the rod as best he could while still upgrading it with modern running gear. As you can see in the photos on these pages, he was more than successful.

Power for the roadster now comes from a Chevy small-block displacing 290 inches. Though basically stock, it does have a few high-performance modifications such as a Z/28 manifold, solid lifters and four-barrel Holley carb. The frame on the A has been boxed to take the increased weight and stress of the larger motor. The front suspension has also been dropped three inches and sports a pair of Austin Healey shocks.

This rod couldn't be more at home on the street. Though it's a rag top, weather protection is good. Tiny front tires and three-inch suspension drop account for raked appearance.

Out back a '56 Chevy rear axle, which is turned by a shortened '66 Chevy driveshaft connected to a Chevy two-speed Powerglide automatic, has been mated to the original Model A leaf springs and is located by tubular chrome-moly radius arms.

The interior looks fairly stock, but it is deceiving. The bench seat was hand-made by the owner. Brown Naugahyde is used on the seat and door panels and complements the ginger brown metallic exterior. Though you'd hardly notice it, the top has been chopped three inches, giving the '29 a much lower and more pleasing profile. Tom's Top Shop in

San Bernardino did all of the upholstery and top work. Probably one of the most noticeable alterations made to this A is the hood. Larry fabricated it himself and then had Marting Paint & Body of San Diego, Calif., put in a multitude of louvers. Another interesting highlight of the roadster is the Ford disc wheels. Instead of going to the common dished aluminum mags, Larry opted for these vintage rims to give his car a unique touch. In fact, "unique touch" almost says it all about his car. Though it's a simple, straightforward rod, Larry has done just enough to make it stand out in any crowd. And that's what roddin' is all about!

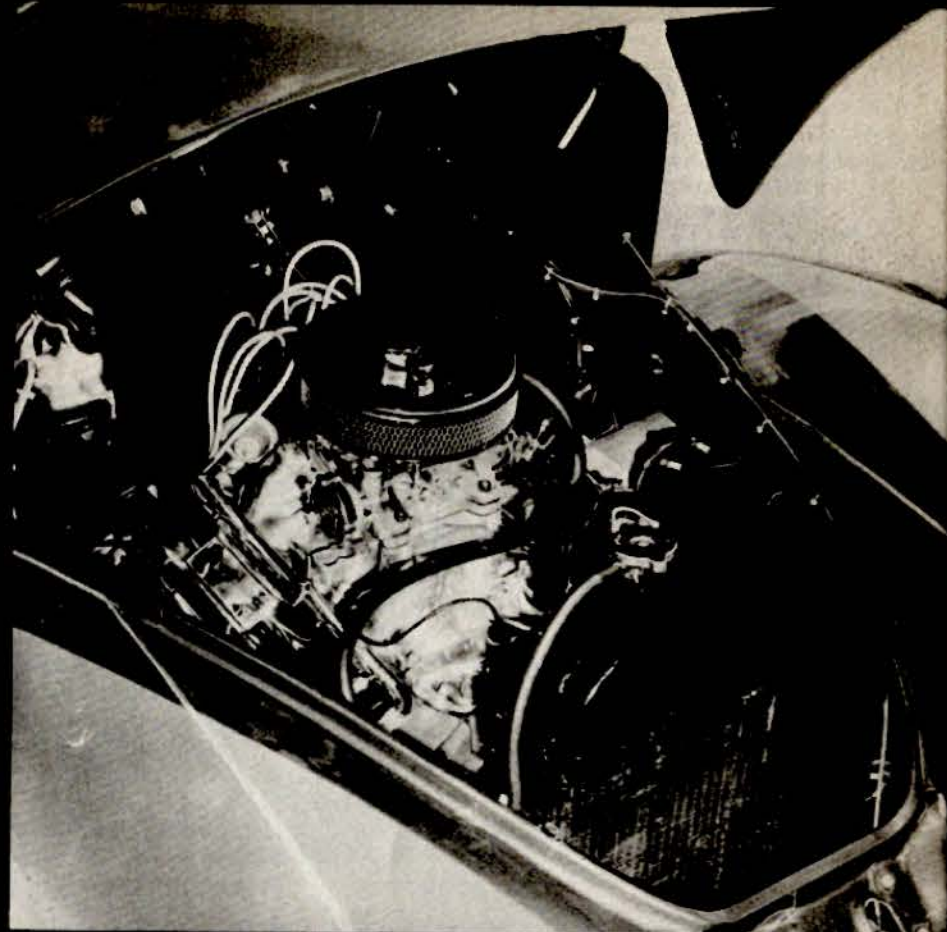
Photos by Bob Wagner

This '29 A Roadster Is a Fine Combination of Simplicity and Individuality!

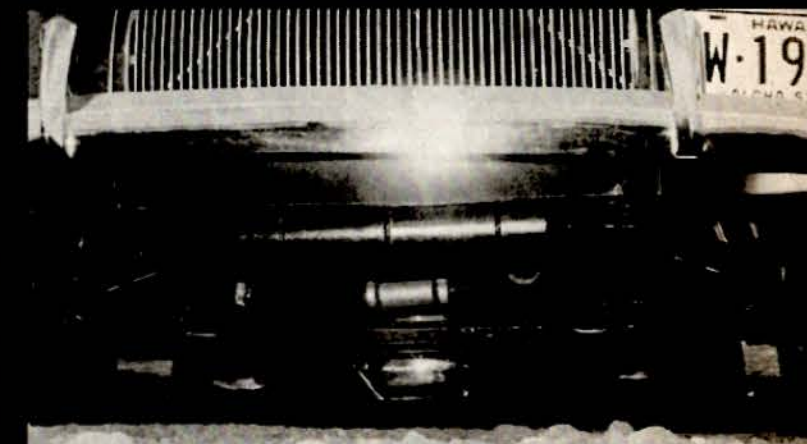
SUPERB SOFT TOP

Blueprinted 327 Chevy was used when the car was a drag racer but was somewhat detuned for the street. The '67 motor is fitted with Venolia pistons and rings with Sig Erson roller cam and a pair of Mondello heads.

Interior was left fairly stock. Black leatherette was done in a block pattern. Dash is stock with extra Stewart-Warner gauges and tach. Steering column and wheel are stock Willys.



Rear end is a holdover from drag car days. Rectangular tubing traction bars and coil springs control '57 Olds third member. Unit has Henry's axles and Scheifer 4.11 gear setup.



Stock '41 Willys front axle was retained. Steering is handled by a Ross box. Large cylinder tank is an overflow and also a holdover from drag car days. Nine-quart chromed pan can be seen behind the axle.

Russell Komori's sharp '41 Willys looks great. This former drag car was turned into a flawless street rod. All chrome was on the car when owner purchased it.

A WILLYS

This '41 Willys Feels Perfectly Dressed in Either Racing Garb or Street Clothes!

By Don Emmons

Russell Komori has owned this sharp '41 Willys for more than 11 years. He's no newcomer to owning cars as his father gave him his first car, a '30 model A, and he still owns it. He also owns a '31 Ford coupe, '30 Ford roadster and a 1920 T Touring with a 350 Chevy engine.

Komori lives in Hawaii but was in California attending school back in 1965 when Willys were the hot cars at the drag strip. While going to college in San Jose, he was told by a couple of friends about a '41 Willys coupe that was all stock and in excellent shape.

Komori was interested in drag racing at the time and felt that the Willys was a major find. A '41 Willys in excellent shape was like a dream come true to a drag race fan of the mid-sixties.

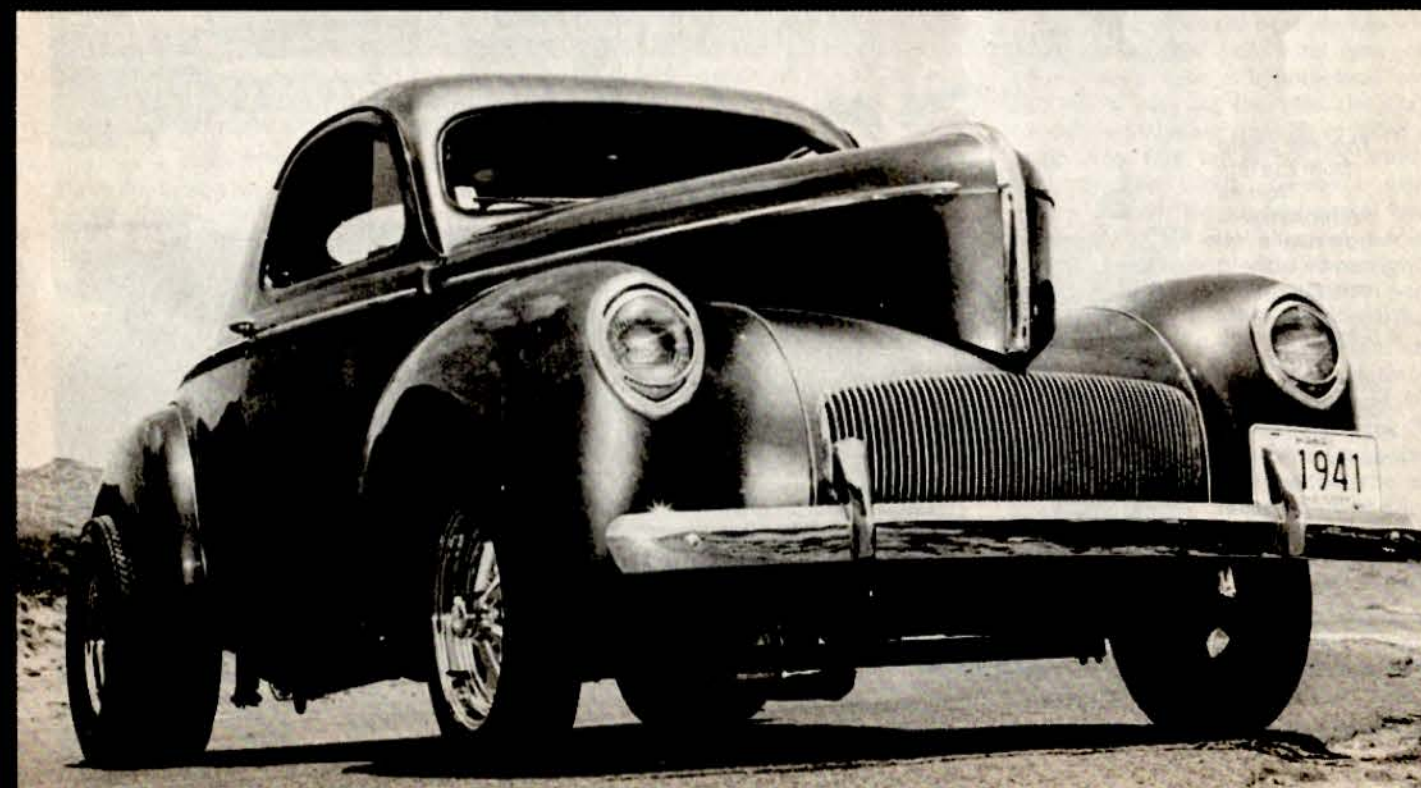
He bought the car and sent it down to Southern California to Chuck Finder's shop in Bellflower to have it set up for racing. Finder was an expert in building up the Willys for racing during that period and turned out many well-known drag machines.

The car was a strong runner for four years and took home its share of prize money. A 12-second machine in the late

Continued on page 62

FOR ALL SEASONS

State of Hawaii special license plates says it all.



Car is all steel and was original when Komori found it.

It's a real nostalgia machine. He raced it in the '60s and now uses it as daily transportation. Cragar wheels with big M/T L-60 tires at the rear fill up the wheelwells.



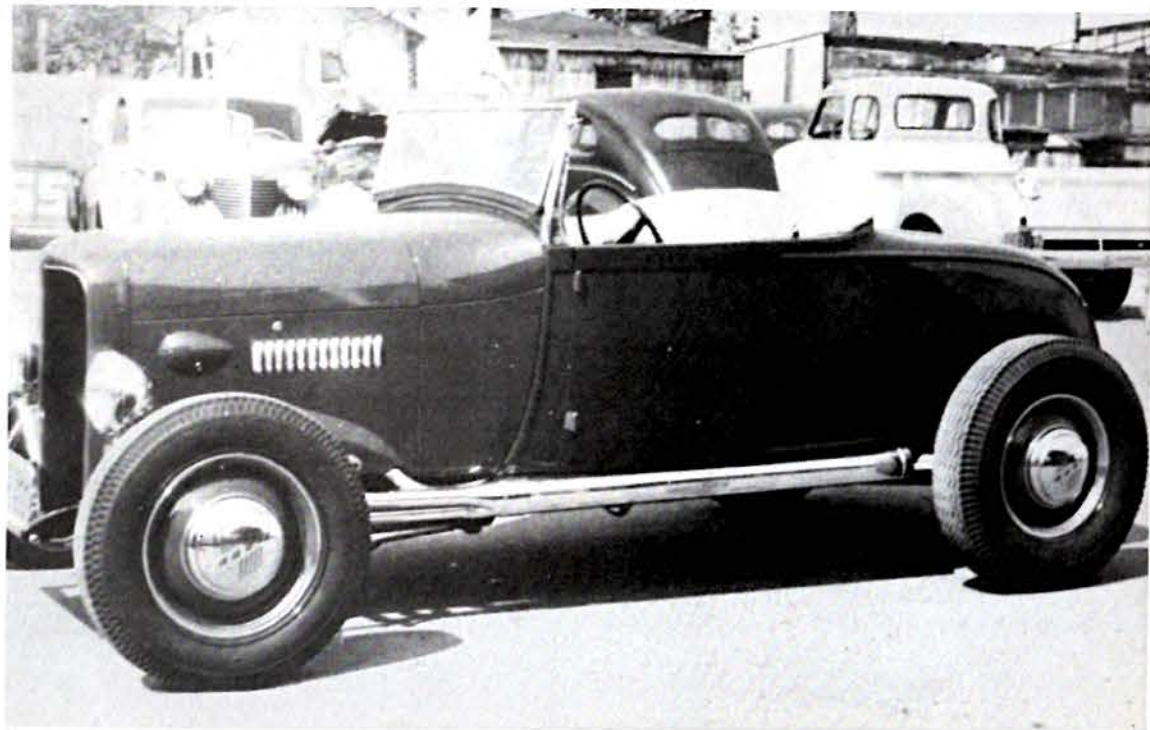
In the early days of rodding, trick stuff was confined to making more horsepower and speed, with little or no thought given to the fancy frills many aspiring rodders now feel are necessary.



COMMON SENSE ROD BUILDING

Don't Let the "Big Buck" Approach Get You Down!

This rod photo from the late forties demonstrates how neat a rod can be without resorting to the trick-of-the-week. A bright paint job without 15 different colors can be striking. Plain wheels and tires lend an air of functionalism befitting a rod.



Dick Megugorac of Magoo's Auto Shop built this '29 highboy using Chevy power, a '39 trans and rebuilt '32 rear end. He drove it thousands of miles with no problems, and present owner reports complete reliability.



Jim "Jake" Jacobs' beautiful job of restoring Bill Niekamp's 1950 "America's Most Beautiful Roadster" points up the fact that early equipment in proper repair can be just as reliable as later pieces.

Many beginning rodders feel that a late-model small-block is absolutely necessary for a rod project. This beautifully detailed early Buick, complete with six "American Webers," has powered an immaculate '34 coupe for years. Lots of early speed equipment for these once-popular mills can be found reasonably priced at swap meets.



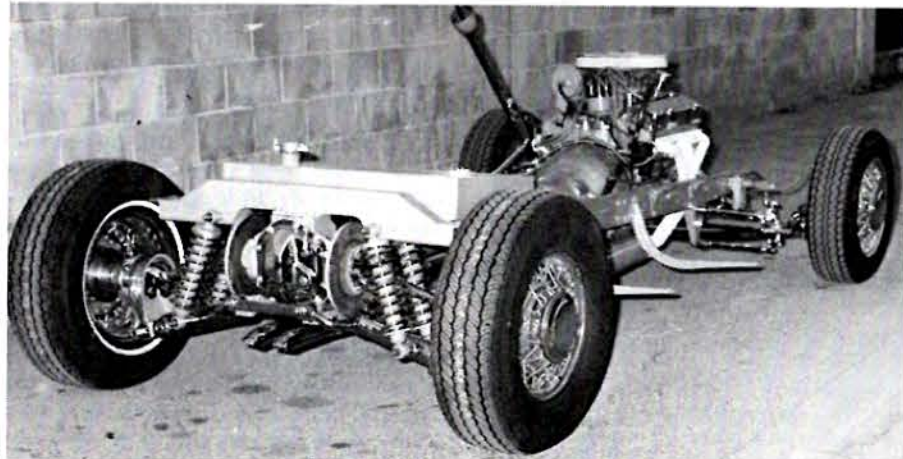
By Greg Sharp

It's probably our fault to a certain extent. Rodding magazines, more often than not, tend to feature the bright flashy rods with wild upholstery, even wilder paint and acres of flashy chrome and brass covering the wildest suspension this side of a Formula 1 circuit and the biggest, baddest mill that would be more at home in a nitroburning Funny Car. It's only natural. The bright colors reproduce well in color printing processes and the wild suspensions and engines deserve to be seen.

The problem is, presenting feature cars like these probably scares away as many potential rodders as it inspires. At *1001 Custom & Rod Ideas* we've really put forth an effort to mix in practical street-driven rods with the more bizarre machinery. In this article we'd like to explain a little common-sense rod building. The most obvious factor is money or, more appropriately, lack of same. When a potential rod builder owner sees the type of rod we've described, his first reaction is something like, "Man, I could never afford anything like that. Maybe I'd better take up stamp collecting instead." Well, before you go in that direction, we think it only fair to warn you that there are a whole lot of stamps that you can't afford either! It's a matter of degree. There are mega-buck stamp collectors with books full of rarities that would blow your mind and there are so-called "little guys" having just as much fun searching, scrimping and trading for what they can afford. It's the same with model airplanes or just about any other hobby you can name, including cars.

The idea is to do the best you can with what you've got and what you can afford. Let's take a hypothetical case and see if you get the idea: let's say George is fortunate enough to have an uncle who was an active hot rodder back in the fifties. George's uncle built a Deuce five-window coupe back in about '56. It was all stock bodied except for sealed-beam headlights. A 241-inch Dodge "Red Ram" hemi V-8 with three Stromberg 97's powered it, feeding a '40 Ford transmission and rear end. It was painted yellow with '40 wheels, baby moon hubcaps and big and little whitewalls. Inside was the '40 column and a black and white tuck-and-roll job. Back about '60 or '61, the left front fender was crashed and besides, the trans was starting to go anyway. The coupe was backed into the garage waiting for that "someday" when Uncle would get around to fixing it. For one reason or three, that "someday" never arrived. George has been talking an awful lot about rods lately,

Carl Rikken bought his roadster pickup from a classified ad, complete with Chevy, '40 Willys steering, '37 La Salle trans and '40 Ford rear end. Car was disassembled, detailed and finished and provided total reliability for over six years!



Just so you don't think we're bad-mouthing late stuff, here's a preview of Rikken's new chassis. While enjoying his rod in its early configuration, he was able to save up for Jag rear, Turbo Hydramatic, cruise control, disc brakes, etc. These things are great if you can afford them, but don't fall into the trap of thinking they are necessities.

Painted disc wheels with beauty bands and Ford pickup hub caps (still available through Ford dealers) have lots of rod appeal at a fraction of the cost of mags or tires.



so Uncle decides he can use the room in the garage for golf clubs and gives the Deuce to George.

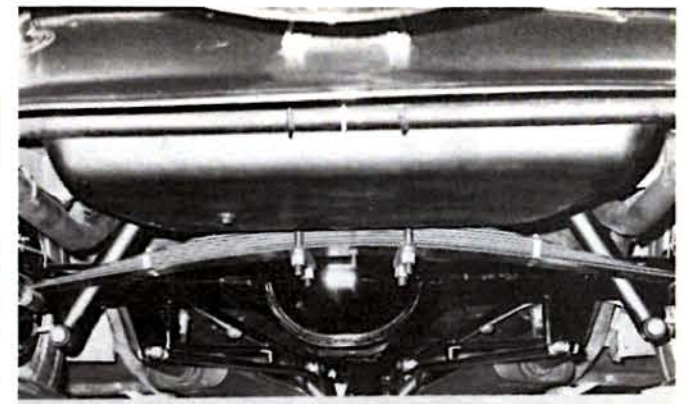
Sound far-fetched? I know just that very coupe.

Now George reads every rod magazine he can get his grubby hands on by working part-time at the gas station. Since every car featured has a small-block Ford or Chevy in it, the first thing he plans to do is, yank out the Red Ram and drop in a 327 small-block Turbo Hydro and run all that horsepower back to a chrome Jag rear end. Of course it'll have to have disc brakes in the front, too, and a wild flame job to go with the crushed velvet interior. Next is a set of 10-inch-wide knock-off wire wheels for the rear and... HOLD IT! Do you have any idea what that would cost? And on a part-time gas station employee's salary, yet? You know what would happen, don't you—he'd tear it apart, go broke, get sick of the frustration and heartache and let the coupe sit in the garage again until his nephew got old enough to want it.

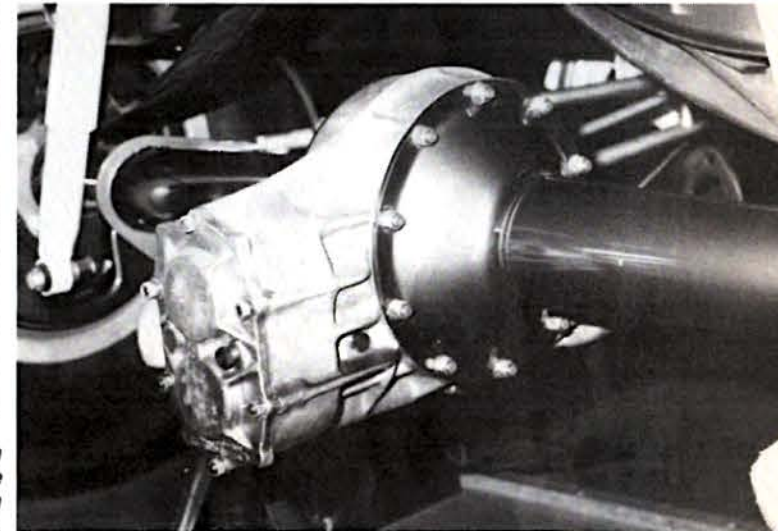
If George would be a little more realistic and just use what he's got, he could have himself a super, neat little rod and enjoy rod runs and club activities, for the price of installing and plating the proposed Jag rear end alone! He should pull the engine and trans and repair it with parts available from any of the many early Ford parts houses around the country. While that's going on, the mangled fender could be

Continued on page 63

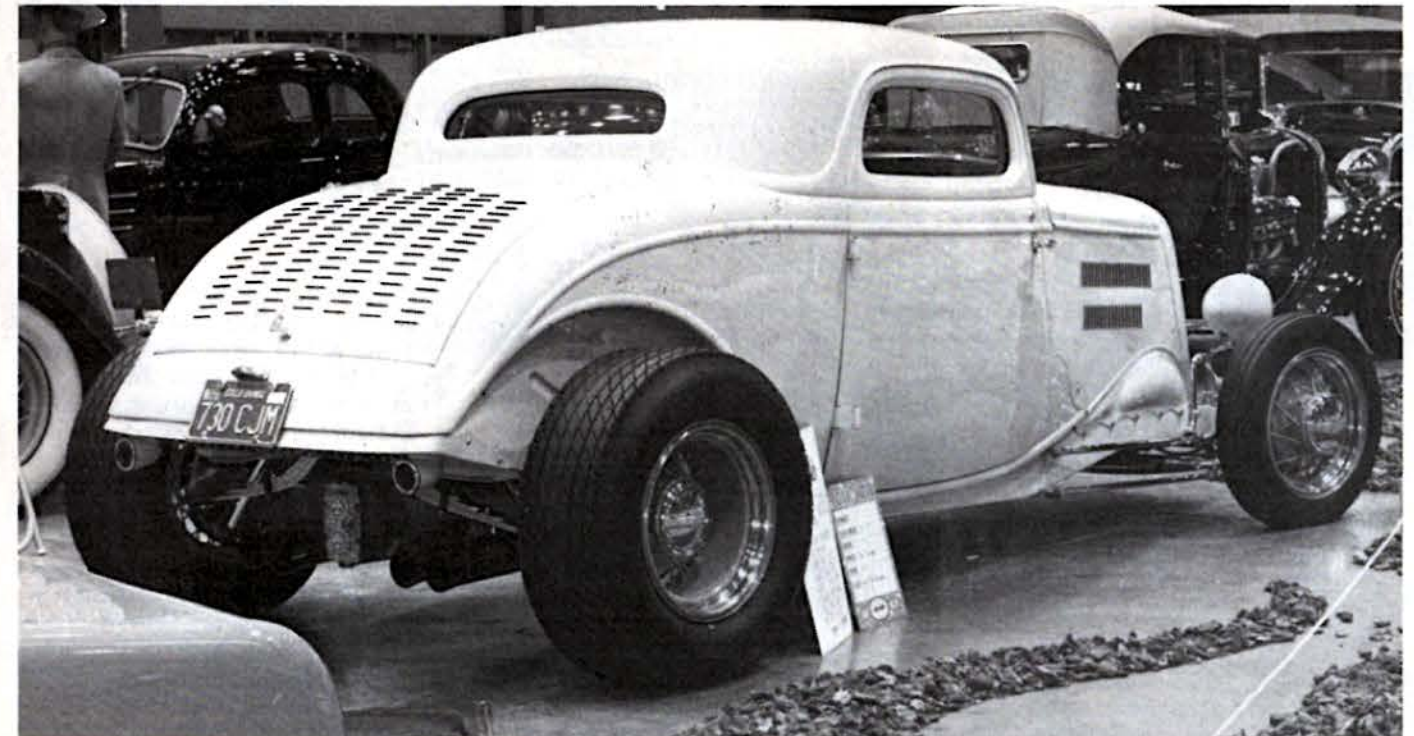
If you're fortunate enough to acquire an early rod like this one, don't think you have to immediately discard the early stuff to have a decent rod. Fix it up and enjoy it.



Rear end under this '34 sedan is detailed with contrasting flat and glossy paint. It's just as effective as chrome at a tiny fraction of the cost.



Two-tone paint can be used very effectively on undercarriage components. Brown and pale yellow are used under Jake's new '29 phone booth pickup with no chrome to be found.

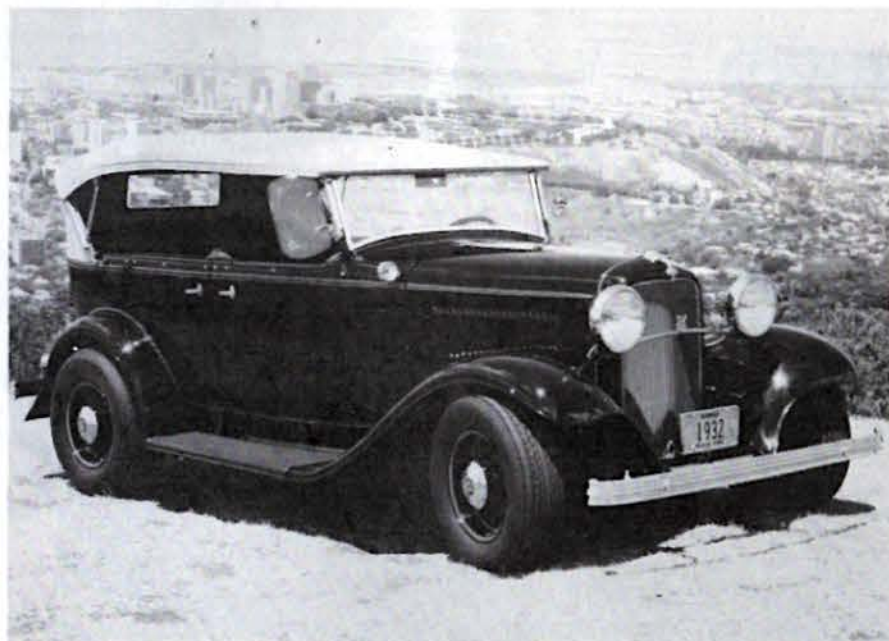


When Jake began restoration of the Niekamp roadster, the '57 Buick engine he found in it found a home in his Lakes-styled '34 coupe. It saved him the expense of finding a later motor and if you don't think it's strong, try the coupe at a stoplight sometime!

It's king of the hill. Jim Pflueger's neat '32 Phaeton sits perched overlooking Honolulu.



Fashionable Phaeton



All the original items are still on the car. Headlights were converted to 12-volt bulbs. Everything was rechromed at Model Plating in Paramount, Calif.

What Could Be More Perfect For the Hawaiian Islands!

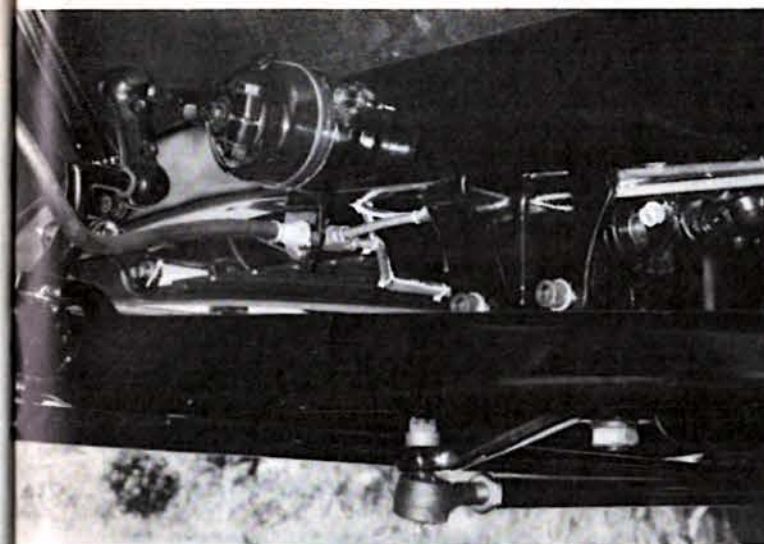
By Don Emmons

Jim Pflueger is a Lincoln-Mercury dealer in Honolulu, Hawaii, and a collector of fine automobiles. His latest project is this '32 Ford Phaeton just brought back from the mainland, where it underwent two years of rejuvenation. Not that it was under restoration for the entire two years, but it was one of those slow projects we're all so familiar with.

Pflueger had owned the car since 1948 and put a good many island miles on it before it began to show its years. He decided that it should be completely gone through and put back in original, or close to original shape. Like so many rodders today, he wanted to retain the stock appearance but update the running gear.

The frame was completely boxed and

Continued on page 65



Etched glass windwings are the work of Richard Dannebaum of Classic Glass in Whittier, Calif. Top needed all new wood for bows.

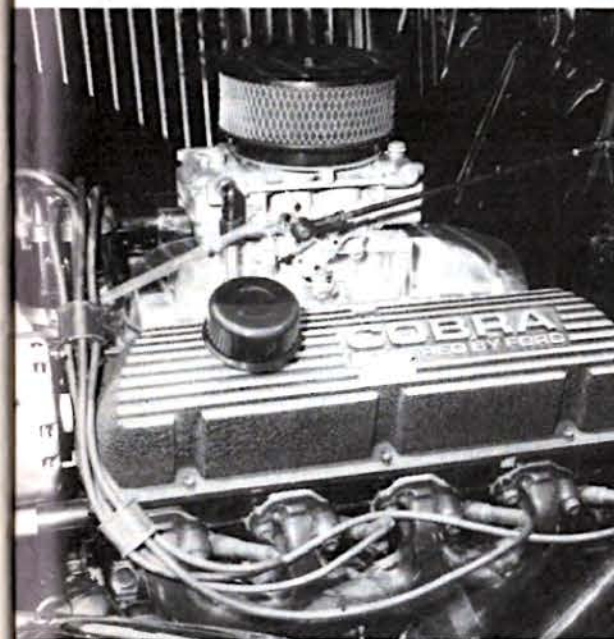


All of the chassis looks as good as top side. Steering arm on Vega box can be seen below frame rail. It attaches to left side rail.

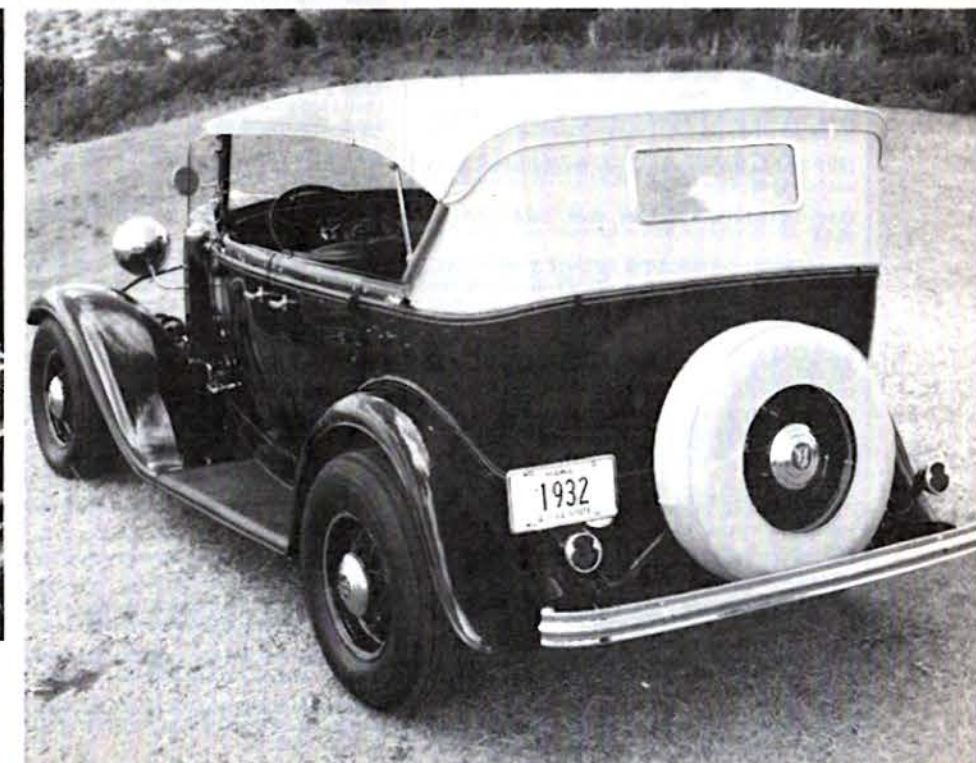


Inside and out, the car retains its stock appearance. Transmission is a '39 Ford unit. New carpet covers natural-finish wood floorboards.

Pflueger's transportation machine is just what he wanted—stock-looking, but updated for reliability. Top and spare tire boot were done in a material that simulates the original material. Kelsey-Hayes wheels were cut down to 15 inches.



To provide better everyday driving this new 289 Ford high-performance engine was put into the Phaeton. It's mated to '39 Ford transmission.



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A WILLYS FOR ALL SEASONS

'60's that ran in B/MP with a built 327 Chevy was nothing to sneeze at. Enough of the nostalgia bit. Let's take a look at a racer turned street machine.

The completely blueprinted, but now de-tuned, 327 Chevy has a CSC Dyna Rev crank, a set of Venolia forged pistons and Venolia rings. Rods are Mickey Thompson's forged aluminum. A Z/28 oil pump is used and a nine-quart oil pan is used. Also used is a Sig Erson R-990-C roller cam with Sig Erson lifters.

Heads are Mondello 2.02 injection heads that are fitted with Mondello's 2.02-inch intake valves and 1 1/2-inch exhaust. Sig Erson dual springs are also used. Other trick race engine ideas include matched ports, screw-in studs and PC seals.

To convert it back to a good street runner, a Chevy 302 manifold and a Carter carburetor were installed along with a Chevy high-performance distributor and a set of custom-made headers. A '68 Munci transmission with a Hurst shifter are also fitted.

The original Willys was built with a strong chassis and did not need much reinforcing to make it a drag car. The frame was boxed and a center cross-member installed. The stock '41 Willys front axle came with hydraulic brakes and this setup is still being used. Shocks are Monroe. The steering is a Ross box with a stock column and wheel.

The '57 Olds rear end that was used for racing is still doing the job. It is set up with coil springs on top of rectangular tubing traction bars. The final drive ratio was changed to a 4.11, but the Henry's axles related components from the car's racing days remain. Monroe shocks are used here, too. Cragar wheels are fitted all around with small Goodyears on the front and L-60 M/T biggies on the rear.

It's hard to believe this sharp machine was once a drag car. All of the stock items, things often discarded when a car is stripped for racing, like the grille, headlights, taillights and bumpers are all original and look new. For that matter, the entire car is original even to the sheetmetal. It didn't need any major bodywork when Komori first bought it. Now it sports a candy orange paint job that has won a number of "Best Paint" awards at many of the car shows around the islands. Paint was sprayed by William Purnell. The super fine black leatherette interior was done in a large block pattern by Rickey's Custom Upholstery in Honolulu.

Russell Komori's super fine Willys converted easily to a very fine street rod. We can see why he wouldn't let go of it. What could be better than a neat street rod with built-in nostalgia?

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replaced with an excellent fiberglass reproduction for much less than it would cost for repairs. The paint could be rubbed out to remove the years of oxidation, the interior scrubbed, brakes repaired, springs tuned up and tefloned and a set of quality radial ply tires mounted to the disc wheels. Presto! George isn't broke (well, not completely anyway), he knows a whole lot more about cars and best of all, he's got a nifty old-time looking coupe (all the rage lately) to drive and enjoy while he's saving his money. Later on if he still wants that Chevy so bad, he'll have enough money to do the job right.

Of course, everyone can't be as fortunate as George, but you get the idea. It just isn't necessary to have the latest double-trick, super-whammy setup to have fun with a rod. Top rod builders and drivers like Dick Megugorac of Magoo's Auto Shop and Pete Chappouris and Jim Jacobs of Pete and Jake's Hot Rod Repair will be the first to tell you the same thing. Just because something's old doesn't make it bad. If that were true, we wouldn't be fooling with rods in the first place. Sure, discs are neat, but with new linings, springs and wheel cylinders, early Ford brakes provide plenty of stopping power for the street. A '39 Ford trans with bad synchros and bearings is junk, but with fresh parts it'll take you anywhere you want to go, provided, of course, you don't play Don Prudhomme too many times. The same holds true with early Ford rear ends. Naturally, safety should be the first concern. Make sure your brakes work properly and your steering is nice and snug, etc. After that it becomes a matter of neatness and attention to detail.

A rod with painted wheels sitting nice and low with that "just right" rake and a quality solid color paint job will quite often have more crowd appeal than the wildly painted rig with clashing colors and the widest wheel and tire combination you can buy, barely covered by add-on mud flaps and costing three times as much.

A custom-built tube frame costs a fortune, but a carefully boxed stocker with welds neatly dressed will serve the purpose just as well on the street. A late model Chevy is light and plenty strong but that old Oldsmobile will run forever, if not overly abused, for lots less money.

A completely chromed carburetor is just so much dazzle, but one that is spotless with a neat air cleaner and chromed linkage demonstrates pride of ownership.

You can apply the same principle to every area of rod building. Since it's an election year, we cast our vote for common sense rod building.



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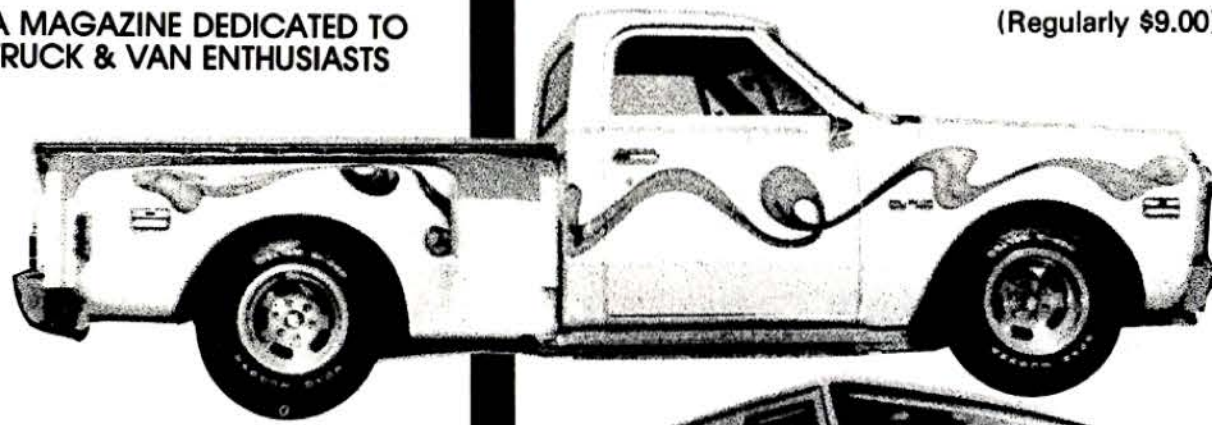
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