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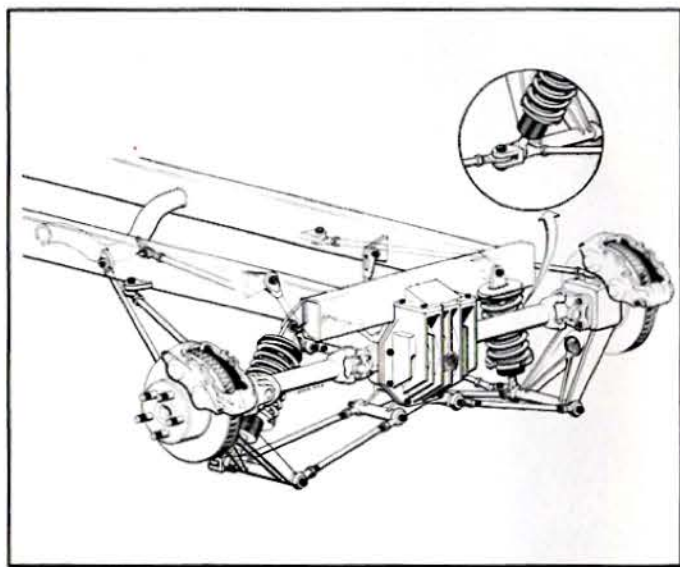
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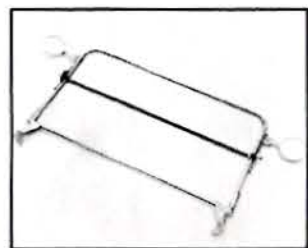
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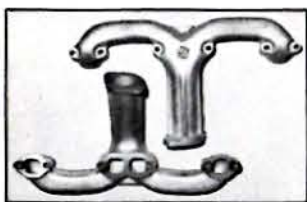
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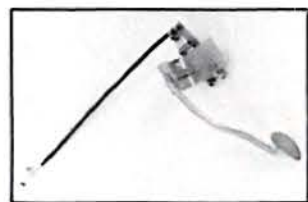
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VOLUME 5, NUMBER 10
OCTOBER 1976

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JOE MAYALL/Editor
J. NEAL EAST/Technical Editor
BRIAN MURPHY/Feature Editor

Contributing Editors:
Jack Stewart, Dick Mendonca, Rick Eccli,
Bill Brutsman, Robert Hegge, James
Handy, Andy Southard, Jr., Andy Herbert,
Jim Smith, Bill Temesy, Ed Welch, Bud
Lowery, Al Cooper, Junji Nakamura, Dean
Batchelor, Roger Kilborn, Herb Gehlken,
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Correspondents:
Pat Williams, Pat Haley, Cliff Clark, Richard Law,
Jerry Moon, Jim Grinlinton, Richard Royer,
Skot Ingram, Curt Rymkus, Bob Boward,
Sherm Porter, Pat Chappell.

ALAN P. KUDA/Western
Advertising Director
7950 Deering Avenue
Canoga Park, California 91304
(213) 887-0550

LEE SALBERG/Eastern
Advertising Director
333 N. Michigan Avenue
Chicago, Illinois 60611
(312) 263-4569

KAREN R. LAMONTIA/Advertising
Coordinator

BOB RATNER/Production Director
JOHN ERNSDORF/Executive Art Director
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RICHARD GEHRUNG/Graphics Director
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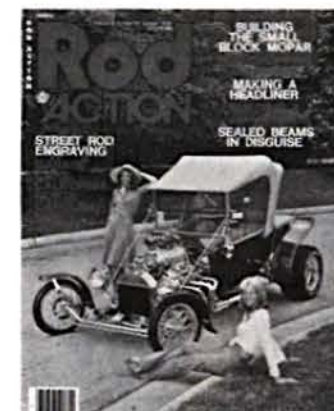
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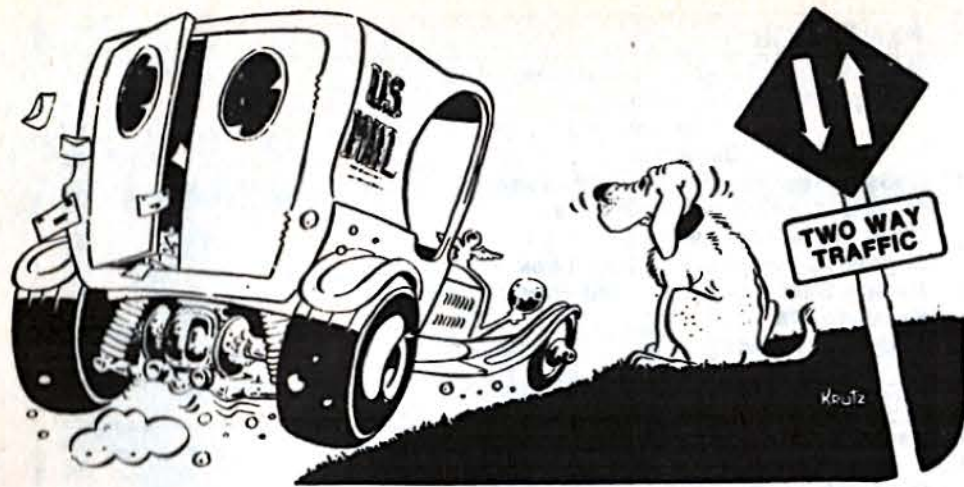
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COVER: The pride of the South, beautiful rods and even more beautiful women. The Total Performance prepared T-bucket is owned by the Southern Classic Street Rod Shop of New Orleans, Louisiana. Also gracing this month's cover are two lovely southern belles, Ms. Cathy Inman (standing) and Ms. Cathy Jones (seated), from Winston-Salem, North Carolina. Photography by Brian Brave, our fearless Editorial Director, who else?



I have a problem with my 1940 Ford coupe that I hope you can help me with. I have installed a dropped axle and after putting everything back together, the arms on the spindles hit the curve in the axle. Do you know of a parts house that has spindles to solve my problem? Or does someone rework the stock spindles? I would appreciate your help.

Cecil Barnes
Richardson, Tex.

Guess you missed our article on installing dropped axles in our March 1976 issue. Yes, you do have a problem, but all you have to do is heat and bend the steering arms so that the radius of the arm where it comes off of the spindle is tighter. You may have to make it lower as well so that the tie-rod will miss the radius rods. You won't have much luck getting your local shop to do something like this. Most will tell you that it can't be done, but they are wrong as it has been being done for years and all works out well. Possibly you can send them to Pete & Jakes or Hamilton Automotive here in L.A., but usually this type of work is done on the car with the axle installed.

I have been an avid reader of Rod Action for some time and have found it to be a valuable resource while building my street rod. The time has come for me to draw on your resources directly. I am installing a 289 and automatic combination in my '30 Ford pickup and I've run into a snag. Some years ago an article appeared describing a shortened version of a 289 water pump necessary for this installation. I need an address for someone that can do this for me. This pump is very necessary for the continuation of my current project and I am hopeful that you can supply me with Kugal's current address, or perhaps another supplier.

T. J. Steiner
North Huntingdon, Pa.

Sorry, we don't have a good address for Kugal either. But, if you are set on shortening the pump, you can do it yourself for pennies. Take the pump apart and you'll see what I mean. You can gain about one inch in length by merely pressing the hub and the impeller further onto the shaft and then shortening the shaft. Take the pump to a shop with a press and have at it, you can pick up about half an inch on each end. If you need more than that, you will have to have the impeller or hub removed from the pump and then shorten the bearing housing some. You can then have everything pressed back together as above. Basically that is what Kugal did and you can get it done in any shop that has a good press.

Just finished your article, " '29 For '76" in July Rod Action. Was interested in how the engine mounts were made, looks like a very good job. I am about to put a '65 Ford 390 in my '48 Ford truck. I was planning to use J. C. Whitney motor mounts, but they no longer make them available. Do you have any ideas where I might find some like the ones they have? Using them would sure make the job easier.

Carl Stahl
Union Dale, Pa.

You can use the Hurst mounts. If I am reading the catalog correctly you will need part number 177-6639 and a set of through-bolt engine insulators part number 137-4850. I have no idea what these will cost, and please check the part number to make sure they are the right ones. I'm sure these are the same thing that was offered by J. C. Whitney.

I am building a '29 highboy and I read your article in the July issue of Tom Utsuki's '29 and I'd like to know what kind of Ford rear end he used and any alterations required. Is there any place you can buy a fiberglass '32

radiator shell and is a '29 radiator enough to cool a small block Ford? I was reading an article about a roadster and they had to move the seat back to fit. My project is a coupe but I am making it a roadster and will I have to move my seat back? I would appreciate any info on '29 highboy projects anyone has.

Dave Smith
Raymond, Wash.

The rear end in the Utsukis' roadster is a 1969 Mustang and it is stock except for the mounting brackets that were added. A 'glass radiator shell can be obtained from several manufacturers, Ai is one of our advertisers and should be able to help. Also check with Wescott's in Gresham, Oregon. Yes, a '29 radiator will cool the small block Ford if it is in good shape. Suggest you have it re-cored or buy a new model A radiator to be on the safe side. As for moving the seat back, that depends on whether you're 5'-6" or 6'-5" and how much you recess the firewall for the engine. Right now I'd say you are at a wait and see spot.

I too was at Memphis last year, and not only witnessed, but was a part thereof of the doings. Somehow, not under the influence of anything but cola, I too leaped into the pickup truck for a pass around the Hilton, to bare my posterior. Fortunately I was engulfed in such laughter at the thought, that I was unable to stand, when the pickup came out front. I promptly regained my senses and split, to my embarrassment. I promptly regained my courage, but used my vehicle to "moon" on a single pass, my exhibitionist desire satiated. You ask, how can a grown man 31 years old and unintoxicated do such a thing? I really do not know. I was not ashamed of what I did because at the time it was funny. What I did not think about, until I read Dick Wells' comments in StreetScene, was quite obviously the thoughts and reactions that the spectators had of street rodders while at the Hilton. Like it has been said, we probably sent the image of the sport back 20 years to "Hot Rodders." What they think of us is probably what I think of the vanners ten fold.

Name Withheld By Request

I couldn't agree with you more.

Robert Hawk
Seattle, Wash.

I'm glad to see that a person of your caliber has finally voiced an opinion on the "Boob Nationals." I agree with you on your One-Way column in the July Rod Action.

Ross
Acton, Mass.

In regard to your editorial in the July 1976 issue, "Boob Nationals." You are right to criticize the behavior of these young people. These few do spoil the reputations of thousands. However, I do not feel it was necessary to print the picture of the naked contestants. Words would have been sufficient to get the message across. Especially when people of all ages, including young teenaged boys, read your magazine cover to cover.

(Mrs.) A. C. S.

While we agree with your article in the last issue of Rod Action one hundred percent, we don't think that a picture was needed to get the point across. Knowing how effective your literary efforts have been in the past the message would have gotten through just as effectively and you altered the picture by bleeping the picture with a marking pen, preferably no picture at all. Most of us are family rodders with small children who like to look through the magazine, if for no other reason, just to look at the nice looking rods. We would hate to have to hide Rod Action from them. We also feel strongly that any and all offenders should be made to leave any activities. We do not wish to be subjected to any of their shenanigans. If this kind of behavior is allowed to continue, a lot of us do not plan to support or attend the larger runs that seem to attract that kind of behavior. We feel that rodding should continue to be good clean family oriented fun that it has been in the past. Keep up the good work and let's keep nudity out of our magazine.

Peter A. Maldue
Burlison, Tex.

Agreed, ROD ACTION is an automotive magazine, not a girlie book. Tex thought long and hard about use of this photo, as he explained in the editorial . . . however, he felt that a great deal of impact would be lost without the photo. Apparently he was correct, judging from the flood of mail we have received on this subject. Like Tex says the old man hit the mule between the eyes with a chain just so he could get the mule's attention.

You probably have never noticed, but it is also one of Tex's philosophies never to show a photograph of anyone drinking an intoxicating beverage or smoking. We may never have any of the lucrative beer and cigarette advertisers in ROD ACTION, but that's the way the old ball bounces. All of us at ROD ACTION firmly believe in presenting the sport in its best visage, mainly because we like the sport, and we believe in the highest ideals of its practitioners.

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OF POLITICS AND THE ECONOMY By Joe Mayall

Finding things to write about for this part of each issue is not always easy. Sometimes it is deadline time before something moves me and sometimes I go even beyond that. But, this month it was easier. I just returned from another event where the host group did everything right to have an event that would be worthy of space in this or any other publication that deals with Street Rod event type coverage. But, everything being done right with the event will not assure that the coverage of the activities will ever be printed.

Time and time again we get letters from groups and individuals that feel they have been slighted by not having some sort of coverage of their event, regardless of size. But, let's look back. Most of the time this complaint comes after the event has been completed. Prior to that the date and any particulars were well guarded and only those that were close to the actual event had any idea of what was happening and

when. It's impossible for members of the press to find an event if they don't know where to begin looking for it. So, my tip here is to let the press be aware of what you are trying to do well in advance of the date and provide them with someone to contact.

Now, I'm sure I can hear some of you out there saying that you have made the press aware of your event and still you were not given the desired coverage. This is the other side of the coin, there are a limited number of people available for this type of coverage and there are a lot of events that deserve some type of attention each year. The schedule may conflict with previously made commitments, or the workings of the publication production. However, even through there is a conflict one year, the information could well be used the following year. The right way to interest the press in your events varies with the type of publication you are dealing with, but for

the most part just get the information to them and let them know they are welcome. Don't promise anything you can't provide, and don't try to make the event suit the press—be yourself.

Now, to the main reason for this piece. As I said above, I just returned from an event and that is what inspired me to have my say on the subject. I'll tell you what happened and see what you think. Last year we got the information on the event along with a request that we try to attend. We were told all about what the run had achieved in the past and what we could expect in the way of numbers of cars, events, etc. It was a pretty appealing invitation and it sounded like we would be able to get enough material to justify the \$1000 plus cost and the four or five days away from the office. We looked at our schedules and found that mine was such that covering the event would be easy, and I wanted to see the area so all was great.

A couple of months before the event, I called the coordinator and told him I'd be there, when I'd arrive and when I would depart. I asked for information on the headquarters motel so that I could make reservations. The event director told me that he would take care of everything, there would be no problem. Later, closer to the event itself I checked in again and everything was still A.O.K.

What I am about to say should be taken as information, I am a big boy and I can take care of myself for the most part, but the things that happened are the reasons that even though the event may be a cracker jack in every respect, it won't get the best coverage.

Apparently after my phone conversations with the event director, he decided his job was done—the press was on its way. There was no room in my name when I arrived at the motel, there were rooms available so that was not a problem. The next day I found my way to the event site and made my way to the registration area to check on press credentials and some information about the schedule for the event. I don't know who the young lady on the desk was, but she wasn't aware of me or *Rod Action Magazine* being there. I was told to check with the event director, he was in one of the other buildings. Being the day before the event, I still didn't panic as everything was going to be just fine as soon as I located the famous event director. Wrong again, the event director was celebrating the event early and could care less about my being allowed on

(Continued on page 80)

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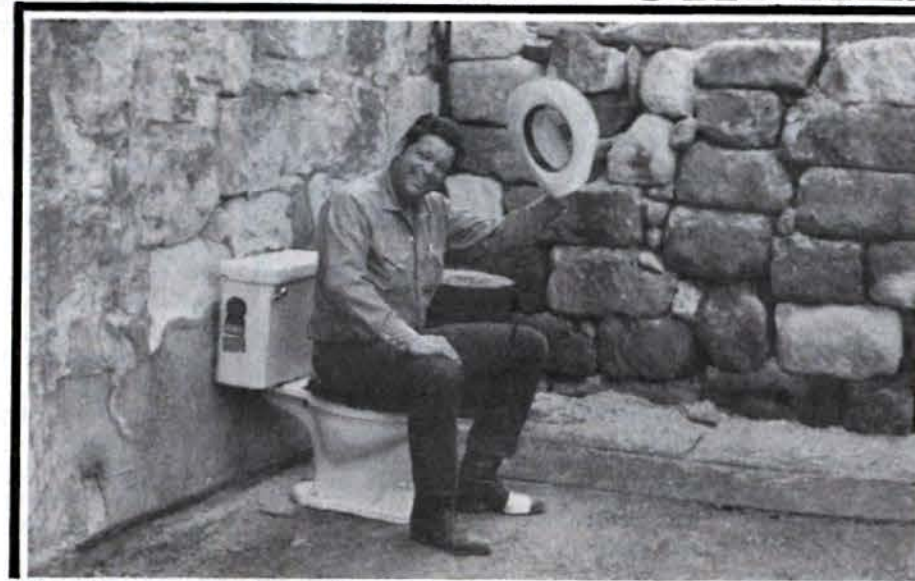


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If the doctor said two a day and you mistakenly took four, pause for a moment . . .

If that new chromed front end just will not go back together correctly, pause for a moment . . .

If you would like to build a new street rod, but can't find the full information on how to do it, pause for a moment . . .

If you find your local newsstand sold out of *ROD ACTION* early every month, pause for a moment . . .

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CB NOW OR CB LATER?

That's the real question.

By Will O'Neil

A revolution is sweeping the world, and it's not the kind that happened in 1776 and the one whose anniversary you're celebrating in 1976. At the moment it's pretty much limited to the automotive world and its fringes, but it's a very real revolution and one that no amount of effort is likely to stop the tide. It's the ever-mounting demand for installation and use of CB radio in just about every facet of the automotive sport, hobby, or occupation.

Although some people are calling this sudden and unrelenting need for instant two-way communication between people a craze, a mania, or short-lived popular fashion, I'm convinced that it's not a fad, that it's here to stay. It's got just too many things going for it to be a passing fancy, and I predict that some day in the not far distant future CB radio will be just as common as AM or FM radio or 8-track stereo, maybe even more so. Even the standard heater, installed in most cars sold by Detroit manufacturers, isn't needed in the more temperate climates of the United States. But we've found no place where more and better communications are not needed, or at least wanted.

If you haven't yet installed CB in your street rod, or if you've just put

it in and not had time to drive cross-country and experience the untold number of uses for this marvelous invention, you really have some exciting moments ahead of you. You've undoubtedly read all about CB, since just about every magazine you pick up these days has an article on the subject, but most of them have examined only the plaything aspects of two-way radio, leaving out the many practical uses or the psychological benefits of keeping in touch with the rest of the world while out on the highway. Of course keeping in touch means that you are a real part of the experience, not just a listener. For it's your feed-back that makes CB different from just plain AM or FM radio. With CB you really get involved, and that's what it's all about. And that's why the question isn't whether or not you'll have CB, it's whether you'll have it now or later.

How do I know all about CB? How did I suddenly become a self-styled expert on two-way radio, qualified to discuss with intelligence a phenomenon which is just now revealing its tremendous potential? Well, I'm not an expert, just another street rodder like yourself, but willing and anxious to share my experiences with you. The truth is, I've had my CB in the '41 Merc woodie just a little over

three months, but in that short span of time I've driven it over 6,000 miles from coast to coast, a driving time of about 120 hours. And I'll bet that CB unit was on 110 of those hours. Shortly after that trip I did it again, this time riding shotgun in the '47 Chevy, and this gave me even more time to discover CB. You see, I'm addicted.

Here are some of the ways that CB came in handy:

Vineland, New Jersey isn't a big city, population-wise, but it's a sprawling farm community that's pretty hard to find, and I couldn't find it. Not without help. And help was forthcoming on my trusty CB radio. A friendly motorist couldn't tell me exactly how to find Vineland, but he was going there himself so he told me to follow him, which I did. And when I found Vineland, Joe Ferrante and every street rodder in town were out looking for me with their CBs to guide me to the right street and the right house. There's no map in the world that could have done the trick any better.

Then there's Williamsburg, Virginia. Williamsburg isn't hard to find as you come south from Pennsylvania and New Jersey, but in a caravan of rods, all with CBs, it's much easier to find than with the road maps available. It was easy to skirt the big cities and the construction areas and take advantage of the scenic less-traveled routes. With our competent leader, Popeye, always keeping the front door open, me watching the back door, the other guys, including Sunshine, Paint Man, and Grave Digger, could just pull up a rocking chair, take it easy and enjoy the scenery. Which they did, with all but Popeye discarding all of our maps. When everyone but me got through a green light at an intersection, it was easy to notify the front door, and the caravan slowed down enough for me to catch up. The only way to go! The trip to Williamsburg of just a little over 300 miles was an enjoyable experience, thanks to CB.

St. Louis, Missouri, in case you haven't discovered it, has all kinds of construction going on on both sides of the city. While CB didn't do away with the traffic problem we ran into, it did make it a bit easier for us to relax when we knew, via radio, exactly how many more miles we had to go to find easy sailing. Same for the weather. Torrents of rain as we drove through the mid-western states was of great concern, but oncoming CBers assured us that eventually we'd be through the stormy area. And those sudden patches of dangerous fog on the open highway are no longer as sudden and no longer as dan-

gerous when you keep your ears tuned for advance reports.

Ever find yourself running with the gas gauge on empty, with no knowledge of when or where you'd find a service station? In the wee hours of the morning? On Sunday? Well, that happened to me east of Gallup, New Mexico, on the way home in the woodie. I knew I could make it to Gallup, and I did. But as I approached the city there was nary a gasoline station open at 4:30 a.m., and I was a bit concerned. Almost as an afterthought I picked up the microphone and asked for help, from anyone listening. I was reassured by a trucker that the west side had plenty of stations open, and he directed me to the big 76 truck stop, a nice sight to see that time of day. It was in that same city that an experienced trucker informed us that you have to drive in the left lane if you expect to get through town without hitting a pedestrian or running into a lot of stop and go traffic. We heeded the warning, and much to our pleasant surprise, we didn't hit anybody and we didn't have any traffic problems. Gallup is not an easy town to get through.

Roadside problems, or potential roadside problems, are much less frequent when you make effective use of CB, both for you and for the other guy. Many travelers in distress are aided quickly through use of their radios, with someone to the rescue almost immediately. The hood on the '47 Chevy was not securely fastened after one of our pit stops, and was noticed by an oncoming trucker. We immediately pulled over, fastened it quickly, and thus avoided what could have been a dangerous incident. At other times we heard drivers being warned of wheels that were wobbling, gas caps that were missing, exhausts that were smoking excessively, and brakes that were burning.

Then there are the instant friendships. Coming down the Cajon Pass approaching San Bernardino on the way home, we made contact with a guy on a full-dress Harley two-wheeler pulling a trailer. Seems he hadn't been out this way for 30 years, was on his way from South Dakota to San Diego, and needed some guidance on what highway to take. We took the front door and guided him to the right turnoff, have never seen him since. But we trust that Whiskers made it to San Diego O.K.

And so on. There's no limit to the practical uses of CB. We've purposely omitted the smokies and how you can out-fox them with your two-way radio, but you've already heard about that. Haven't you?

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Now a "T" with some room. Comes with opening rear door, full firewall and dash. Also available are opening pass. side door, wood kit, windshield, frame and hardware. Fits approx. 103" WB.

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Front Fenders—(pass.) 1927/28, 31, 32-33 34 Master,—34 35 Std.—1937, 38, 40, 55, 56, 57,—(1/2 ton)—1931, 32, 36, 37/38, 39/40, 41/46, 55, 56, 57. Rear Fenders—(pass.) 1931, 32, 33-34 Master, 33-35 Std., 37-38—(1/2 ton) 1931, 32, 34-36, 37-38, 41-46. Gas Tank Aprons—31, 32, 33-34 Master, 34-35 Std. Radiator Aprons—31, 32, 33 Master. 1931 Convertible Body.

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outh coupe. Get the idea?

Above all, if you dig street rodding at all, get involved in one or more of the events. There's nothing like it anyplace in the world. There is no other place in the world where you can see thousands (not a few hundred, but thousands) of beautiful cars all in one place. More than one guy, upon arriving at the Nationals for the first time, has said, "Man . . . I'm in Heaven!" That's the feeling. Another guy said, "It's like walking barefoot into a room filled with nude lovelies and being able to jump up and down." Agreed, that's reaching a little for a good description of the true feeling of attending the Nationals of your choice, but it makes the point: You are a part of something when you're there, and that something is what's happening in auto-sports today.

If it's that great to be there to see it, imagine the feeling of pride if you're there with your own car, whether it's a street rod, a street machine, or a van. The beautiful part of street rodding is that anyone can participate. As one youthful car owner put it, "I've had this five-seven (pointing to a nice '57 Chevy) for years, and I've been saving my money to get it competitive for drag racing. I've never won anything. To come here (to the Nationals) I didn't have to do anything to it, and I'm a part of this great event." In other words, no matter what you're driving, there's a place for you in Nationals Week. If you've got a pre-1949 street rod of any type or description, you can have your "fun with cars" at the Street Rod Nationals. If you've got a non-stock, non-racing, street legal machine, pickup truck, dune buggy, or van, you qualify for participation in the Street Machine/Van Nationals segment of Nationals Week. It's that simple.

Not only can you be a part of it, but you might also realize the prestige of special recognition. You know, virtually all rodding magazines cover the Nationals (including the Nats East, Nats South, Nats West, Nats North, as well as the big Nationals Week). And that means "good odds" for your car to be photographed by one of the many editors in attendance, which will probably result in a picture of your car, maybe even a feature, appearing in a quality monthly like this one, *Rod Action*. Not a bad gig, you say; but more importantly, it could be the only chance you'll have of ever getting your car featured.

To get a feature on your car in a magazine might be a selfish reason to trek to the Nationals, but it's a

Van Nationals and the Street Rod Nationals, will be the one to end all. As in 1974, the International Rodding Fair will be presented at the Minnesota State Fairgrounds, July 15, 16, and 17 for the Street Machine/Van Nationals segment; and July 21, 22, 23, and 24 for the Street Rod Nationals. Start planning now; you can even send for your entry forms by writing to National Street Rod Association (NSRA), International Rodding Fair, 3407 W. Olive Ave., #205, Burbank, CA 91505. Or, if you're a member of NSRA, you of course receive monthly issues of *StreetScene*, in which you'll find entry forms for both events. In all cases, when you correspond with NSRA on an event, be sure to identify the event of your choosing. Otherwise, you might get the wrong entry form, and you'll look a little silly driving into the Street Machine/Van Nationals in a '34 Plym-

So you missed this year's Nationals? Wow! Now that's a bummer. But not all is lost, as long as you have the patience to wait for the 1977 rod run season to roll around, because NSRA has some impressive plans for next year. Starting in the spring, there'll be the giant Street Rod Nationals West in Phoenix. And close on the heels, the Street Rod Nationals South in North Carolina. Next up is the Street Rod Nationals East in Baltimore, then the new event being planned, the Street Rod Nationals North, and there's still another new one (to be announced soon for dates and location) which will be known as the American Cup Championship of Street Rodding.

But the biggy, the International Rodding Fair, which will incorporate at the same location but on alternating weekends the Street Machine/



possibility. Most rodders agree that the most important—the most valuable—feature of the Nationals, and participation, is all the friends you make. And if you go to the events year after year, you have the chance of renewing those friendships on an annual basis. That is very important, because that's what street rodding, as a hobby-sport, is all about.

NEW "FELLOW PAGES"

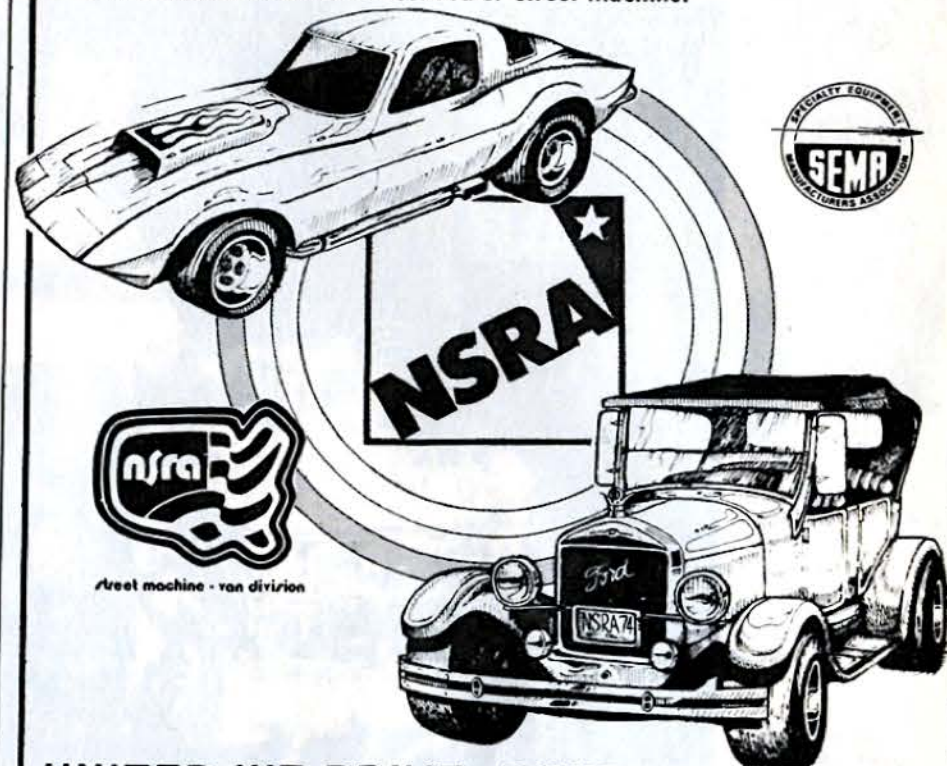
They're now out: All current members of NSRA, and all new members to join up in the future, receive the "Fellow Pages," that all-important directory of street rodders who willingly list their phone numbers so that other members of NSRA, when traveling, can call upon them for help if needed. Granted, the "Fellow Pages" directory was designed as a reference for rodders in trouble, a place where they could find the name and phone number of another rodder who would willingly help out, if only with advice (where to get emergency service and so on). But the "Fellow Pages" have taken on a new dimension. Now, it seems, the traveling rodder will just phone a fellow member in a distant location to say "hello." And, in some cases, the conversation goes like this, "Uh, say, do you by any chance know of any good vin-tin available in this area . . . ?"

The "Fellow Pages" is really symbolic of street rodding, which takes pride in the aura of friendship and comradeship which prevails throughout the sport. From helping hand endeavors to just friendships, that's what street rodding, as a hobby-sport, is all about. And, of course, having fun with cars, but free of extensive rules, regulations, and regimentation.

If you're into street rodding, but not a member of NSRA, the time to do it is now. For ten dollars a year (that figures out to something like less than 20¢ a week), you get an official membership card, a couple of decals, monthly issues of *StreetScene* magazine, the member's news monthly, and your copy of the "Fellow Pages." More importantly you get a chance of having your own name and phone number in the next issue of the "Fellow Pages," but only if you want to be listed. You can send your name and address directly to NSRA at 3407 W. Olive, #205, Burbank, CA 91505, with the \$10.00 annual fee, or use the coupon which accompanies this column. Or send to NSRA for the membership application brochure, in which NSRA and all its services are reviewed. But do it now.

STREET RODDERS UNITE!

Remember the talk about a year ago? Many were saying street rods were an "endangered species." Things are getting better in some sections of the country . . . but there are still legislative problems on the horizon, legislation which could be cause for street rods becoming extinct. Get behind the National Street Rod Association, unite with others who support the organization working for you. To protect your right and privilege to own, build, and drive a street rod or street machine.



UNITED WE DRIVE. DIVIDED WE PARK.

Join NSRA today to demonstrate your support of the street rodding sport's only organization working for you. You'll receive your official NSRA membership card, windshield decals identifying you as a rodder, and monthly issues of the street rodding sport's only news monthly, *StreetScene*. All for a single membership fee . . . and plus protection.

Join the "Street is Neat!" Bunch:

STREETSCENE/NSRA MEMBERSHIP APPLICATION

Mail directly to:

NATIONAL STREET ROD ASSOCIATION

3407 W. Olive Ave., No. 205

Burbank, Calif. 91505 213/849-7711

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| <input type="checkbox"/> One year. \$10 | <input type="checkbox"/> Check here only if you are renewing |
| <input type="checkbox"/> Two years. \$18 | |
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| <input type="checkbox"/> Five years. \$40 | |
| <input type="checkbox"/> Lifetime Membership. \$175 | My total amount enclosed is: \$ _____ |

I'm with you! I want to support the street rodding sport, so I'm joining NSRA. Enclosed is the correct amount: Start my *StreetScene* subscription at once, and send me my decals and official membership card.

Name _____

Address _____

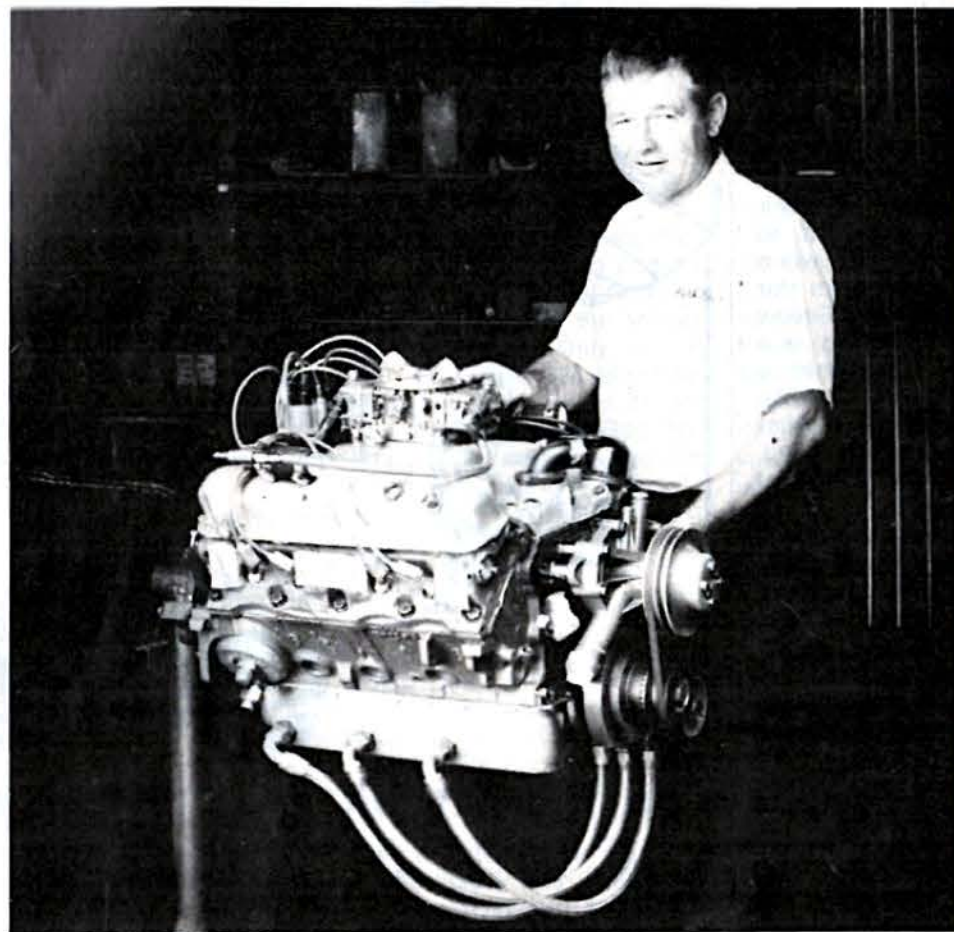
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BLACK MAGIC

The folks at Keith Black Racing Engines show us what it takes to build a high performance Mopar small block.

By Dave Emanuel

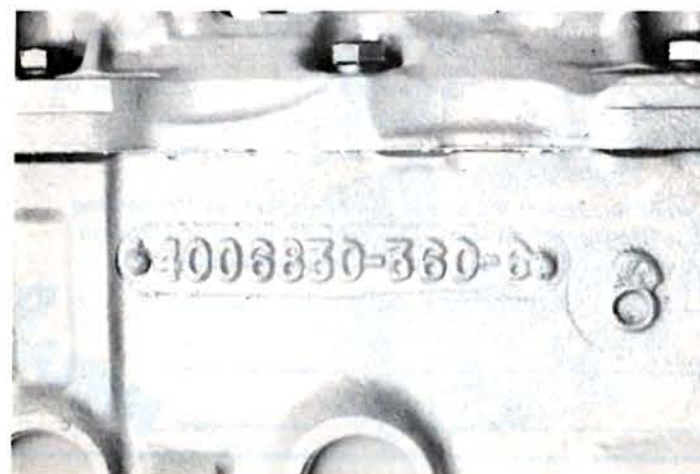


Of all the street rods built and/or rebuilt each year, only a very small percentage are powered by something other than a small block Chevrolet. And while this engine is an excellent choice, many Mopar aficionados grit their teeth with displeasure at the mention of anything other than a Chrysler produced powerplant.

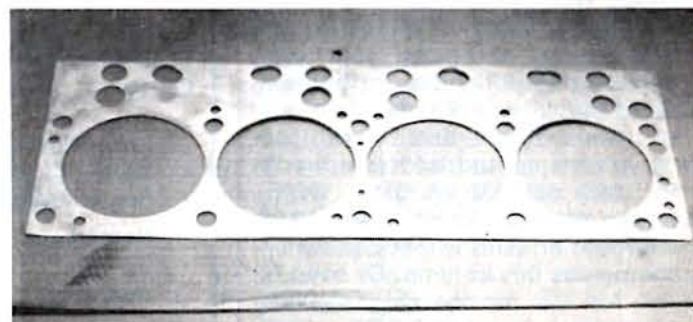
While the 426 Hemi has received a great deal of attention, the physical size and weight of the big block frequently make its use in an early rod impractical. But the Hemi isn't the only engine in the Mopar lineup. The "A" series small block has been around since 1967 and the later 340- and 360-cubic-inch versions can be

turned into excellent street rod motivators.

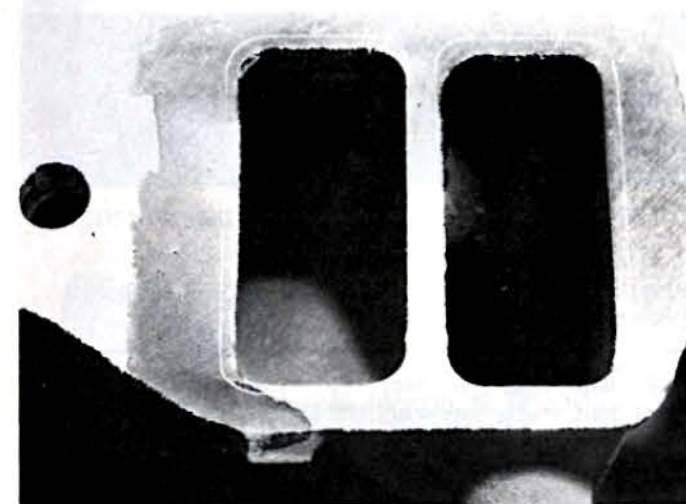
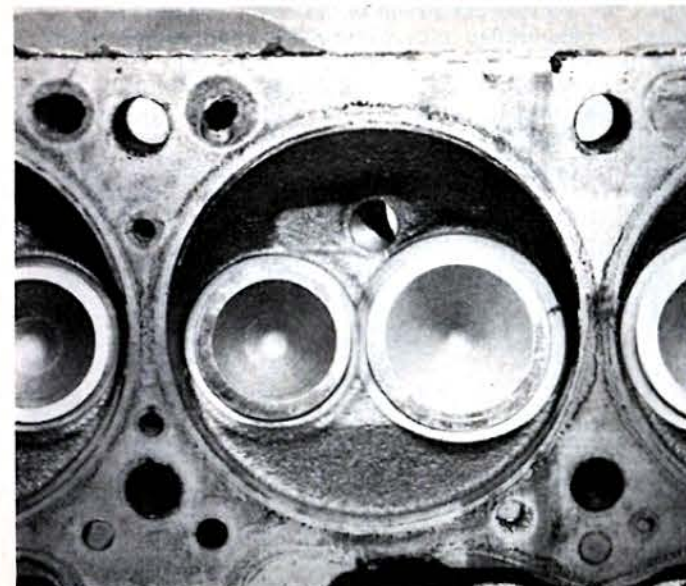
Since the name Keith Black Racing Engines is closely associated with high performance Mopar engines, Black's facility (11120 Scott Avenue, South Gate, CA 90280, (213) 869-1518) seemed like the logical place to find the information needed to build a



"A" series block types are easy to identify, displacement is cast into side just below deck surface.

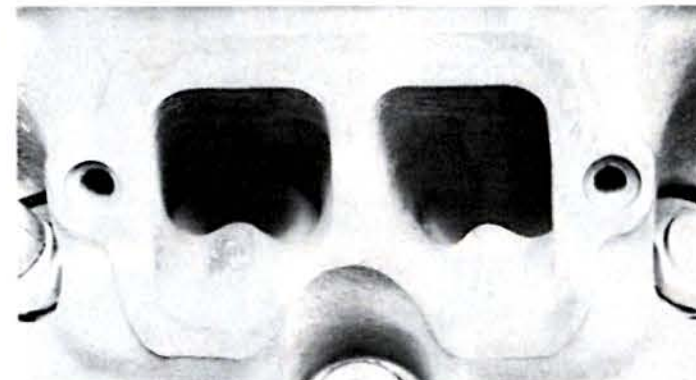
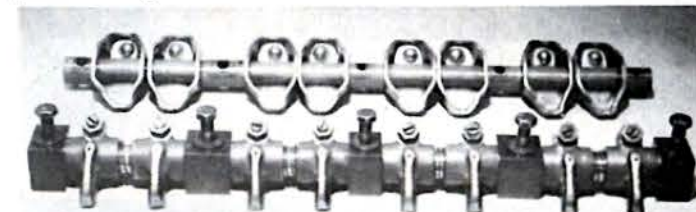


If all else fails, copper head gaskets are available from Keith Black. Copper gaskets can be used repeatedly and sometimes seal better than conventional types.



If Trans/Am heads are not available, and they usually aren't, earlier model 340 units will do nicely, contain larger valves than later heads.

Most "A" engines are fitted with hydraulic lifters and therefore use non-adjustable rocker arm assemblies (top). Adjustable assemblies are necessary with all mechanical lifter cams and are available from the "Direct Connection" parts catalog.



Small block Mopar does not respond well to conventional porting techniques. Ports must be welded as illustrated to significantly increase flow. Multi-angle valve job is most sensible alternative.

Increased performance and gas mileage may be obtained by matching port openings in the head and intake manifold. Gasket may be used as a template to scribe outline on mating surfaces.

sound high performance "A" motor.

Bob Tarozzi does a considerable amount of dynamometer research at KB's and he had some excellent information pertaining to the preparation of the small block "A" series engine.

The Chrysler small block began life in 1964, displacing a miniscule 273 cubic inches. In 1967 boresize was increased from 3.63" to 3.91" and combined with a 3.31" stroke, the larger bore increased displacement to 318 inches. The following year, bore size was again increased, this time to 4.04" for a total displacement of 340 cubic inches. A fourth bore size modification was made in 1971, but this time .040" was removed from the cylinder diameter while the stroke was lengthened to 3.58", bringing about 360 cubic inches. This four-member family of engines is commonly known as the Mopar "A" series.

Building a high horsepower "A" series engine is actually quite easy. Chrysler Corporation's "Direct Connection" parts program, offers virtually all the components necessary to build a full race engine so the search for good equipment need go no further than the nearest "Direct Connection"

parts catalog. Direct Connection parts may be ordered from selected dealers across the country, or directly from Keith Black Racing Engines.

CYLINDER BLOCK

Virtually any "A" series block is suitable for performance use if it is in reasonable condition. Due to the thin wall casting technique employed by Chrysler, cylinder wall integrity can be a problem. If all cylinders will not "clean" with a .020" maximum overbore, the block should be sent to the boat anchor factory and a suitable replacement found. Chrysler did produce a limited number of "Trans Am" blocks in 1970, but these are extremely difficult, if not impossible to find, and really unnecessary for street rod use. (Any late model casting should be totally adequate.)

Block preparation is extremely important, so all machine work should be done by a reputable, competent machine shop. If you don't have any faith in your local machinists, you just may be better off to crate the block and ship it to Keith Black Racing Engines.

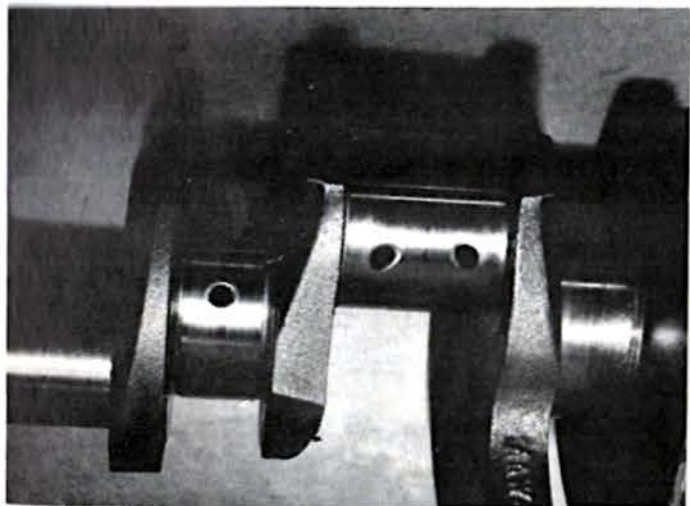
Cylinder wall preparation is prob-

ably the single most critical factor in determining engine life. Torque plate boring and honing have been highly touted of late, and with good reason. The cylinder walls do distort when the head bolts are cinched down. Therefore, attaching a torque plate to the top of the block, prior to finishing the cylinder bores, enables the hone to contact the cylinders just as the rings will under normal operating conditions. A Sunnen CK-10 or similar machine should be used to power hone the bores to their final dimension. Then, just prior to final assembly, coat the cylinder walls liberally with WD-40 and use a ball hone (attached to an electric drill) to remove any rust and break any sharp edges left by the power hone operation.

Although not an absolute necessity, it is advisable to have the block align bored and/or honed. This will insure that all main bearing saddles are properly aligned. As a secondary check, install the crank on well lubricated bearings and torque the main cap bolts to 100 ft.-lbs. (leave the rear main seal out at this point) and rotate the crankshaft. If it spins through

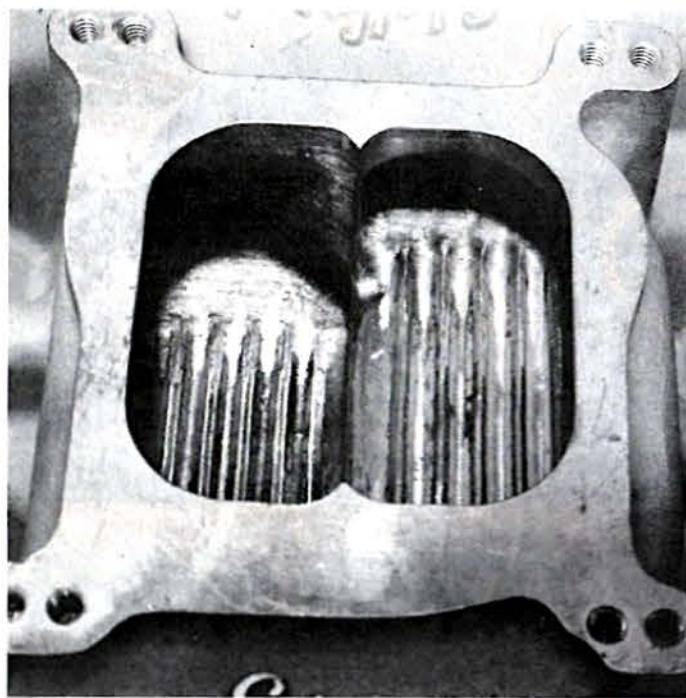


Mopar "A" engines need help in the oiling department. Large diameter pump pickup tube and high volume pump must be installed.



Dual plane manifold should have center divider milled to improve fuel distribution and air flow.

As part of the oiling system improvement program, crank oil holes should be chamfered.



several complete revolutions, without binding, the main bearing saddles are in proper alignment.

CYLINDER HEADS

If the "A" series engines have one serious shortcoming it is cylinder head design. The combustion chambers are well shaped and promote good flame travel, but conventional porting techniques do not bring about the type of performance increases that one would expect from a ported Chevrolet or Ford cylinder head. Welded and re-shaped ports do yield significant horsepower increases, but this is a rather expensive process. For street applications, a good multi-angle valve job and head-to-manifold port matching will suffice.

If possible, find a Trans-Am cylinder head casting. These are still available from some Direct Connection parts dealers, but they were produced in limited quantities and you know the rest. The T/A castings feature 2.02" intake and 1.60" exhaust valves, but their primary advantage is an enlarged intake port cross section. This was accomplished by moving the pushrods away from the intake port walls, allowing the ports to be widened.

Although all castings will interchange, the 1968-1971 340 heads are the best to use if T/A units are not available. These heads utilize 2.02" intake and 1.60" exhaust valves where-

as later models are fitted with 1.88" intakes. Look for head part number P3690254, intake valve number P3690230, and exhaust valve number P3690231.

A noticeable performance increase may be obtained by simply applying a series of multi-angle cuts to both valves and valve seats. The idea is to shape the seat and surrounding area to smooth air flow into and out of the cylinder. It is best to start with a 70° cut to open the port just below the valve. The valve seat itself requires a 45° cut and a 15° cutter should be used to smooth the transition into the combustion chamber. Seat width should be set to .060" on the intake and .065"-to-.070" on the exhausts.

Standard cast iron valve guides are sufficient, but bronze wall inserts offer some advantages. Bronze is more compatible with the steel valves, so valve stem wear will be reduced and stem-to-guide clearance may be tightened, which minimizes the chance for oil to leak by the valve stem.

CAMSHAFT

Several cam profiles are listed in the Direct Connection catalog and many other grinds are available from any of the companies that specialize in high performance and racing camshafts. A hydraulic grind with 284 degrees of duration and lift of .471"

(intake) and .474" (exhaust) is available under part number P3690213. This grind was originally used in street Hemi engines and later adapted to the "A" engine. Two mechanical lifter cams are also available. Part number P342018 is relatively mild (.485" lift, 266° duration) while number P3412016 raises the valves. 520" and holds them open for 286 degrees.

If the engine will be coupled to an automatic transmission, it's best to utilize one of the milder cams for increased low speed tractability. Four-speed equipped cars will respond well to either of the milder or more radical profiles, it just depends on how rough an idle can be tolerated. However, it should be noted that over-camming should be avoided. If the induction system, exhaust system and rear end ratio are not properly coordinated the more radical grinds will actually hinder performance and make the car difficult to drive.

VALVE TRAIN

Obviously lifter selection will be dependent on the type of cam used. Many of the Chrysler cams are furnished in kit form with lifters, but when lifters must be purchased separately, part number 3549989 will complement the various hydraulic sticks while number 2843177 is intended for mechanical cams. Pushrods also differ according to cam type with number 246543 suit-

able for mechanical tappets and 2899567 designed for hydraulics.

It doesn't make much sense to install a performance camshaft and not fit the heads with a new set of valve springs. Original equipment springs are not designed to accommodate high lift cams and even in brand new condition, their use can lead to premature valve float and possible cam damage. Direct Connection valve spring 3412068 will work well with any of the previously mentioned cam profiles. They should be installed at a height of 1.750" to provide a seat pressure of 120 pounds. Use dished steel retainers which may be obtained from most of the specialty cam grinders.

Most "A" series engines were originally fitted with hydraulic cams and therefore used non-adjustable rocker arm assemblies. When changing to a high performance cam the adjustable rockers must also be installed. It's readily apparent that the valve lash adjustments required by mechanical cams make adjustable rockers mandatory, but even when employing one of

the hotter hydraulic grinds the adjustable units should be used. Since the early 273 engines were fitted with mechanical cams, the adjustable rockers are a stock item (part No. 2806988) and therefore fairly inexpensive. These rockers will fit all cylinder heads except the T/A heads which require special units (3577076 right side intake, 3577077 left side intake and 3577078 exhaust). The two types of intake rockers are necessitated by the offset pushrod location utilized by the T/A head. In some instances, depending on the specific cam and valves used, it may be necessary to install special aluminum rocker shaft stands. Direct Connection part P3690964 may be used in the center and end positions while P3690965 will fit the intermediate locations.

INDUCTION

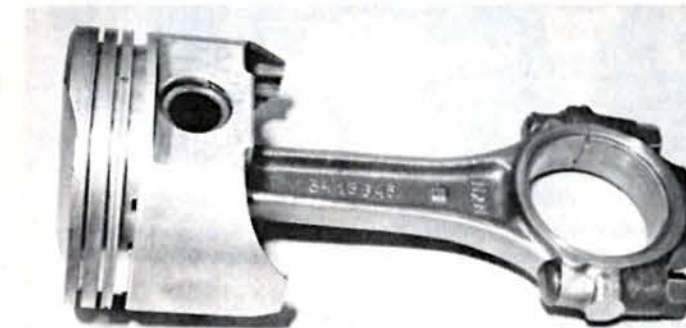
To date, Tarozzi's dyno tests have indicated that the Edelbrock Ld-340 dual-plane intake manifold provides the best all-around power output at low and mid-range rpm levels. When using this manifold, the center divider

should be milled down to about 3/8" above the upper level floor. The corners, where the sides meet the divider, should be radiused to reduce turbulence and improve fuel distribution.

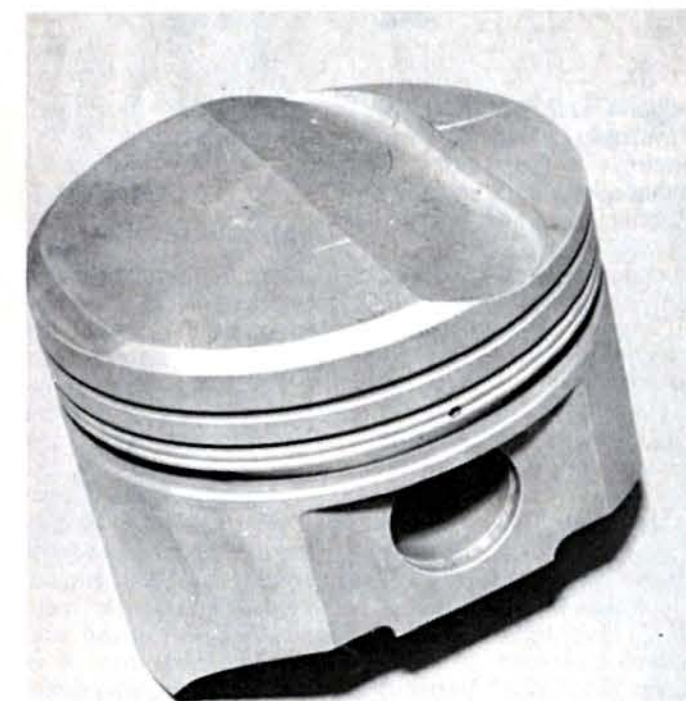
Holley's new Street Dominator and Strip Dominator manifolds are single plane units that look very promising, but they haven't been tested by Tarozzi, so he doesn't have any comparative data available.

In conjunction with one of these manifolds, a Holley R-4788, 830 cfm double-pumper carburetor will work well if the engine is fairly radical. Milder engines will find the R-4778, 700 cfm double-pumper more to their liking. And in applications where good low speed torque is a primary requirement, Holley's model R-6708 is an excellent choice. This carb flows 650 cfm and has extremely small primary throttle bores with very large secondaries. It is also a double-pumper and will fit the standard Holley bolt pattern.

Carburetors and intake manifolds usually receive an abundance of attention while the remainder of the fuel system is ignored. However without a



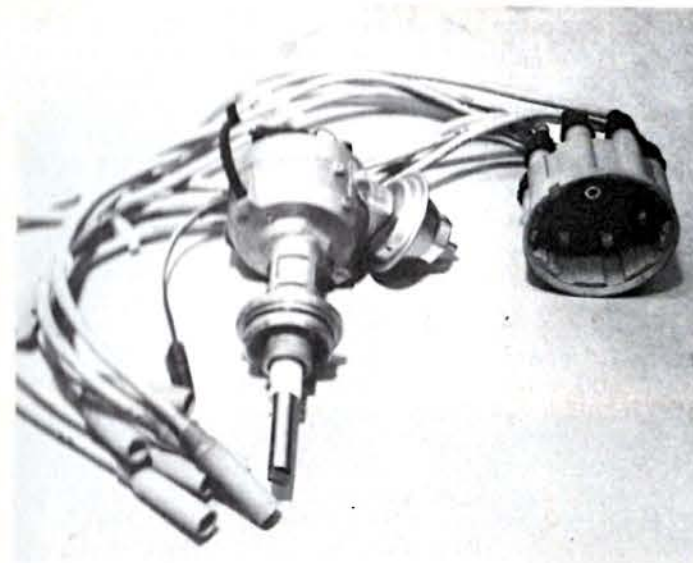
Forged connecting rods are the hot tip for long term durability. Sides should be polished and small ends bushed to accommodate floating wrist pin.



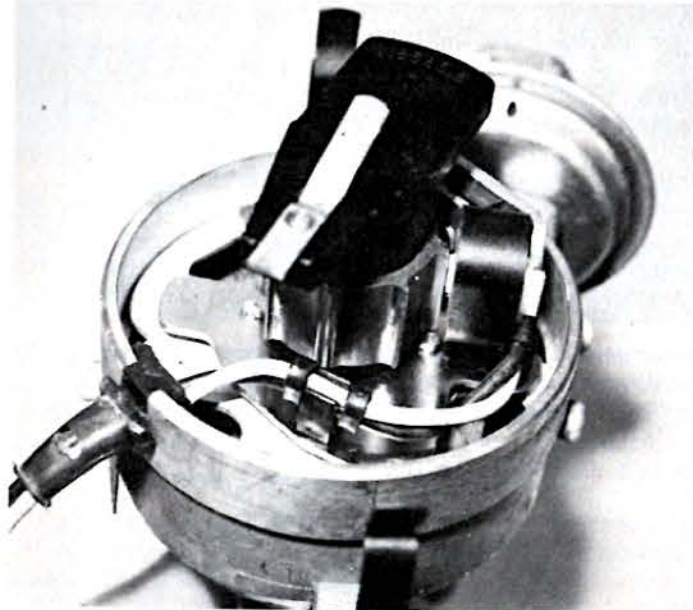
Roller timing chains resist stretch much better than stock silent types. Chain and sprockets may be obtained from many sources including "Direct Connection" dealers.



High compression 12:1 pistons may be obtained from your local Mopar performance parts dealer. With the quality of today's gasoline, it may be necessary to lower compression to 10-11:1 range.

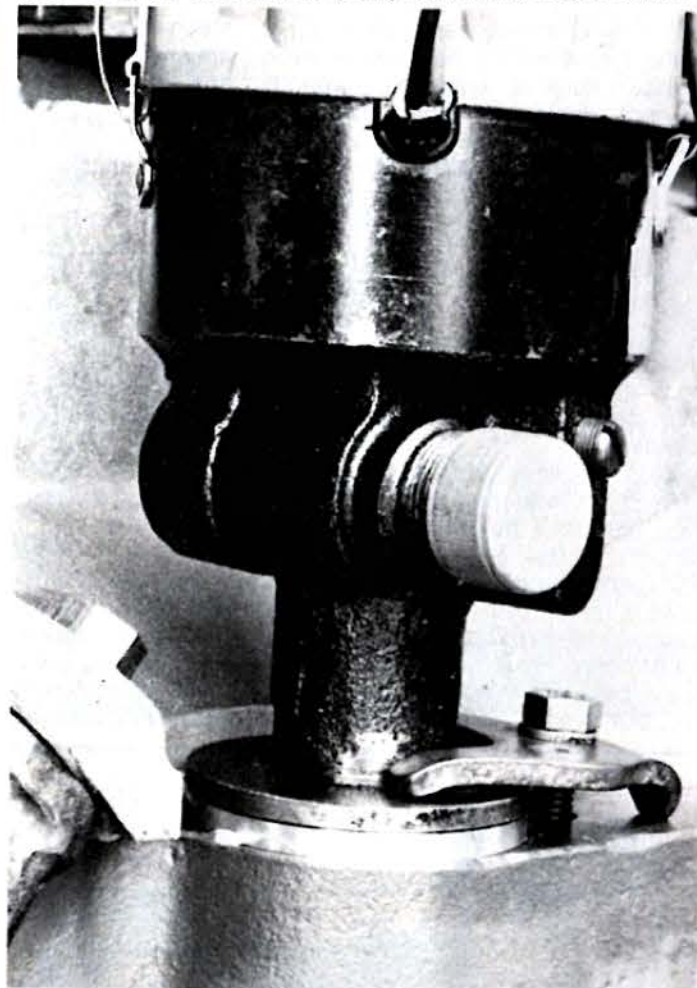


Top performance can be achieved only if entire ignition system is in top shape. Good quality silicone wires are a must.



Distributors with tachometer drive provision are available from Chrysler. These units have centrifugal advance only.

Chrysler magnetic impulse distributor is ideal for street and race usage. Clearance between magnet and reluctor should be .002"-.003" to insure proper pulsing.



good fuel pump and adequate fuel lines optimum performance cannot be expected. A Holley mechanical fuel pump (P-6272) and 3/8" fuel lines will do the job nicely, and it's also a good idea to install a high capacity fuel filter such as a Holley 62BP-149A.

OILING SYSTEM

Several exotic approaches have been used to improve engine oiling in full competition "A" engines, but for street use a few basic modifications will provide a more than adequate flow of oil. The chief restrictions in the "A" engine are pump capacity and pump pick-up cross sectional area. The most effective means of increasing oil delivery is to fit the standard oil pump with larger rotors. A special pump cover is needed to ac-

commodate the larger parts and the complete package is available either from Moroso Performance Sales (part No. 2273), Milodon Engineering (part No. 19050) or Direct Connection (part No. 2084354).

Depending on the type of oil pan used it may be necessary to fabricate a special oil pick-up. If a deep sump oil pan is scheduled for installation, Moroso pickup number 2470 should fulfill the requirements. However when a standard pan is utilized (which is really sufficient for street use) the Moroso pickup will not fit and a custom unit will have to be fabricated. This may be most easily accomplished by bending a piece of one inch diameter tubing to conform to the shape of the original smaller diameter pickup tube. It is also possible to adapt a Moroso pickup to fit the shallower stock pan.

Chrysler also offers a windage tray and attachment hardware (part Nos.

2531945 and P3690939 respectively). Since oiling can be a problem in "A" series engines, the tray should be installed.

CRANKSHAFT

The 273, 318 and 340 engines share a 3.31" stroke, and have common bearing dimensions so the crankshafts are completely interchangeable. However, there is really only one crankshaft to use, and that is part number 2843868. This is a forged steel crank used in 1972 and earlier 340s. A DC crank offering full radius fillets is also available (part No. P3690905) but is considerably more expensive and not really necessary for a street engine. The 360 crank contains larger main bearing journals, a 3.58" stroke and is available only in cast iron. It is perfectly suitable for reasonable street use.

As with an engine, the crankshaft

oil holes should be chamfered and the journals Tufftided and polished. Bearing clearance should be .002"-.003" on the rod journals and .0025"-.0035" on the mains.

CONNECTING RODS

Chrysler offers a number of forged connecting rods and all are suitable for high performance street use. Part number 2899495 is the standard rod and contains a floating wristpin. If a lot of high rpm operation is anticipated, the P3690641 is a better choice. These units are magnafluxed, double shot peened and side polished. They are furnished with a special high strength nut and bolt assembly. Both rods are of the floating pin design, so the small ends should be bronzed bushed to accommodate the .984" floating pin, and the rod should be checked for proper center-to-center length (6.123").

PISTONS

Virtually all after market piston manufacturers offer pistons for "A" series engines, but again the Direct Connection route is probably the easiest and most economical one to take. Part number P3690824 is a forged 12:1 compression piston for the 340 and is furnished with wrist pin. The same compression ratio can be extracted from a 360 by sliding eight P4007041 pistons into their respective cylinders. Good quality gasoline is no longer available so it is advisable to reduce compression to the 10:1-11:1 range.

This may be accomplished by milling the piston domes or removing material from the combustion chamber. TRW and Speed-Pro also offer pistons for the "A" engines but these too will require machine work if they are to be used in a street engine. With any of these forged pistons cylinder wall clearance should be set at .008-.010".

PISTON RINGS

Volumes have been written about the selection, care and feeding of piston rings. In most instances things all boil down to a particular engine builder's preference. Virtually any good quality piston ring will suffice. Chrysler offers both standard and oversize ring sets and the Speed-Pro division of Sealed Power Corporation also offers an excellent selection of chrome and moly rings. Good ring life can be expected if end gaps are properly set. Follow the manufacturer's recommendations.

IGNITION

Many late model Mopar engines were factory equipped with a magnetic impulse breakerless ignition. Virtually any stock magnetic impulse distributor will require only a reworked advance curve for satisfactory operation. The Direct Connection catalog lists a number of pointless distributors in addition to conversion kits for both mechanical only and vacuum advance standard distributors. Part number P3690426 converts the standard vacuum advance distributor to fully elec-

tronic operation. Kit number P3690422 performs the same function when installed on a tach drive mechanical advance distributor.

While installing the ignition all parts—cap rotor and wires should be thoroughly inspected and any damaged parts replaced. Both suppression and metal core plug wires are available with silicone-rubber jackets which offer increased resistance to engine heat.

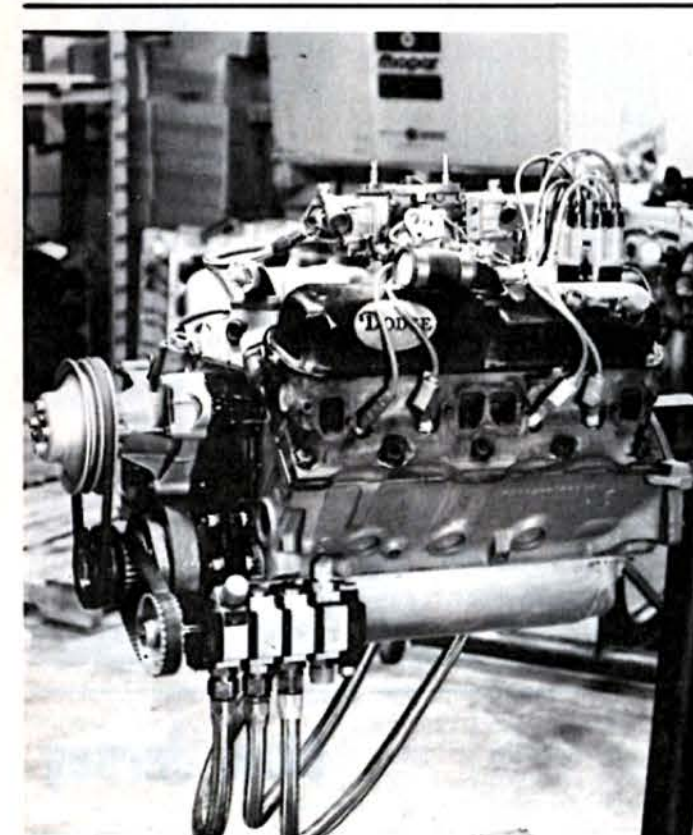
EXHAUST SYSTEM

Tubular exhaust headers manufactured by Hooker are available through Direct Connection parts dealers or directly from Hooker. For street use primary tube size should be held to 1 7/8" maximum. Two and one half inch diameter exhaust pipes and Hemi mufflers (part No. 2781300) will yield maximum power with acceptable exhaust noise levels.

MISCELLANEOUS

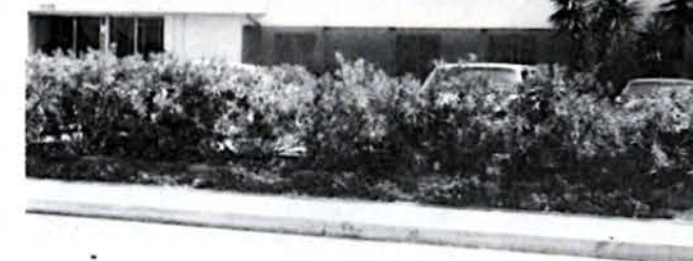
It is obviously impossible to list every part number for every application within the confines of a monthly magazine. Many other parts are available from Direct Connection dealers, Keith Black Racing Engines and other independent suppliers.

With all these companies supplying parts building a high performance street "A" engine has become fairly easy. And if specific parts or information is difficult to obtain, one need only check with the folks at Keith Black's for all the answers. ■



This 360 incher is used for dyno testing at Black's shop. Exotic oiling system is used to prevent dyno motors from expiring prematurely. Indicates need for good oiling system on street machines.

KEITH BLACK RACING ENGINES

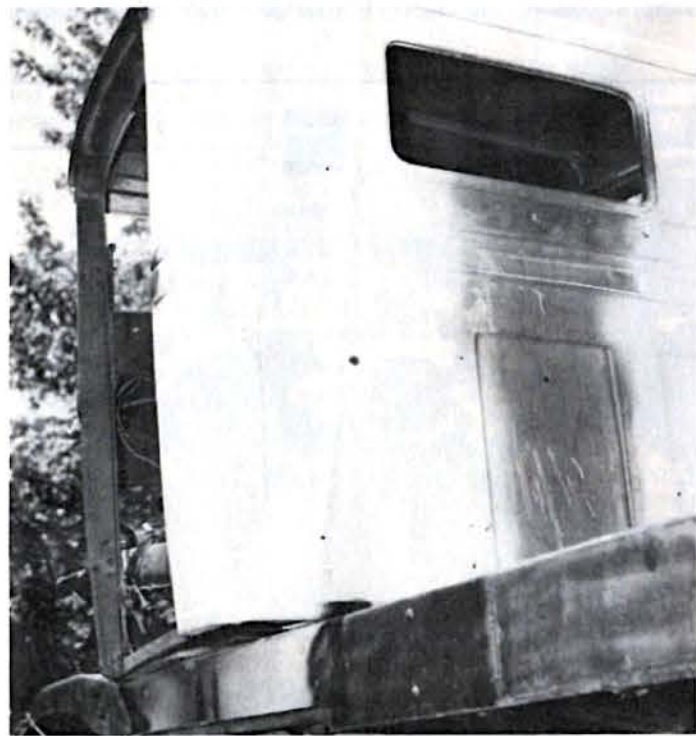
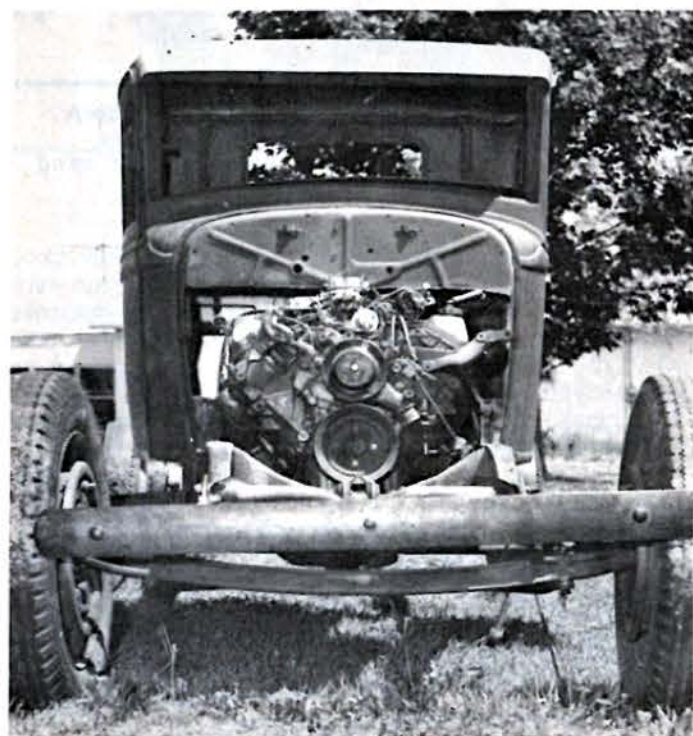
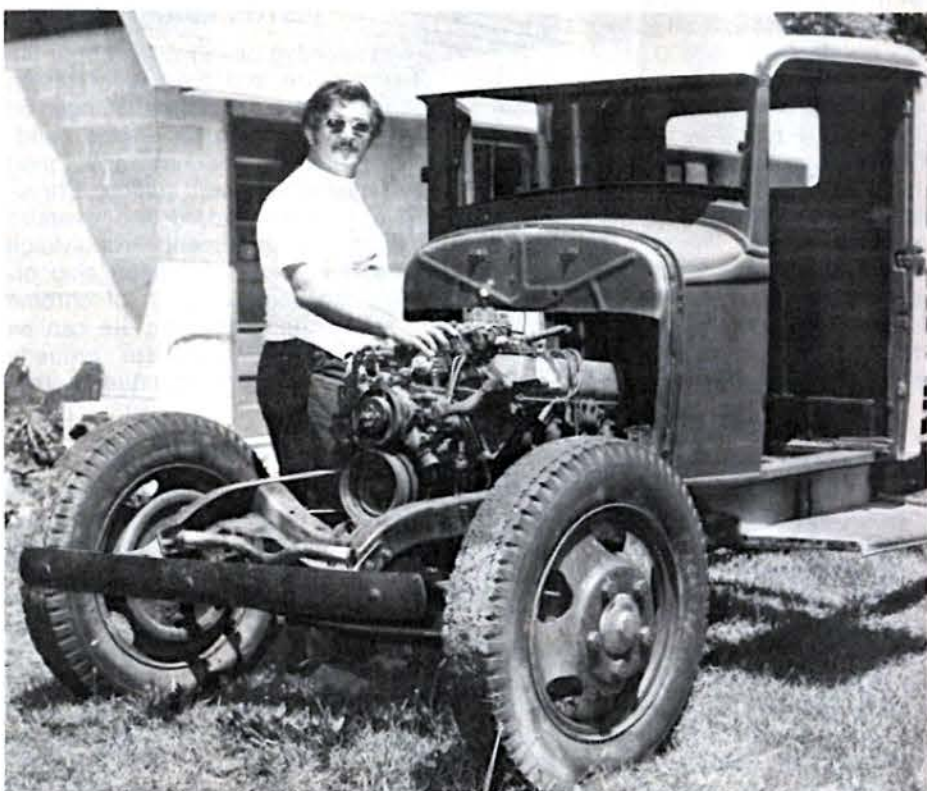


Black's facility in South Gate, California is a haven for Mopar enthusiasts. A dyno, and extensive parts department and a vast assortment of machinery are all located at the site.

GARAGE CARS:

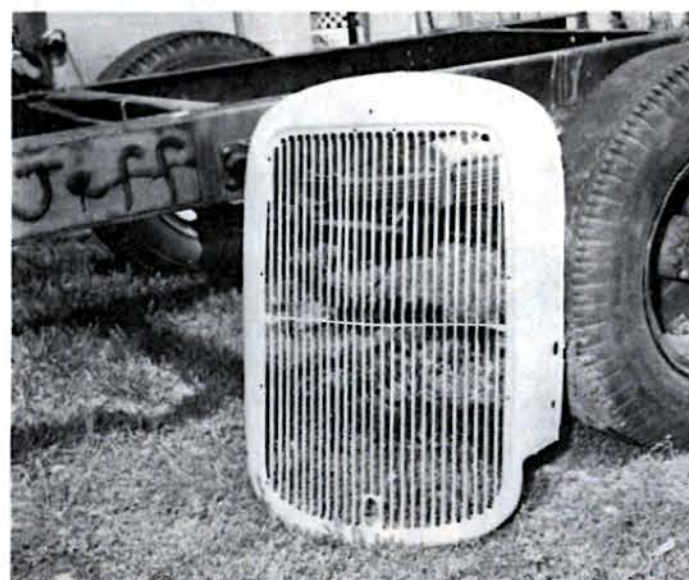
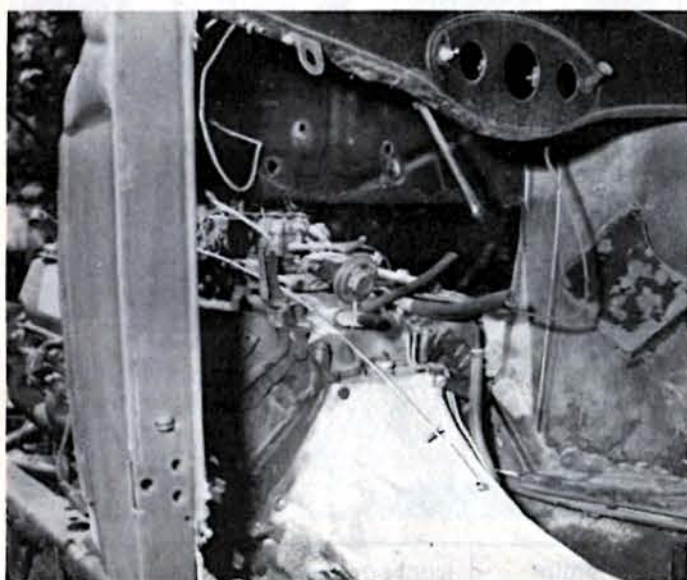
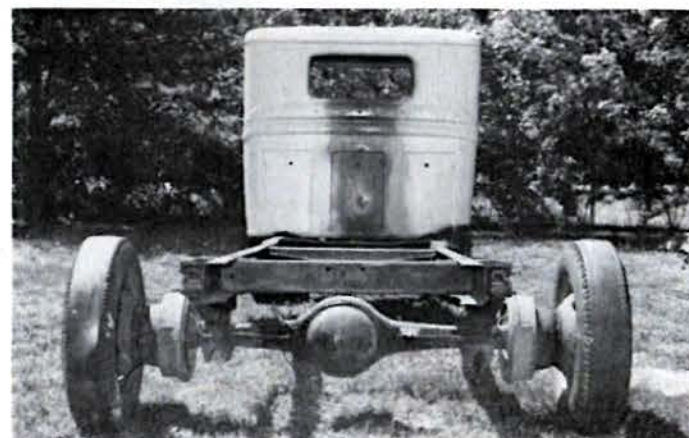
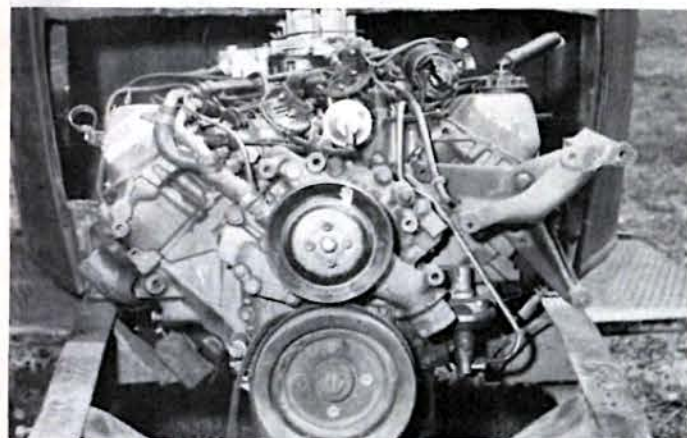
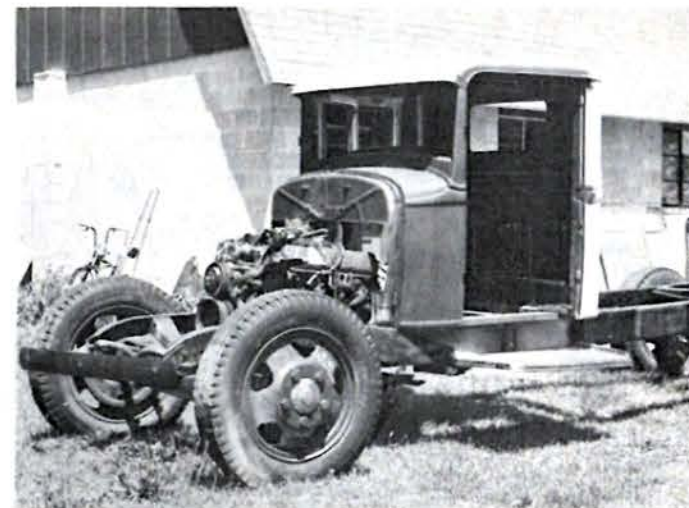
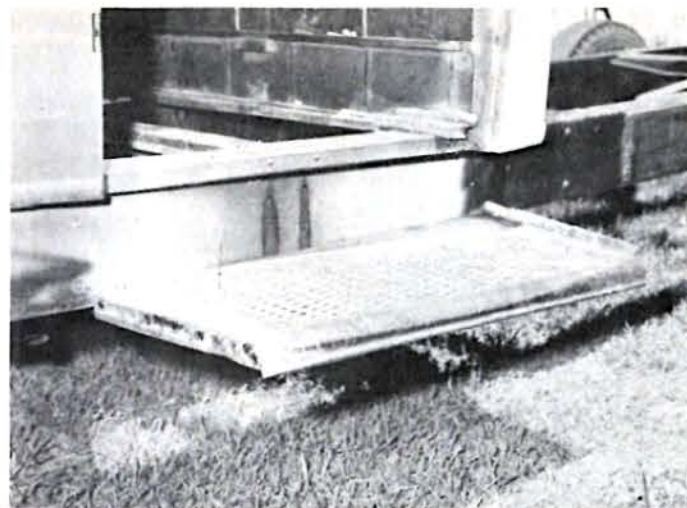
If you're strapped for cash, don't know which way to turn to find the necessary funds to get started on your next rod, don't despair. Check your real estate holdings. Maybe you've got a tin mine right there in your back yard, just waiting to be turned over to someone who needs it worse than you do.

That's exactly what Joe Ferrante of Vineland, New Jersey, did, and now he's able to get going full blast on his latest project—a 1934 1½-ton Ford truck that will become his motor home away from home when it's completed, circa 1977. Joe and his family have so many rod projects in different stages that, in order to start another, something had to go. In this case it was a plot of land across the street, rather than one of his choice rods. Joe owns and drives a 1933 white, pin striped Plymouth sedan, while Joe, Jr. is putting the finishing touches on his 1932 Ford cabriolet. The Plymouth is up for sale, but Joe's in no hurry to part with it for the moment.



Owner: Joe Ferrante, Sr.
1934 Ford Truck
Vineland, New Jersey
Photography: Will O'Neil

New Jersey



Joe took a torch to the '34 frame, added a foot and a half extension, which will give him 16 feet from the back of the cab to the end of the camper, plenty of space for a kitchen, bathroom facilities, and sleeping room for eight people. The back of the cab will be cut out to make room for a walk-through passage from camper to cab.

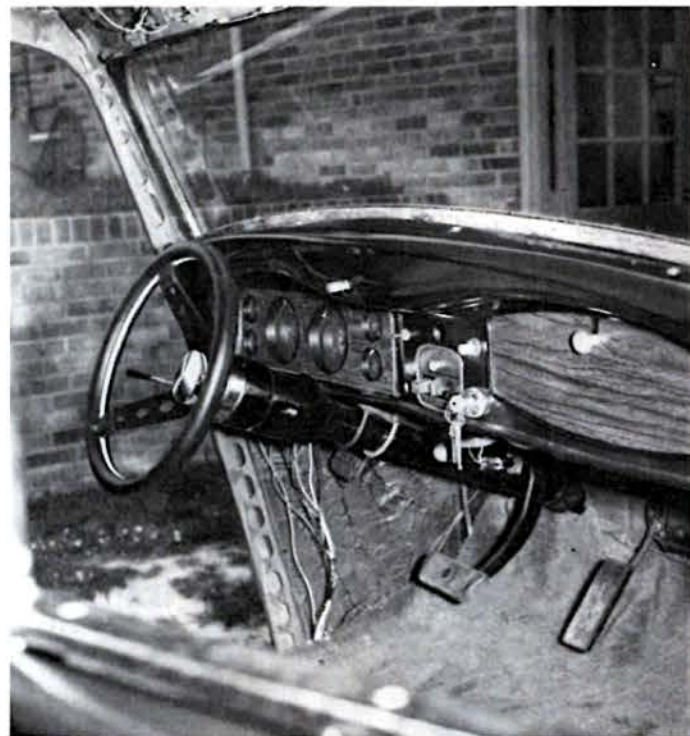
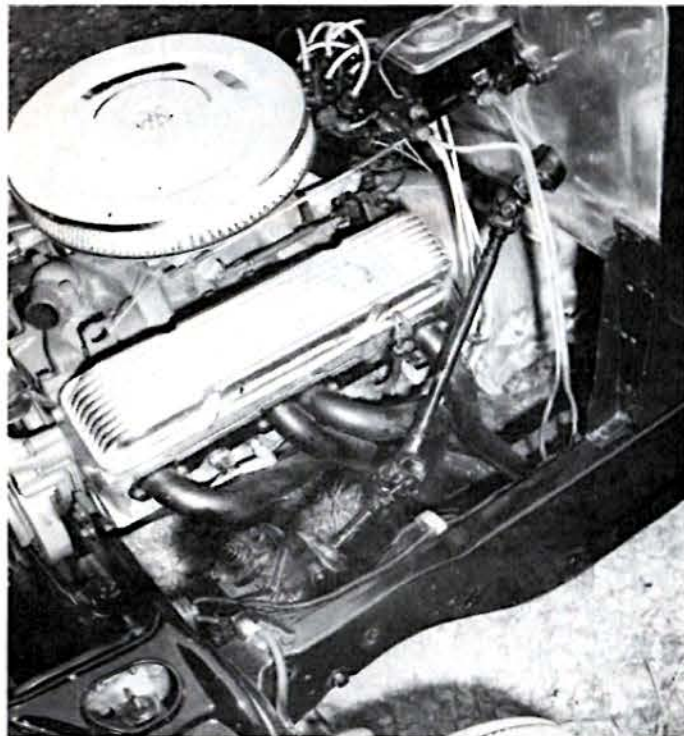
This truck had only 48,000 miles on the odometer when Joe bought it from the original owner, who had

used it as a tomato hauler. It'll get that much mileage in just a few short years after it gets back on the road with its new look as a people hauler.

The home will be powered with a big 460cu Thunderbird engine, automatic transmission, and a late model 1½-ton truck rear end. Work on the camper hasn't started yet, with the running gear getting first priority. In the meantime, Joe's next door neighbors, who bought the

piece of land for hard cash so Joe could build his truck are happily pasturing horses on their new property. The original owner of the tomato hauler couldn't be reached for comment, but he's presumably happy too.

You say you don't have any real estate you could sell? Well, you could always sell your wife's late model car. Or her furs. Or your girl friend's jewelry. Or something.



Building a car on a budget is not something new, but there are different ways to go about it. For G. W. Quesinberry of Lexington, North Carolina it means to take a '34 Dodge coupe and add as much late model equipment as can be made to fit. Rather than have a lot of things specially fabricated for the car, he is grafting and adapting.

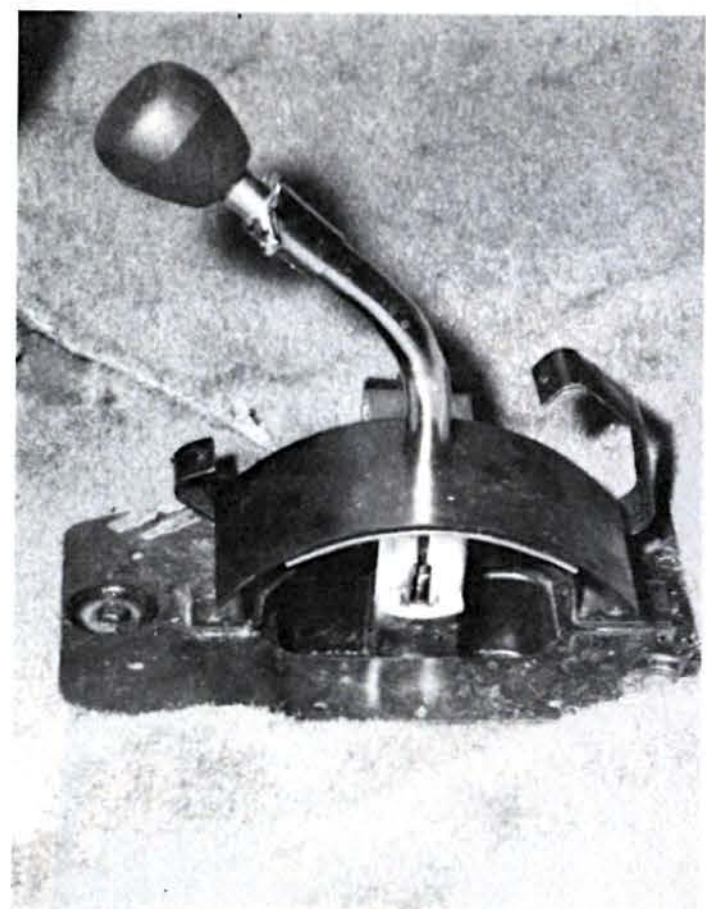
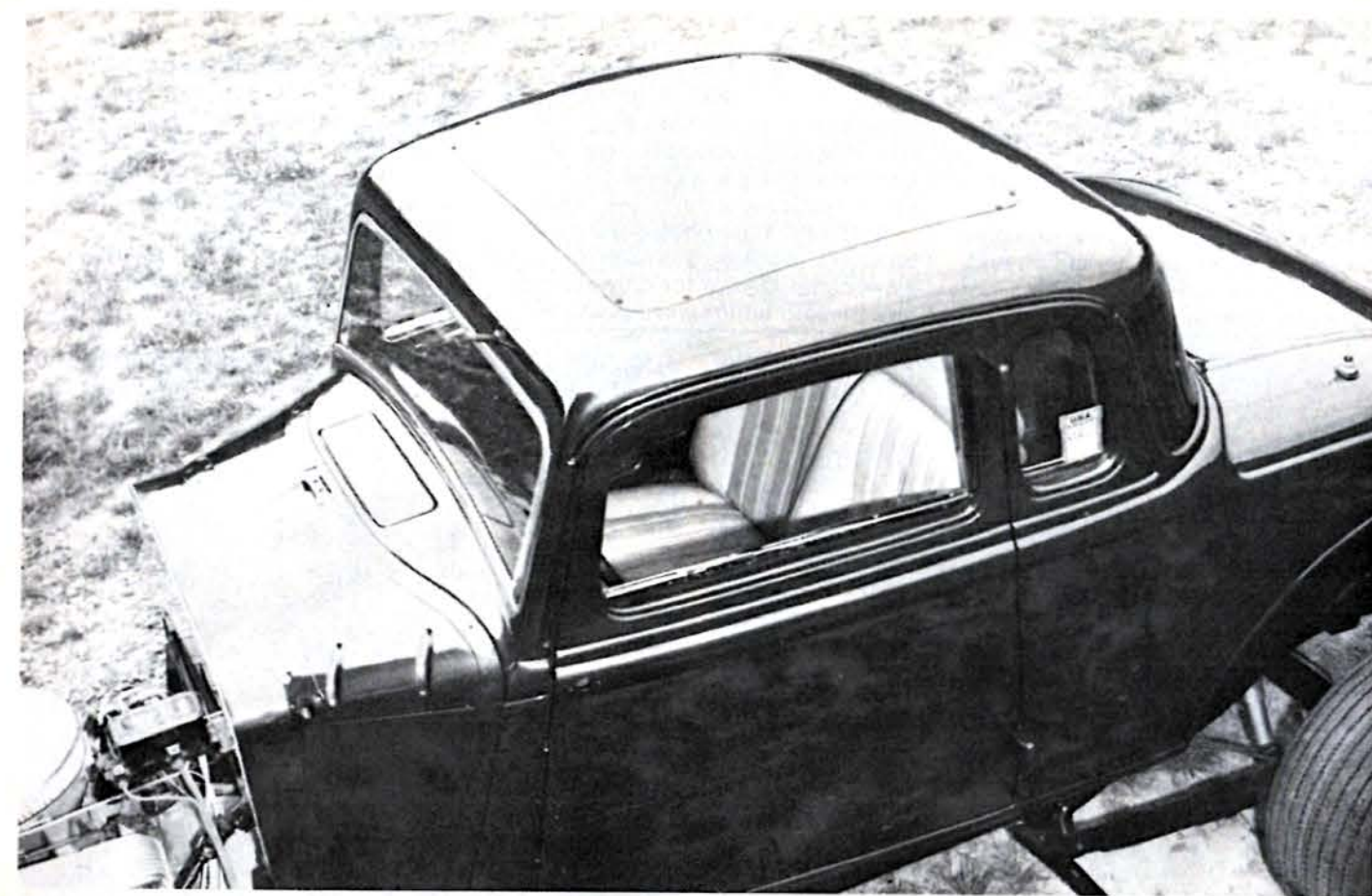
For front suspension the entire front frame section from a 1972 Chevrolet Nova was grafted to the Dodge frame. This means that all of the suspension is engineered to work right and the engine mounts are built in. The steering is part of the assembly so even that is figured out for the builder. Disc brakes have been installed onto the

front spindles and they will work with drum type brakes at the rear. The rear end used is a GM 12-bolt and it is mounted to the stock frame with a pair of 1969 Ford Torino leaf springs.

The engine selected is a 1970 Chevrolet 350 cid 300 hp that is to be left stock except for the addition of a cam and some tube

G. W. Quesinberry
1934 Dodge 5-Window Coupe
Lexington, North Carolina
Photos by Brian Brennan

North Carolina



headers. The transmission is a 350 Turbo-Hydro and it will be shifted with a Monza assembly.

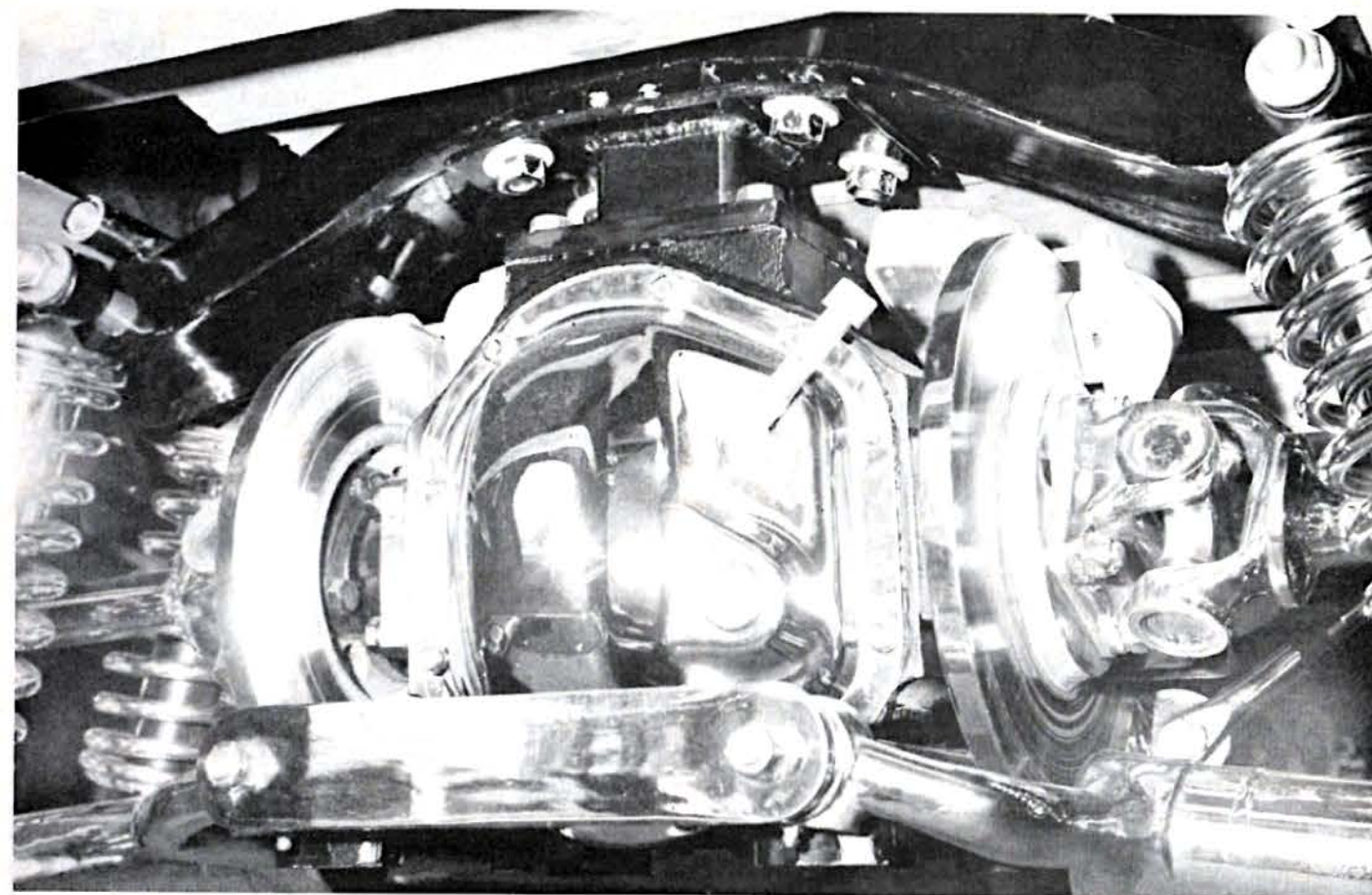
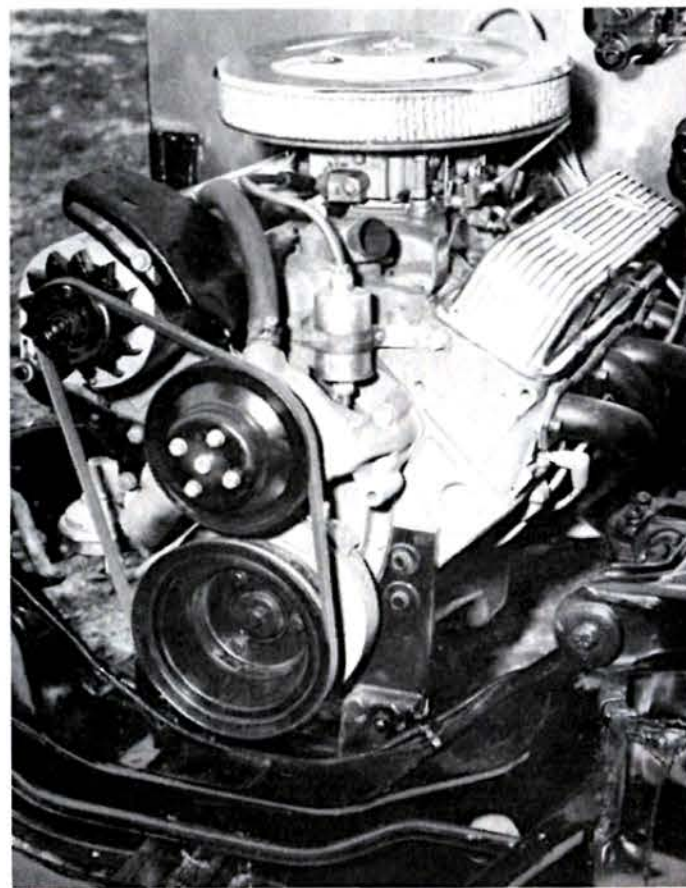
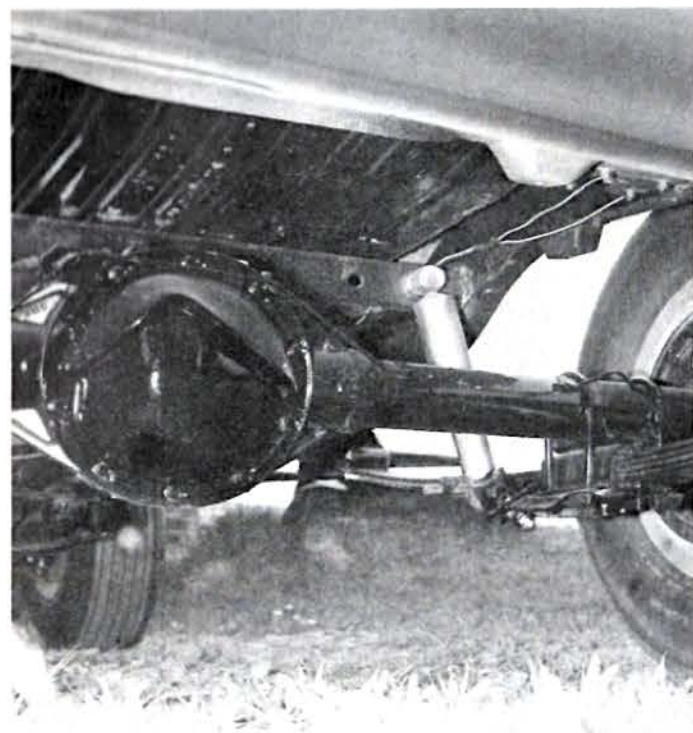
The body on the car will remain stock except for the addition of a sun roof. Paint scheme will be 1975 Chrysler dark green poly for the body and the fenders will be black. On the inside a new one piece floor was made from aluminum and the firewall was replaced with a newly fabricated one as well. A

Chevrolet Vega instrument panel will be used in the dash and Mustang II bucket seats will be used as the basis for the interior. A gas tank from a Ford Torino with a capacity of 22 gallons is used and it will give the car a good travel range.

At the time the photos were taken, Quesinberry had been working on the car for only six months and things were going along

fairly well. A close check of all the money spent to date showed that the total was holding a little below the \$1800 mark, with most of what was needed already at hand.

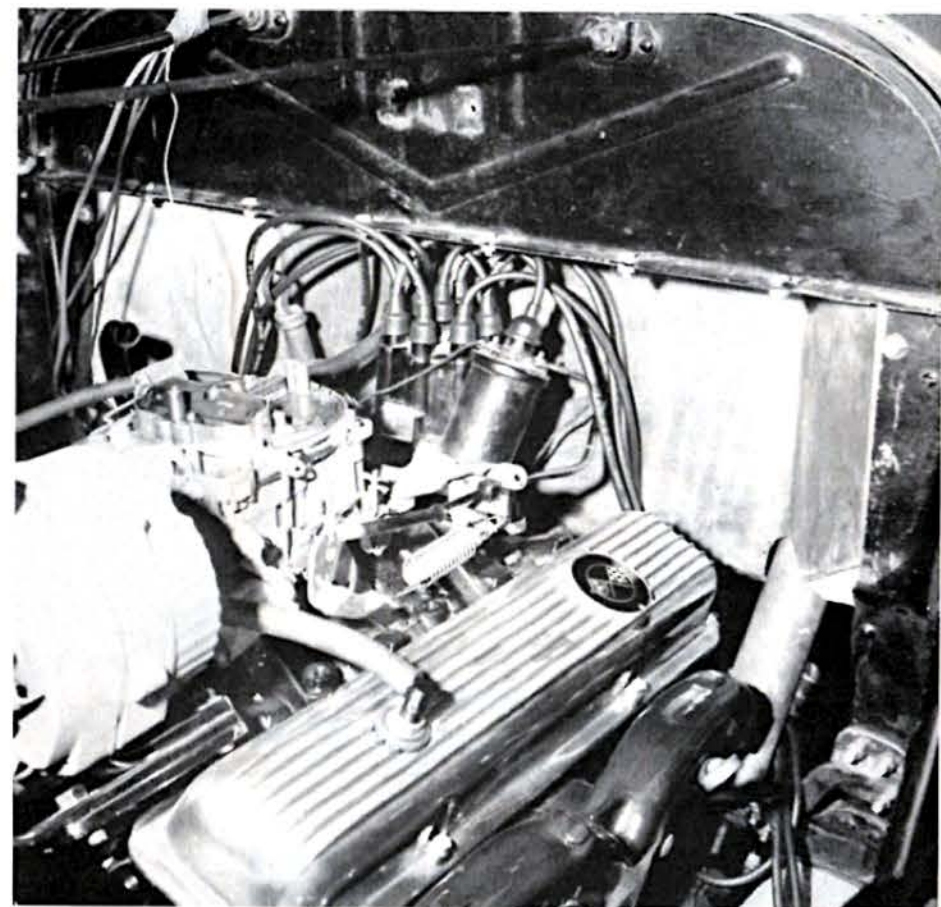
Using mostly parts that came from other American late model cars, in the true street rodding way, this '34 Dodge should see the street in short order with little problems and a minimum of cash outlay. It's the only way to go. ■



Occasionally a guy's street rodding gets interrupted along the way. He'll be sailing along having a great time, when he decides that owning his own business is more important than messing with cars. Richard Martin went through this several years ago, but the business is now established and he's back to messing with cars.

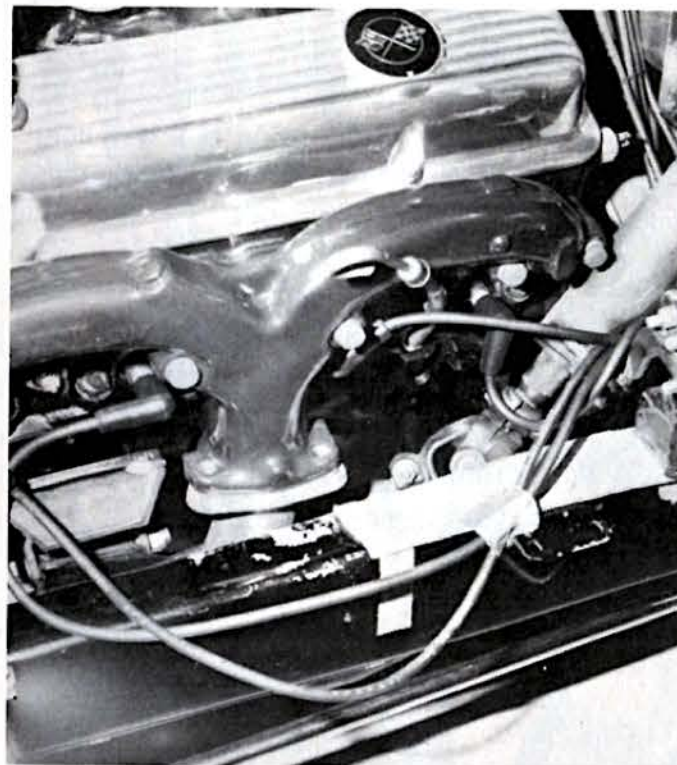
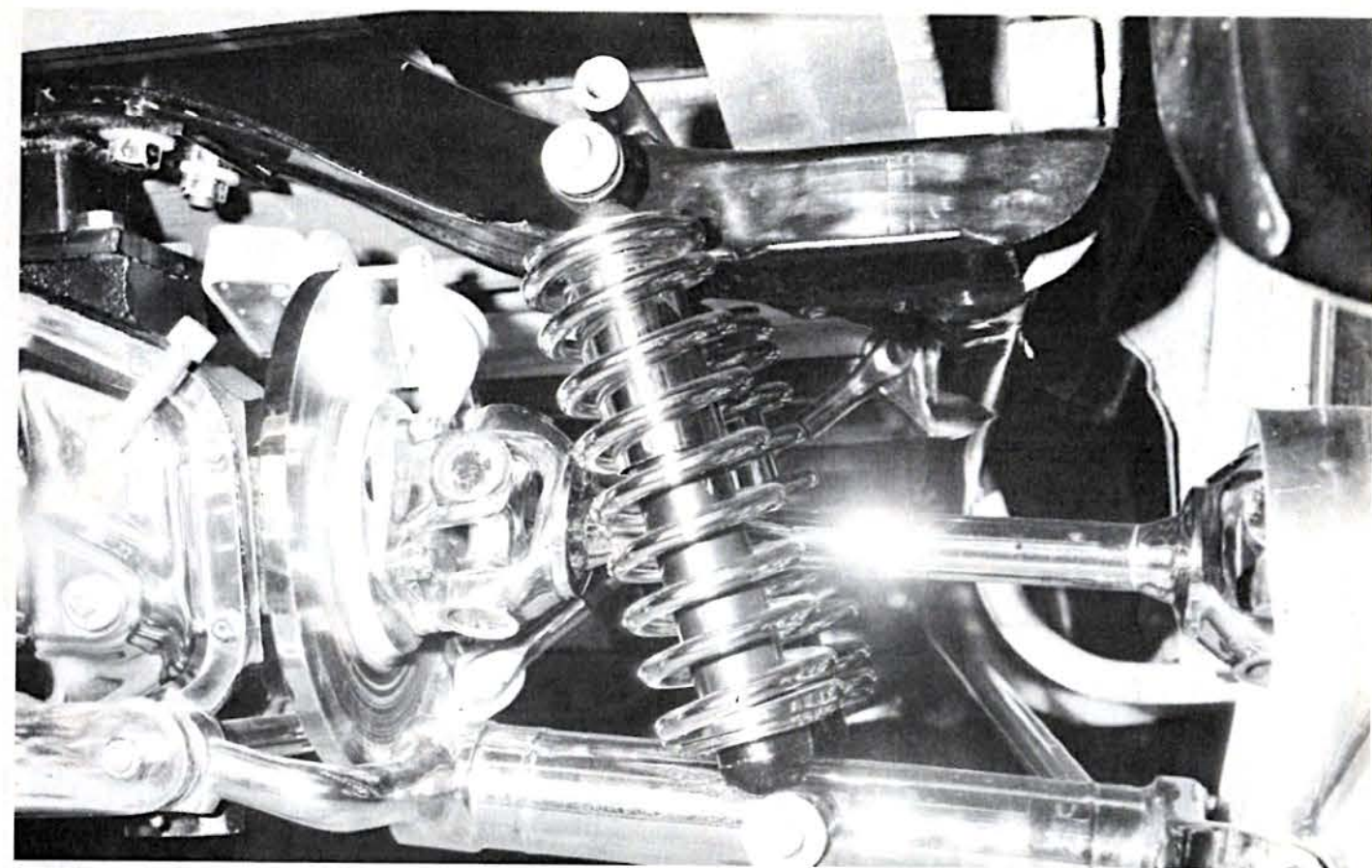
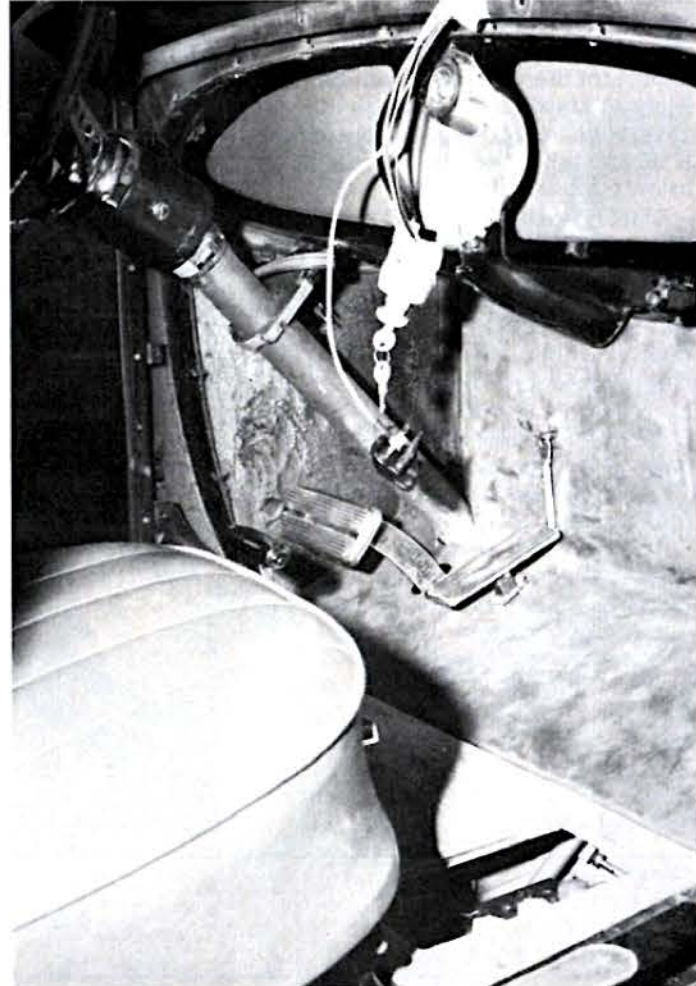
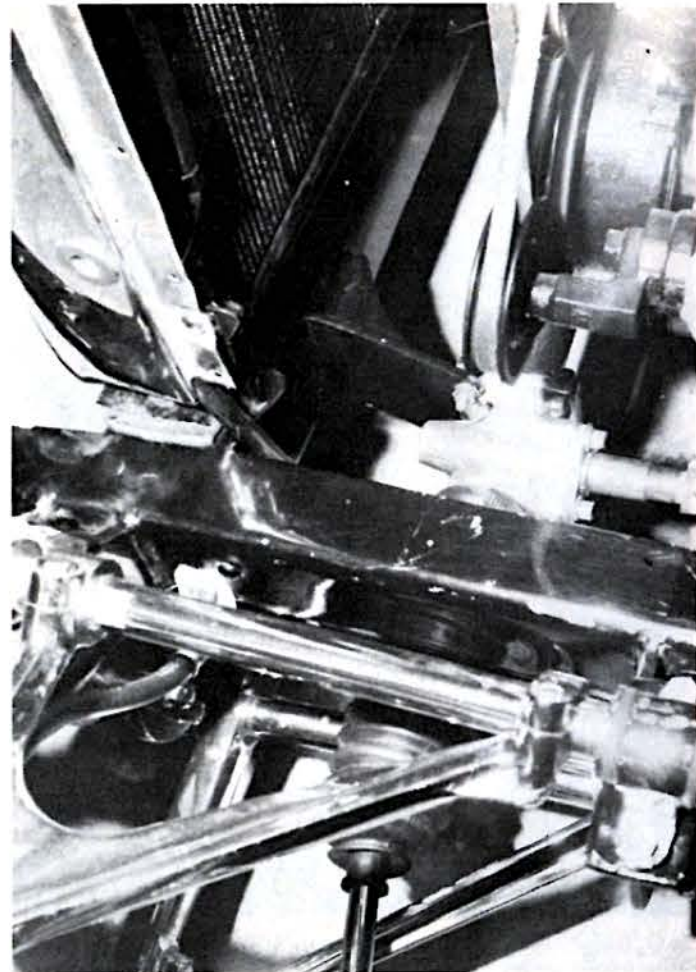
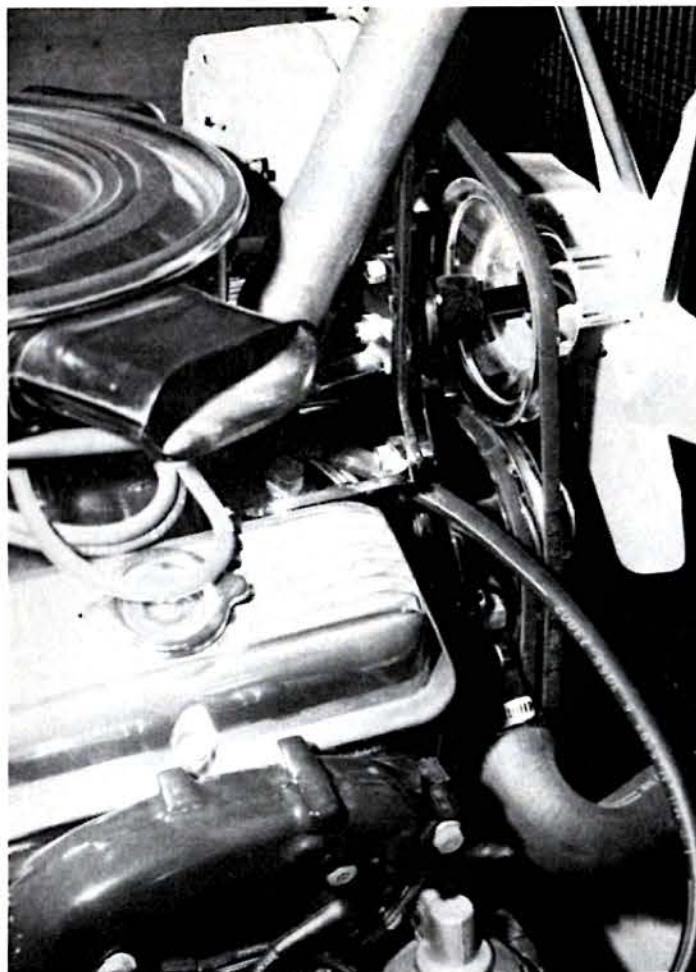
Martin started his latest project by buying a nice, stock '29 Ford two-door sedan. He drove the car home with the stock running gear and left it that way for several months while a new chassis was being fabricated by Mike Henderson's Carriage Components. One of the wildest things going had to be when Martin towed the "hot rod" chassis home behind the stocker.

The new chassis started off with a stock frame being boxed full length. Jaguar suspension was added front and rear and that includes the rack and pinion steering. For a powerplant a 1974 Chevrolet 350-cubic-inch engine was bolted to a Turbo 400 and they were set in place in the frame. The side mount approach was used for the engine supports and a tubular



Richard Martin
1929 Ford 2-Door Sedan
Rolling Hills Estates, California
Photos by Joe Mayall

California



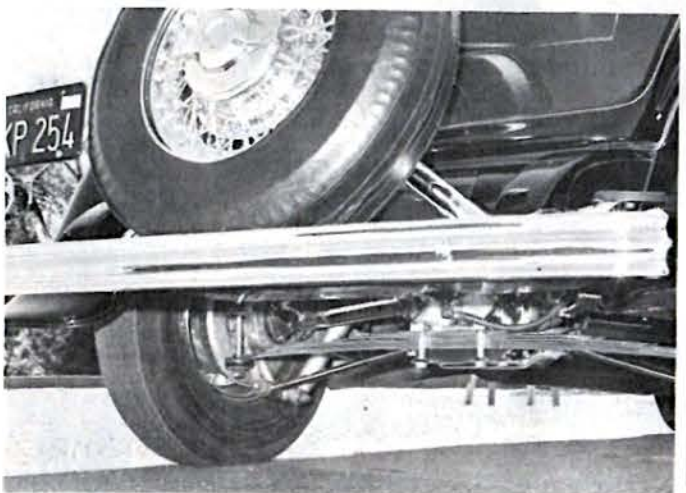
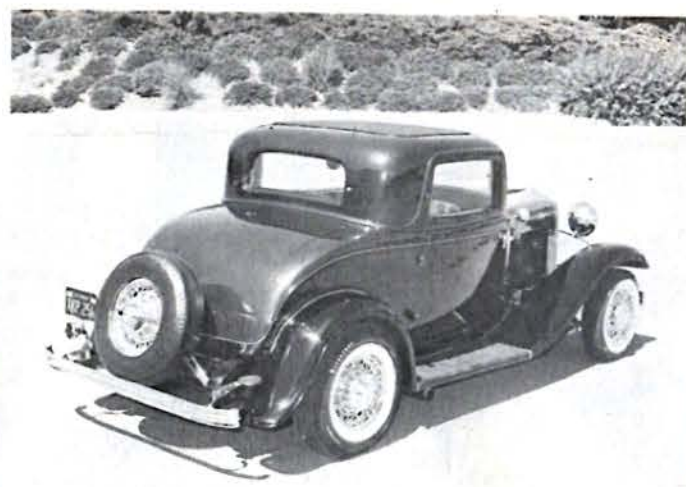
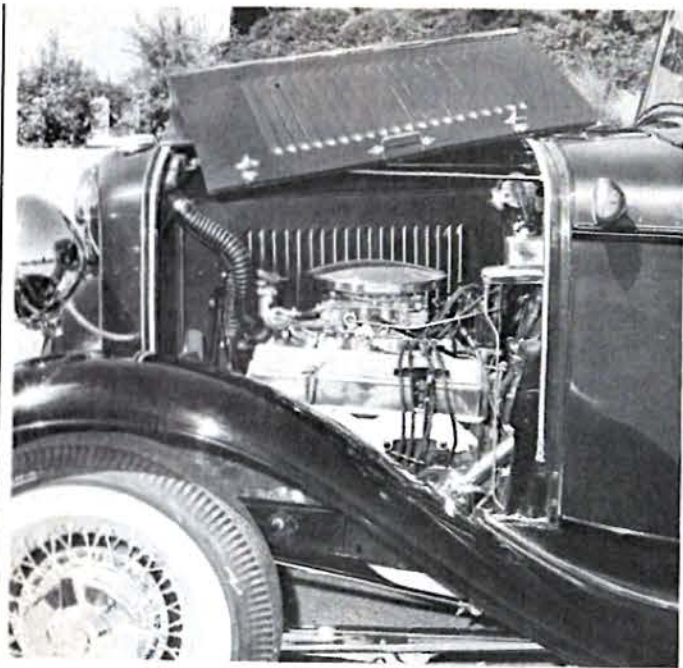
center cross member does the rest. All of the extra holes in the frame were filled and the bottom of the rear crossmember has been boxed to give extra strength for the addition of the rear-end mount. The finished chassis was slicked up and painted black then carefully rubbed to a high gloss.

In an effort to help the radiator

work better, a bracket was made that raises the fan to the center of the radiator. The bracket also supports the alternator. A bearing is used on the rear of the new fan shaft and a two-belt lower pulley is used to drive the water pump and the new fan. It's a very simple set-up, and it really works great. The lower part of the firewall was

recessed just enough to allow the distributor to clear and the new floor attaches to it at the bottom.

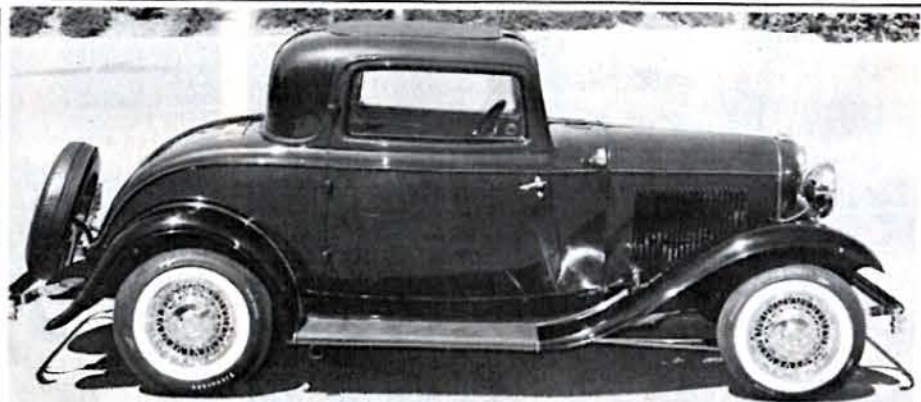
Richard Martin and his entire family are anticipating the day the car will see street service again, and the way things are going it shouldn't be long. Body work and paint and then some nice upholstery and it'll be on the road again. ■



DAILEY DEUCE

In case this looks like it stepped out of the fifties, in a way it has.

Realizing a long dream is great, and Tom Mierkey did just that when he finally was able to be the owner of this fine '32 Ford 3-window coupe. Tom saw the car at the Oakland Roadster Show during the fifties and wanted it, but it wasn't until much later that he got it buying it from a friend who had bought it from the builder, Ray Jones. The car features many new old-stock items and is flawless front to rear. A dropped and filled '32 I-beam axle is used with Ford brakes up front while out back a 1966 Corvette rear end with disc brakes does its thing. In-between, a 327 Chevrolet engine coupled to a late model Powerglide provides go. The car rides around on wide whites, just like it did in the fifties, that are mounted on a set of 1956 Plymouth wire wheels. The steering is the stock '32 item. The stock '32 3-window dash was retained, but it was fitted with a set of instruments from a 1933 Plymouth. The interior is a combination of mohair and Naugahyde, with the mohair being used on the enclosed part and the Naugahyde in the rumble seat area. Chantilly Poly maroon acrylic lacquer was applied to the body and black to the fenders by Vans Auto Body of Berkeley, California. Bringing the car back to its earlier show condition has given Tom much satisfaction, but now driving is the name of the game for car and owner.



Owner: Tom Mierkey
Richmond, California
Photography: Andy Southard, Jr.

Building one's first street rod from the ground up is really an eye opening experience. Like I knew there was plenty of work to be done but just exactly how much I wasn't really sure. It's all those little things that keep getting away from you, like gas tanks. Sure every car has one and who could possibly forget. Well, I didn't forget but finding the place to put it and then working around other restrictions and considerations can prove to be a bit unnerving. You just don't run out and get a box, put some fittings in it and call it a gas tank. That's if you want it to be done right. Being my first rod I figured, what the heck, I might as well try and build it right the first time and save a lot of grief later on. I am sure some of you are saying; "What is the problem, he works for a magazine and has seen numerous ways, big deal." There is some truth to that but that is also were the problem lies.

Where does one start when it comes to gas tanks. If you already have one the problem is merely academic but for those of us without any or wanting a newer and larger one

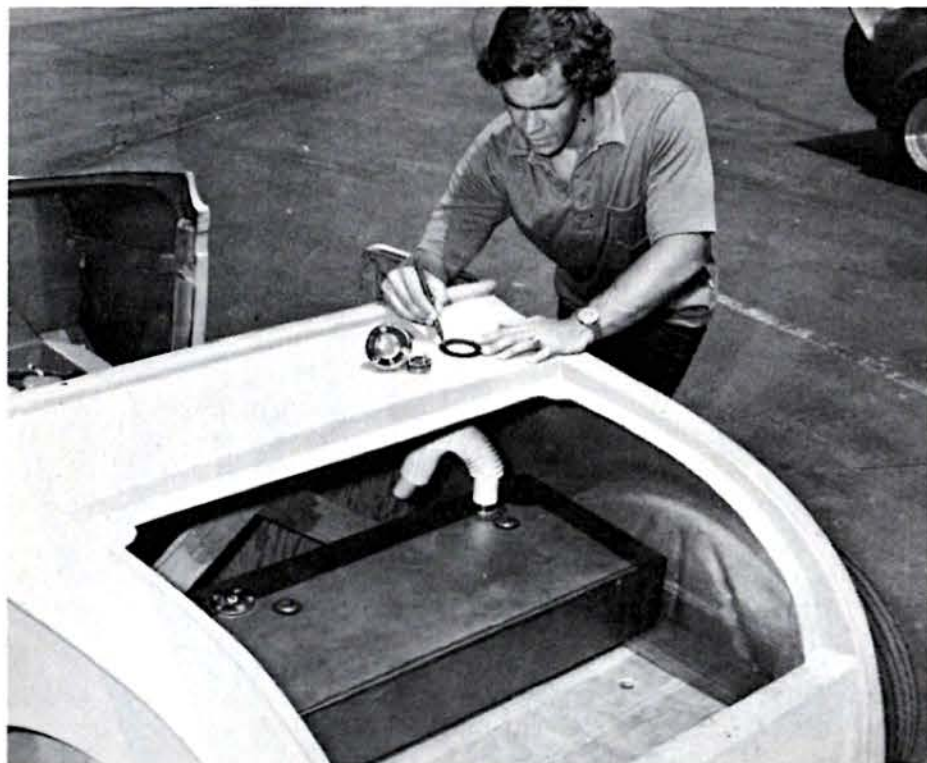
some questions have to be answered first. Like where, how many gallons, accessibility, materials and on and on. For those of you still out there with the problem of getting the right tank to fit your needs maybe I can answer some questions for you, at least I will give you the answers I came up with when the questions were put to me with my own vehicle.

The first place to start is with the engine. That's right, the engine. How big or how small is it? What kind of gas mileage can you expect to get and what type of cruising range do you want? The last, cruising range, is much more critical than one would first imagine but I will elaborate on that later on. Where are you going to place the tank and how are you going to fill it up are two more very important questions. Do you want a steel or aluminum constructed tank, think carefully here, and last but not least what are your cost limitations? For instance, you can figure on an aluminum tank costing darn near twice as much as a steel tank and at the same time it may not prove to be as durable and could easily become damaged. So for

the sake of this story, let us say you have selected steel as your medium for a tank. What now?

Remember I said the place to start was the engine. Here's why. The size of the powerplant is directly proportional to the mileage one can expect to get and, therefore, has a direct bearing on cruising range. If your vehicle gets 10 miles per gallon, let's say, then you would need a 20-gallon tank to maintain a cruising range with a maximum of 200 miles. But since very few of us, I would think, run the supply plumb dry before refilling the actual cruising range is more in the 180 miles bracket. Lost 20 miles and you haven't even started on the new gas tank. Boy that gas is really getting hard to hang on to. Now if your rod gets 20 miles per gallon, and many seem to, with the same 20 gallons of fuel you can expect to go between 380 and 400 miles per stop. A bunch better. But let us examine this point a little more closely. How far do you actually drive your rod between stops? Out on the road stops are generally fixed around gas fill ups and in town, well, the tank gets filled when it needs it. What I am getting at here is the cruising range. Just how much is a good range? Having talked to a number of folks myself and having done a fair share of the driving, 250 miles is about as far as the average rodder is willing to travel between stops in a street rod. Of course, there are many who just lay their ears back, let their eyes turn red and weld the "pedal to the metal" and get it. In other words they just flat won't stop unless absolutely forced too. But for them the gas tank that will hold enough fuel hasn't been invented. So each one of us will have to determine according to his or her own driving needs just how far is far enough. The best way to accomplish this is to know the miles per gallon of your vehicle. In my case I figured the Buick V-6 should get between 23 and 30 miles per gallon, depending on type of driving, and multiply this by 15 gallons should give me a range in excess of 350 miles. Oh by the way, I am one of those lay back ears and red eyes and my roadster doesn't even have a throttle, the throttle bores are wired wide open!

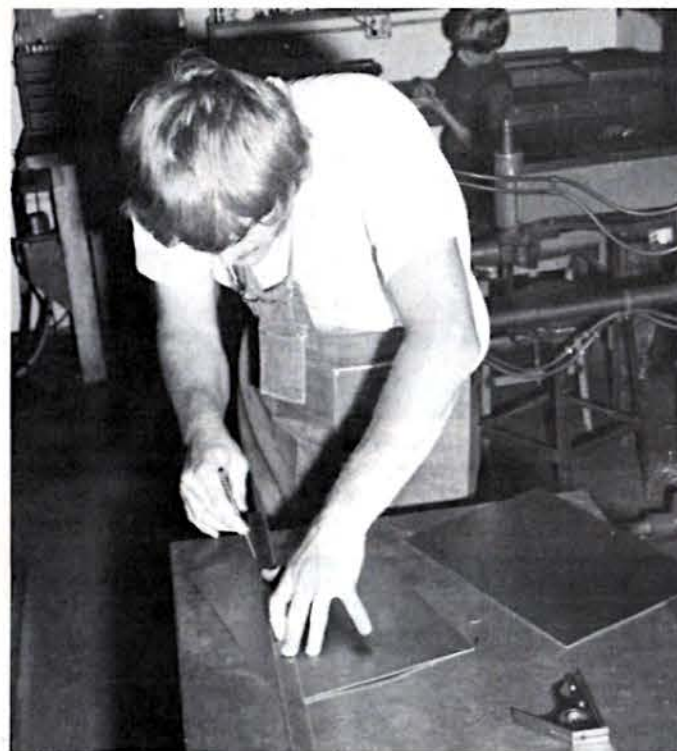
Especially with a car where space is at a premium positioning of a gas tank is very critical. In my case the only place that offered a concealed resting place, enough room existed and it is reasonably safe was the trunk area. Of course, the disadvantage to this is most obvious. In a hi-boy storage space is hard to come by and using up what you have with a gas tank should have plenty of forethought. With ample thought and working with one of the best in the busi-



'29 FOR '76 GETS TANKED

A gas tank is very handy in a street rod.

By Brian "Filler Up" Brennan



Attention will have to be paid to ensure straight cuts are made. Use a 16-gauge steel for minimum thickness and of cold roll stock. Remove any rust before starting.

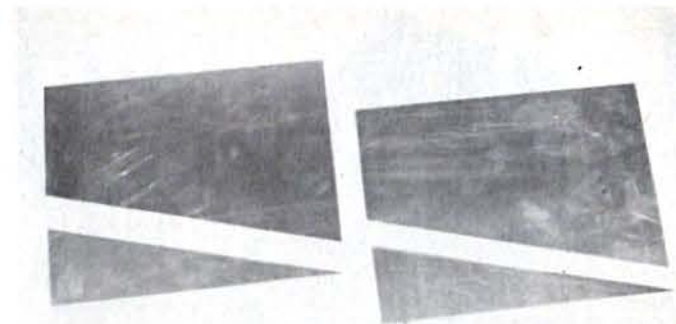


Additional accessories needed to complete the gas tank are hose (neophrene type), gasket and filler neck with cap. All this comes in a kit from Total Performance. The hose is gas resistant and the cap screws on with a safety chain for added protection.



Instrumentation for the Project Roadster was handled with VDO gauges. The Cockpit series was selected. Here the fuel gauge with all the necessary hardware, float, pickup and instructions is ready. It is an electric gauge with light.

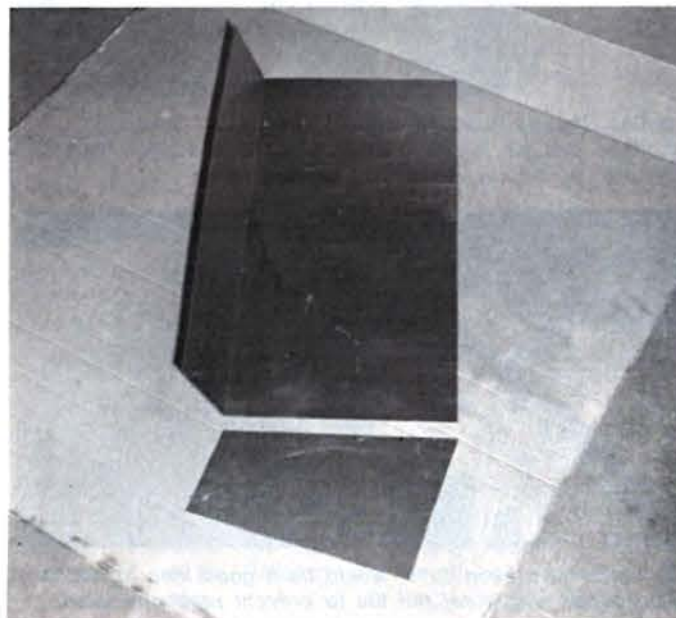
The bottom of the tank with one end is shown. Four separate pieces will be needed to make the ends, top and bottom.

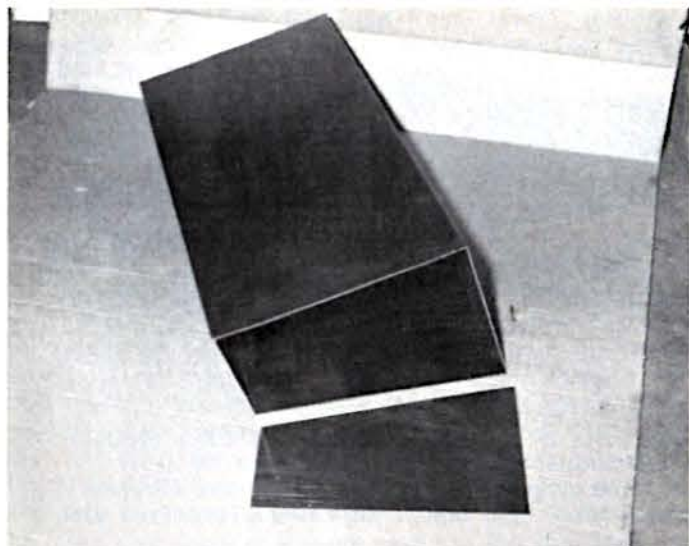


First pieces to be made were the ends. Since the tank in the roadster needed a sloping bottom the ends had to be cut on an angle. Make a cardboard template of the ends on your tank to make sure it is what you want.

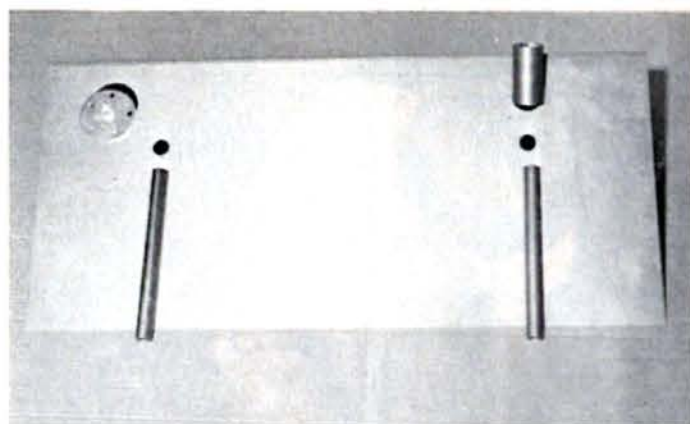


Unless you're very lucky you won't have one of these nifty sheet metal benders, so you have two choices. First check out your local air conditioning shop, if any, as they should have this type of bender or use angle iron, heavy steel or channel and place the gas tank material between it. Make sure to C-clamp the ends to prevent movement and use a soft mallet to bend the material.

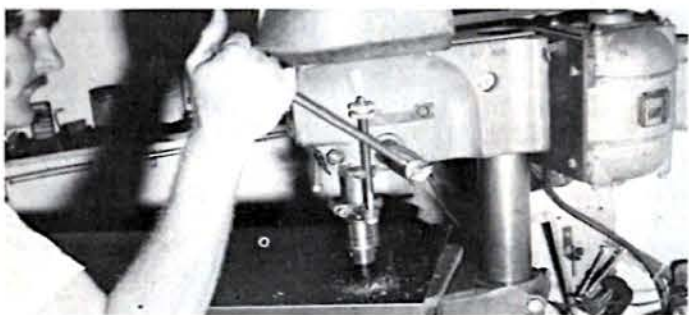




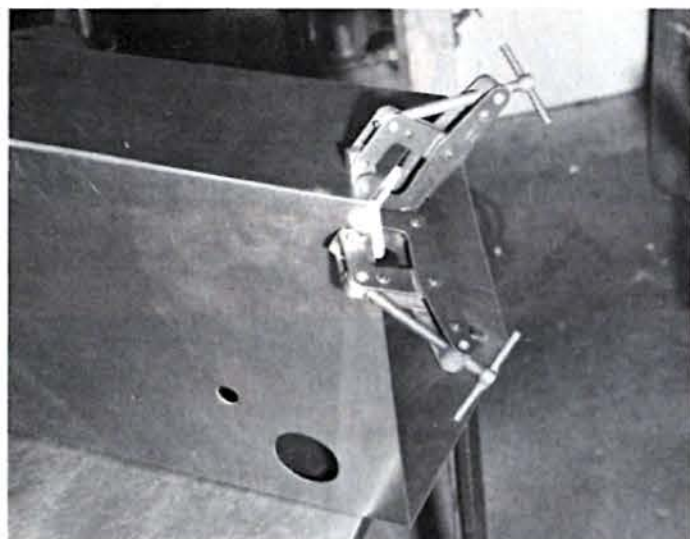
Before welding make sure to fit all parts and check for correct fit.



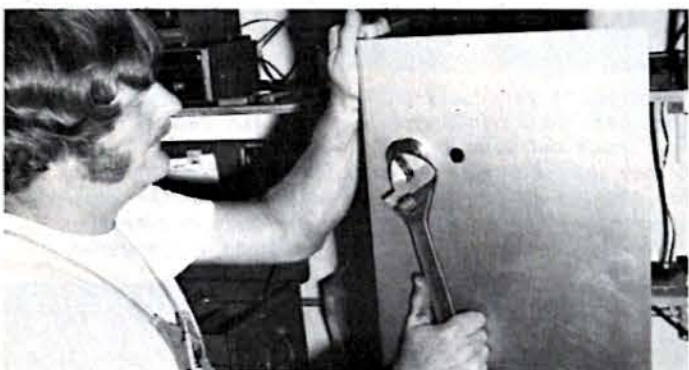
Top panel of gas tank is shown with all holes cut and its appropriate object for each hole. Left to right, are sending unit for VDO gauge, one of two mounting tubes, inlet tube measuring 1½ inches and second mounting tube.



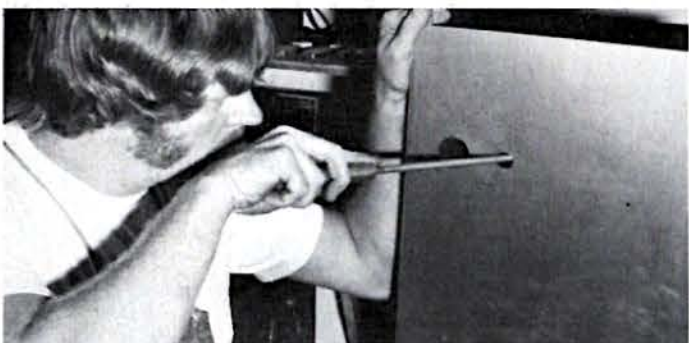
Positioning of holes to be drilled is very critical. You only get one chance to be right. Mock up the tank and check the position for all holes, if everything is looking good scribe a mark and use a drill press if possible to get starter hole.



When it comes time to weld clamp panels together and use a hell-arc, if possible, and mild steel rod. Don't gas weld, generally, not strong enough to withstand the constant vibration of a street driven vehicle.



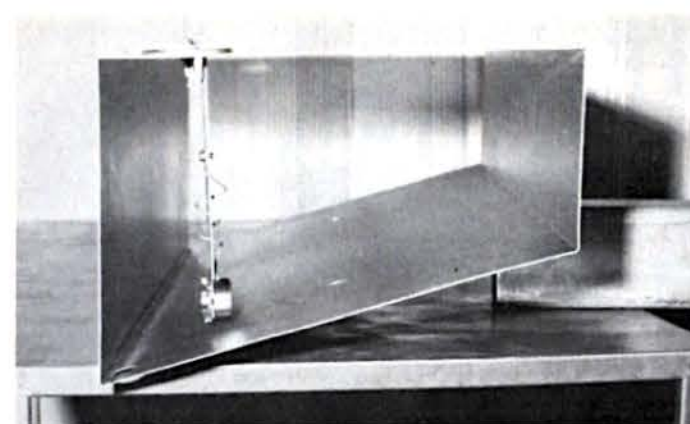
Greenlee Chassis Punches were used by Adolf Severloh and these can be found at most electrician supply houses. They are commonly used by electricians.



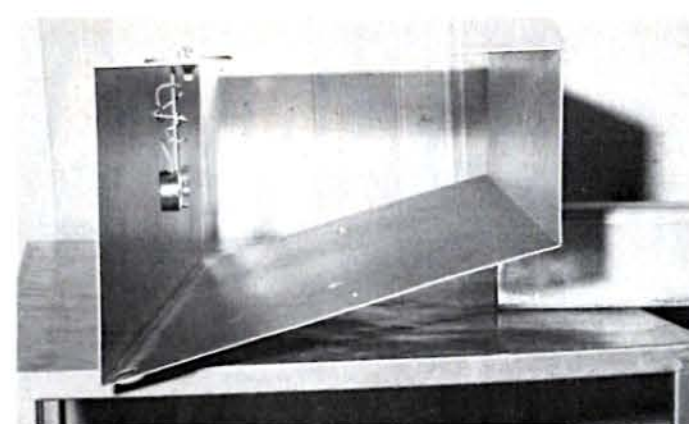
After holes have been cut it would be a good idea to deburr all the edges with a rat tail file to prevent problems later.



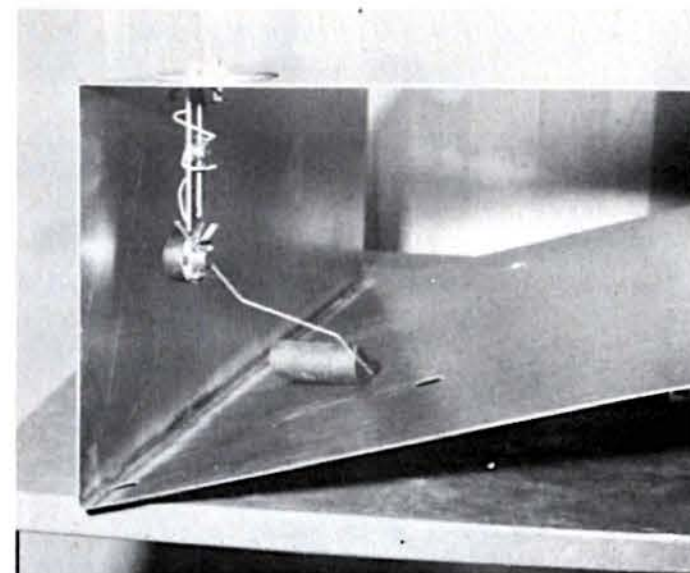
If you can't hell-arc, then short arc will work. This wire feed method is commonly used in header shops.



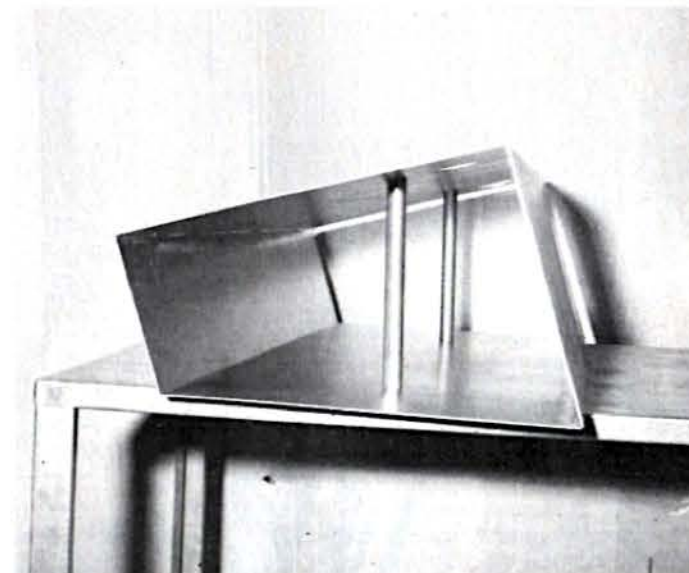
With main body of tank welded up and ends off you will want to make the proper adjustments to the sending unit and float.



Here we see the sending unit shortened according to VDO instructions.



With sending unit trimmed to proper size the next order of business will be to adjust the float to its correct location. Following VDO instructions make sure you give yourself a "reserve" in the gas tank.



In this particular installation the tank was to be bolted to the body flooring. Two 3/4 x .065-inch wall tubes were welded into the tank. Using all thread rod it can easily be attached, 3/8- to 7/16-inch bolts should work nicely up to a 20 gallon fuel capacity. This particular tank came in at 15 gallons.

ness, when it comes to making custom gas tanks and oil pans, Adolph Severloh of S&S Engineering a solution was soon arrived at. Working within the confines of the trunk a tank had to be constructed that would hold 15 gallons, actually 14.54, rest on the passenger side of the trunk, be low in profile so as not to take up too much space, be accessible and easily mounted or dismantled. And since the trunk has a slanted floor in the area it is to be mounted an angled bottom was necessary. Basically, the dimensions of the gas tank are 30 inches long, 14 inches wide and an average of eight inches deep. (At its deepest point it is 10 and shallowest 6 inches.) The formula finding the number of gallons your gas tank will hold is Length x Height x Depth = Volume divided by 231. The number 231 is the cubic inch

displacement of a gallon of gas. So my gas tank figures out to be 30 x 14 x 8 = 3360. This is then divided by 231 to equal 14.54 gallons total capacity. Armed with the knowledge of what it will take measurement wise to make up a gas tank you should be able to tailor make a tank for your needs. But this is only the mathematical part. You now know what cruising range, therefore, total gallons needed. You know the position of the tank and you know the measurements required to make a tank large enough to hold the right capacity. This is all great but how does one go about making up such a beast?

First off you are going to have to decide on a material. Steel or aluminum. As mentioned earlier it would probably be best for most of us to stick with a steel tank. But what type

of steel and what thickness? Cold roll steel will do the job and cost is well within the limits of all street rodders. As for thickness, 16-gauge should be the minimum. Anything less and it will not stand up to the vibration of constant driving and may be easily damaged. Anything much heavier wall and the gas tank with a full load of fuel may very well weigh more than the car. As 16-gauge steel weighs 2½ pounds per square foot and gas itself weighs between seven and eight pounds per gallon.

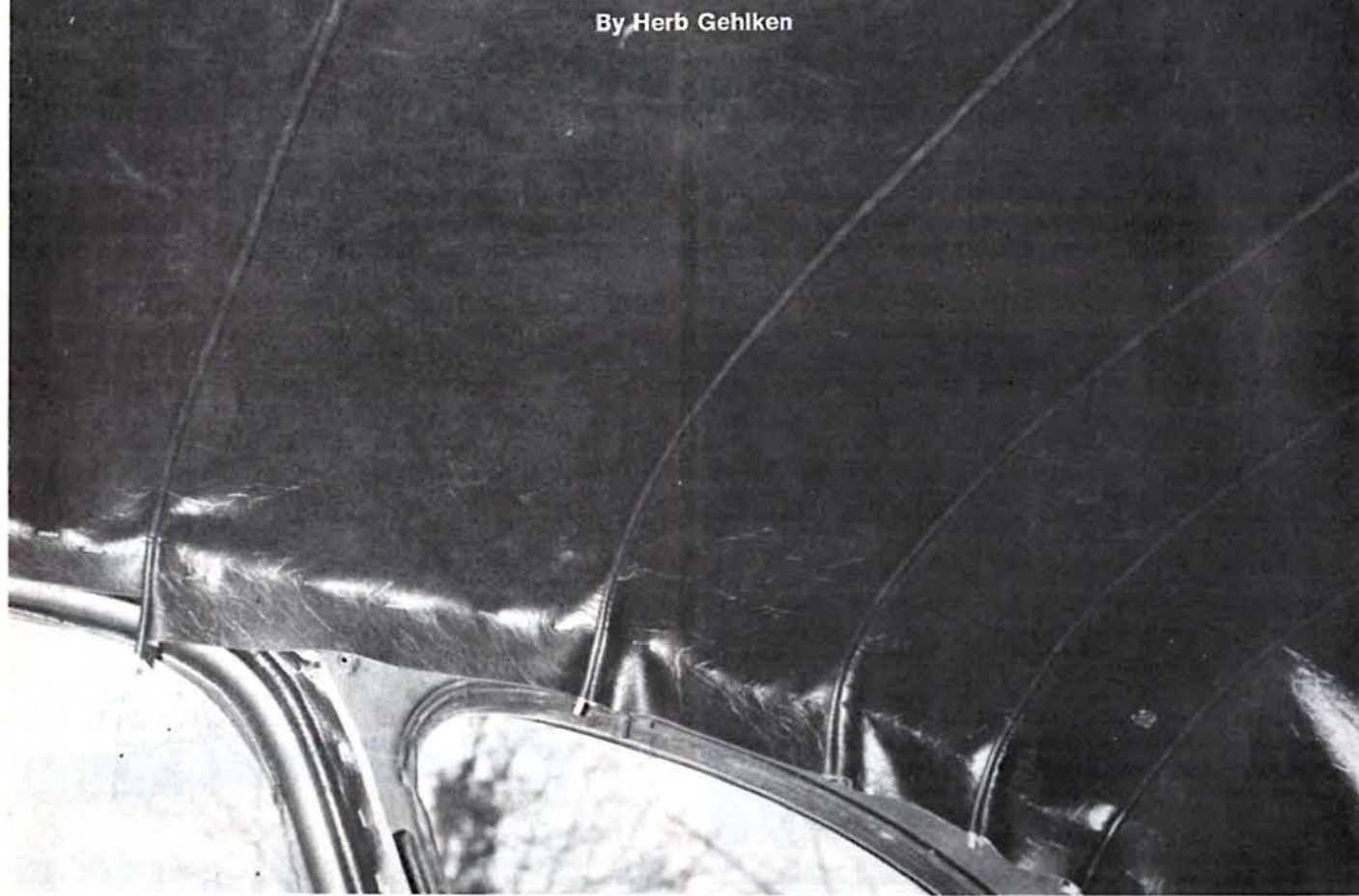
You will need four pieces to make up the standard type tank. This includes the two ends and a top with one side and a bottom with the other side of the tank. The main body of the tank will only require one weld running the length of the tank. The

(Continued on page 76)

MAKING A HEADLINER

Headliners aren't easy, but they aren't all that hard either.

By Herb Gehlken



I've never made a headliner, nor have I ever seen one done, but being the expert home upholsterer I am, we shall begin. I measured the old headliner and drew it on a piece of paper. If you want a simple headliner, (if any are simple) that is without the welt where the wire holders are located, you will need only two pieces. However, the normal width vinyl is 54 inches and my headliner needed 57 inches, so since I was using welts, I cut eight pieces instead of two. If you make a two-piece headliner you will have to get some material as wide as your headliner or normally 60 to 70 inches wide. Your measurements must be exact, so measure the average width of the seam you are generally sewing and add that amount to your measurements where there is going to be a seam. Mark your lines on the material and cut the pieces. Sew all the pieces together. Now you will need loops on the back of the headliner to run the wire through to hold your headliner off your coiffeur.

If you don't have a sewing machine

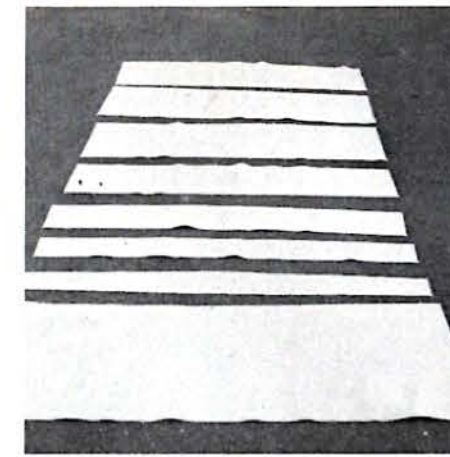
or access to one you can buy a headliner and installation kit from J. C. Whitney, and then you will be where we are now, ready for the installation part. I don't mean to plug J. C. Whitney, but they do have parts that are hard for us country boys to come by. Anyway, from J. C. Whitney the prices for napped material in your choice of four colors is \$17.69. For the vinyl in white, black, blue, green, or light tan, either smooth or perforated finish they run \$32.95 plus \$4.19 for the installation kit.

Are we now ready for the installation? I suggest you use a stapler, but you can get by with #12 tacks, and a good tacking hammer. At this stage you might want to practice a little with that tacking hammer before you begin or you might get a perforated headliner when you didn't want one. If you can beg, borrow or appropriate an upholstery steamer you should by all means do so. I couldn't, and they are too expensive to buy so I did mine without one. Start at the back

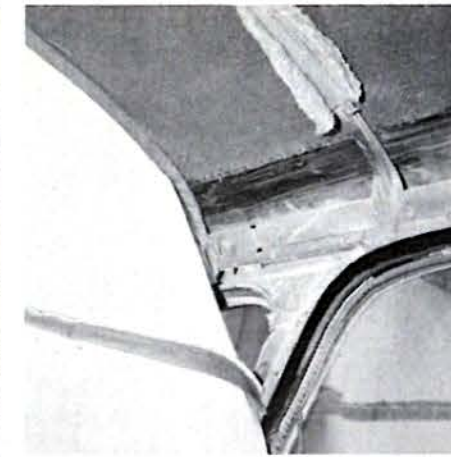
wire and install it first then work to the front. Put some holding staples in the middle of the windshield and at the middle of the back window. At this stage the wires should be tight front to rear in the middle of the headliner, if they are not you will have to remove the headliner and take some material out of the section that sags. O.K. let's assume that you have a tight center, now you work to the sides, start with a middle section and staple it to the sides until all the wrinkles are out in the entire section on both sides. Now start toward the front completing each section before going on to the next section. Easy isn't it? On most older cars the staples were hidden by a strip of hide-em or wire-on, these are still used on convertible tops so check with your top shop and buy enough of the color that goes with your headliner and then install it. On newer cars your window frames will hide your tacks. Some rear windows, those with rubber but no frames, will have to be removed. Sorry no other way! ■



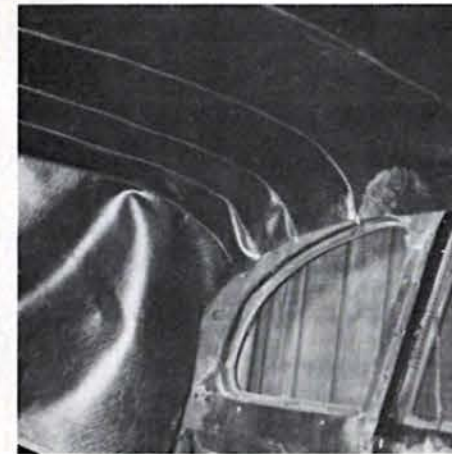
This is the old headliner and it must be removed intact so that it will provide a pattern for the new one.



Using the old headliner (disassembled) the new one is cut to size and laid out in position for sewing.



After sewing the headliner is installed by starting at the middle and then working either direction.



The wires are positioned, or the tab is tacked in place, so that the entire headliner is held in place before the edges are tacked.



The liner is tacked and the wrinkles are worked out from the center toward the front or rear, as you go.



The excess around windows is needed so that the window frames will cover this part completely. Do not trim until the frame is tried.

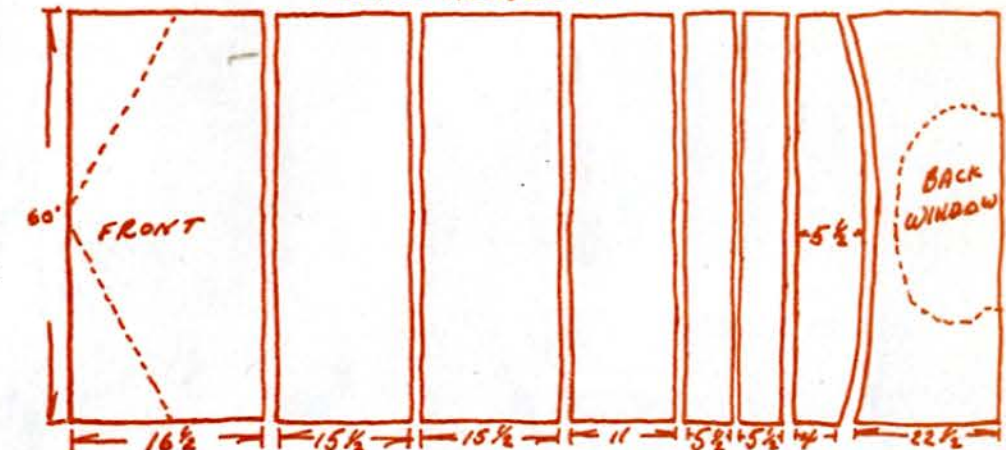
List of tools:

Stapler or tacking hammer and tacks
Upholstery steamer if available
Patience
Sewing machine

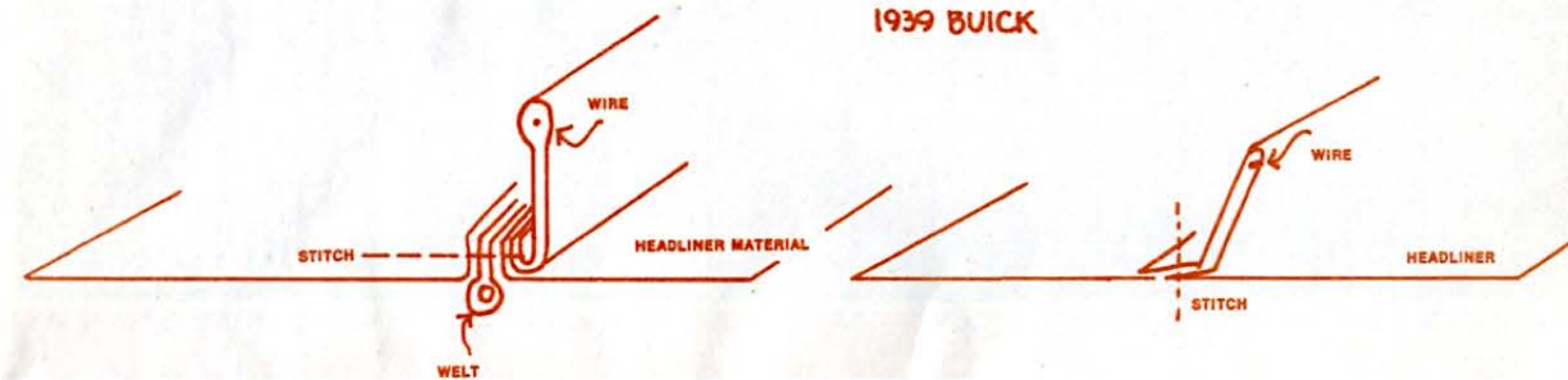
List of materials:

3½ yards of material
13½ yards of welting (for the headliner with welting)
Or headliner and kit from a supply house

WELTED HEADLINER



1939 BUICK



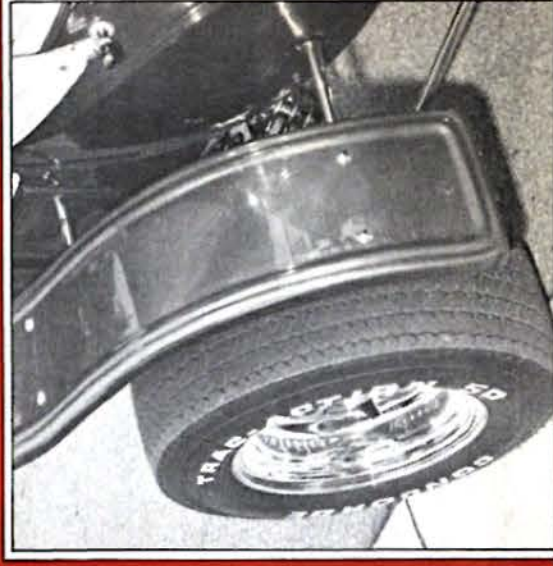
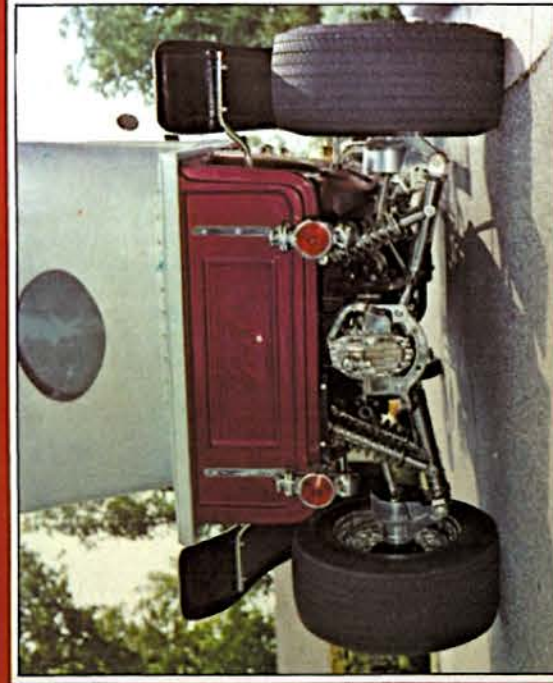
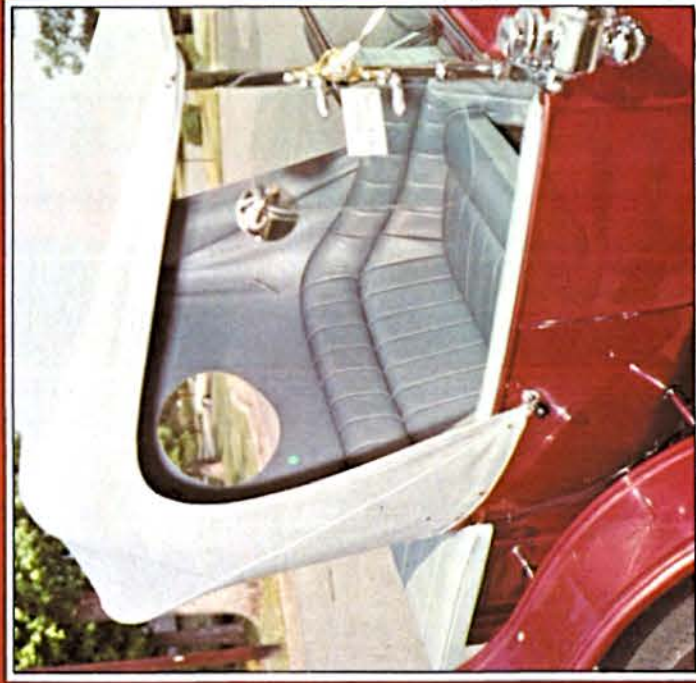


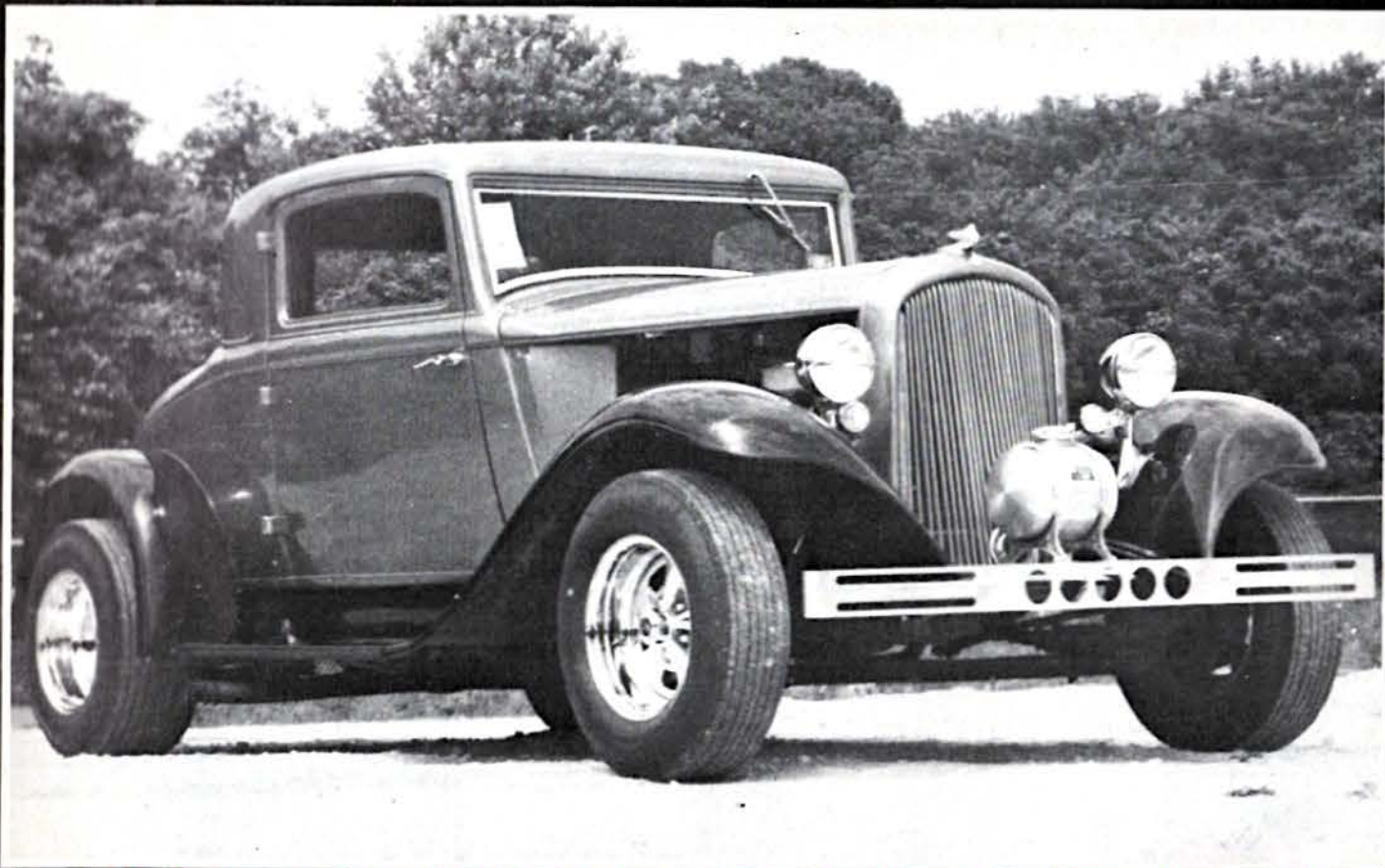
Owner: Southern Classic Rod Shop
New Orleans, Louisiana
Photography: Brian Brennan

ABBEY T-BUCKET

Adding appeal to the T is easy if you know where to start.

The T-bucket has come a long way over the years and one of the groups that has helped it along is the gang at Total Performance. This Red Moon dust '23 is very representative of the T-P approach to making a good thing better. Starting with one of their catalog chassis, a Jaguar rear end and tube axle front end was installed. In between is a 1970 version 350 cid Chevrolet engine and a 350 Turbo-hydro transmission. Disc brakes are added up front to help out the stock rear discs and fenders fore and aft help to keep the heat off, along with the wet stuff. The huffer on top of the basically stock engine makes this mouse roar in a big way. Zenith wires are used on the rear and they measure a full 10 inches, carrying Concorde 50 series tires. The interior is silver Naugahyde and the top is from the same material and color. The attitude of the top combined with the flare of the quick on/off fenders gives this car a look that wasn't around a few years ago. Like other good things, the Fad T improves with age.



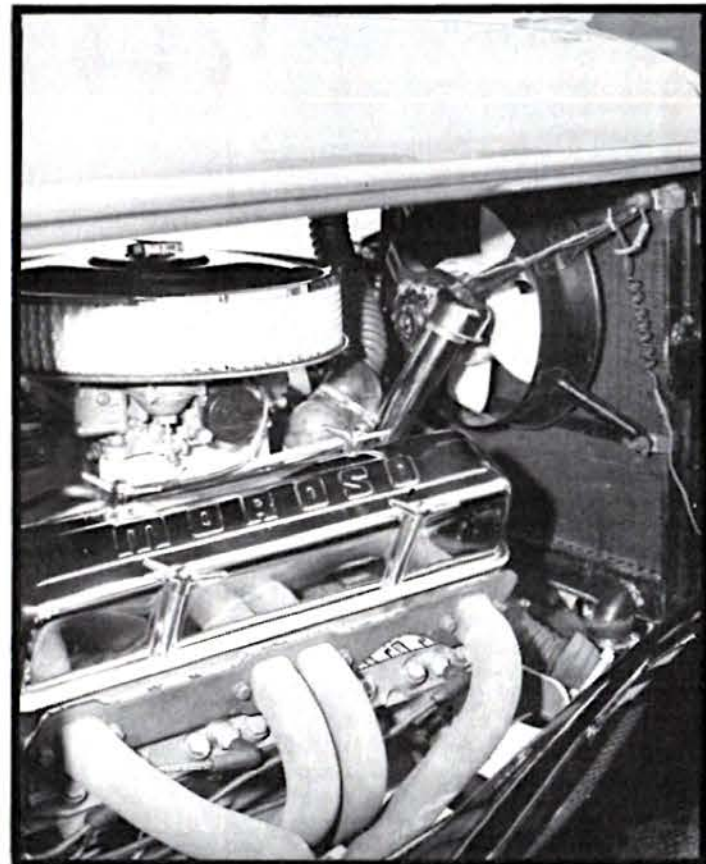
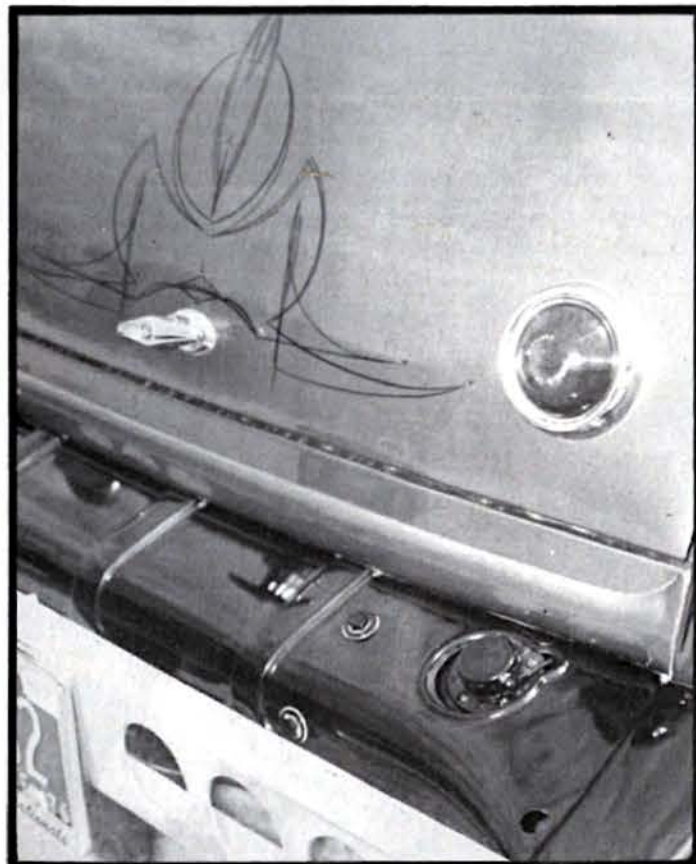
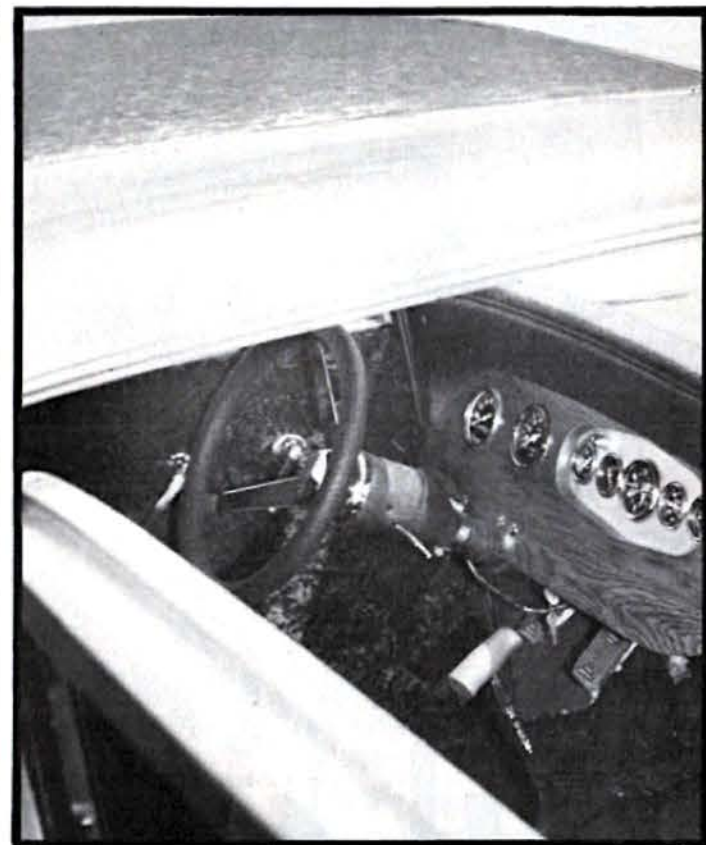
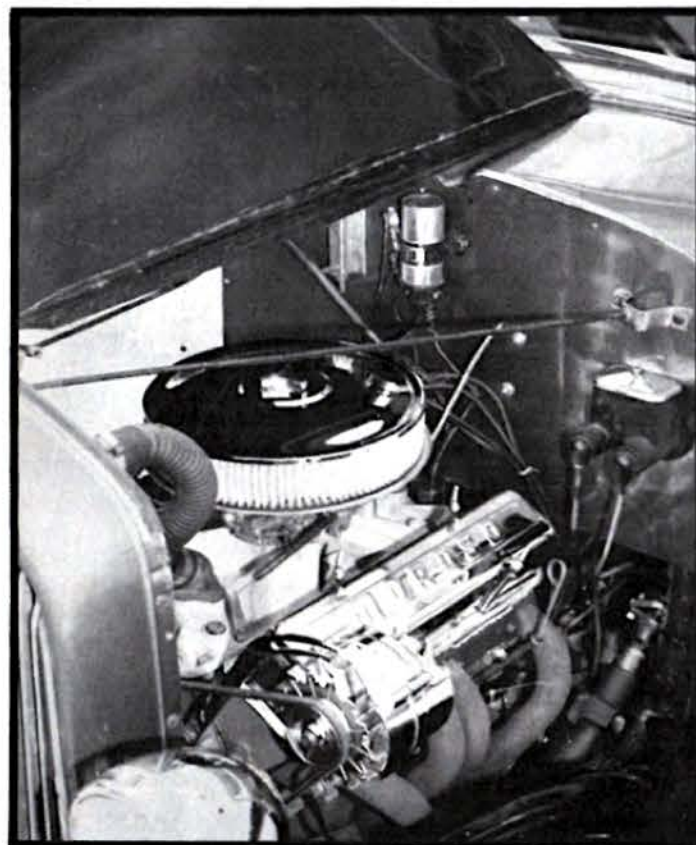
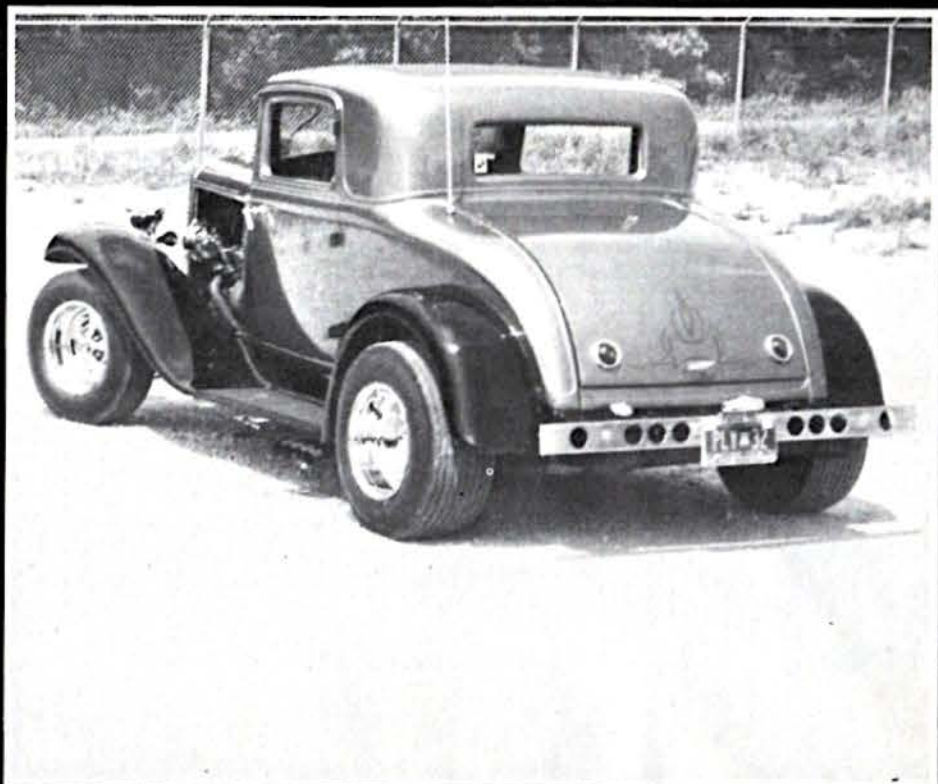


PLYMOUTH IN PEWTER

Teamwork is the name of the game for the Marks family.

Owner: Sam Marks
Harrisburg, Pennsylvania
Photography: Joe Mayall

When a wife and husband team up to build a street rod, good things happen. On the outside everyone pitched in and prepared the car for the paint and then got Dutch Valley Auto Works to apply the Pewter Grey and black lacquer. On the inside it was all kept in the family, with Sam supplying the dash and Connie the Burgundy Wine crushed velvet. The car features a basically all Chevrolet drive train from the 283 engine to the Muncie 4-speed to the '57 passenger car type rear end. The front I beam axle is Chevrolet as well and came from a 1968 van. It is mounted with semi-elliptic springs as is the rear. Hurst mounts were used for the engine installation and Ritchies Radiator Hospital supplied the engine cooler. The headlights are Deitz items and for the rear a set of '50 Pontiac's were used. The bumpers were machined from some aluminum, and the car has two gas tanks—an aluminum Moon in front and the stock unit at the rear. The body may appear stock, but on closer examination it will be noted that the rear fenders have been widened three inches and the vents in the hood have been filled. In the near future, Connie is going to redo the interior—and the cycle goes on, and on.





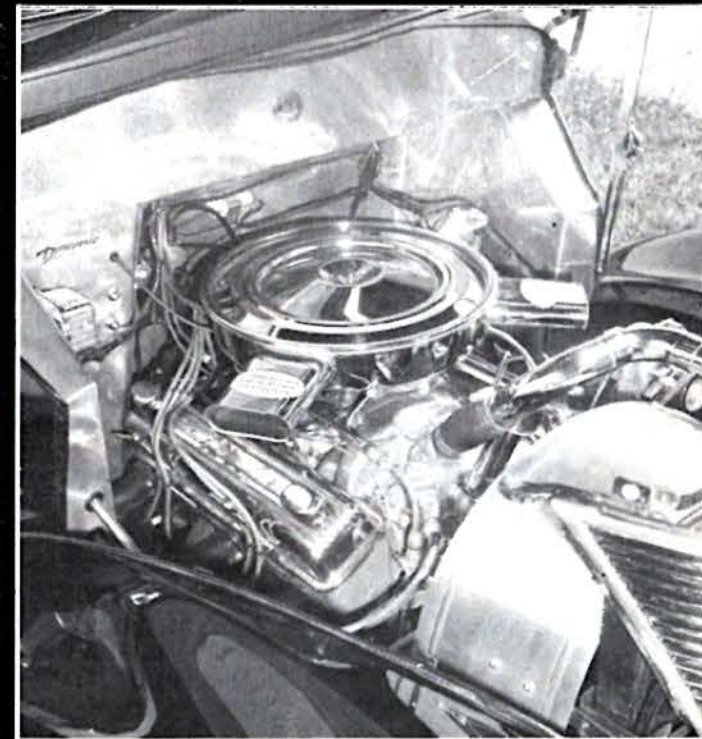
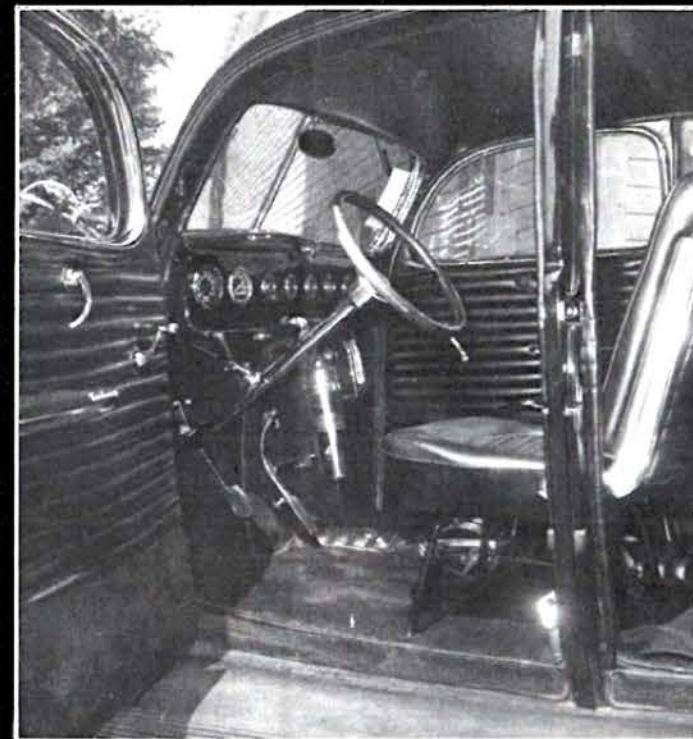
THE HUMPBACK OF ST. CLAIR

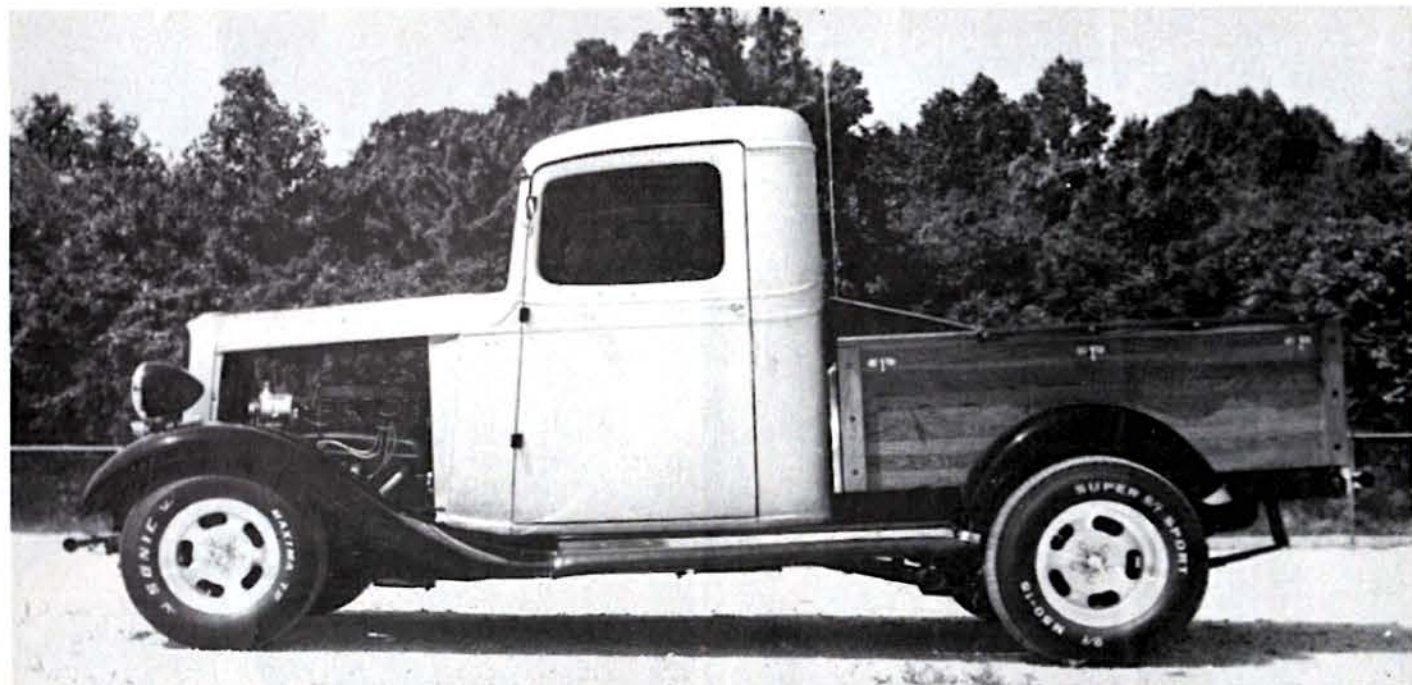
Often overlooked, the Fordor lives.

There is all sorts of untapped material for street rods, Fords and non-Fords alike. Of the Fords, the four door models seem to be the most often overlooked. This '37 "hump back" should surely change some of that thinking, however. The all black product out of Michigan has got to be thought of as a real cruiser. Under the hood (set back 10 inches) is a 1965 Chevrolet 327 that in turn is hooked to a reworked Turbo 400 trans. Beyond that there is a 1957 Chevrolet rear end. Suspension front and rear is via a set of '37 circa springs, but the ride is controlled by Monroe shocks front and rear. The wheels are American Torque Thrusts and they carry racing profile type tires. The body on the car remains basically stock and the hood side panels have been removed. Pin striping helps to set off the car's lacquer paint in style. On the inside the car is far from stock. The dash was completely filled in and then nine different Stewart-Warner gauges were added to keep tabs on the engine. Upholstery is black Naugahyde, and chrome accents are used for a luxury look. The car performs well as a street rod and is excellent for hauling the family, which is now nearly grown. A slick way for the whole family to enjoy the street.



Owner: William Haboush II
St. Clair Shoes, Michigan
Photography: Jack Stewart



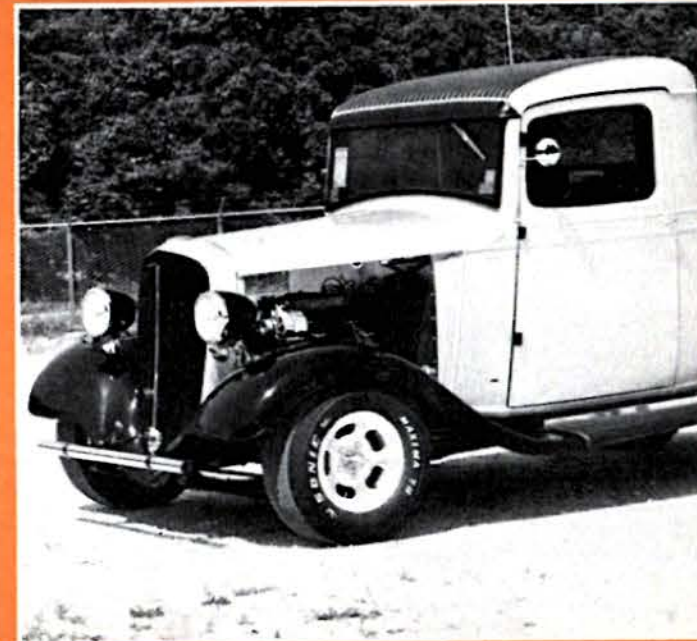


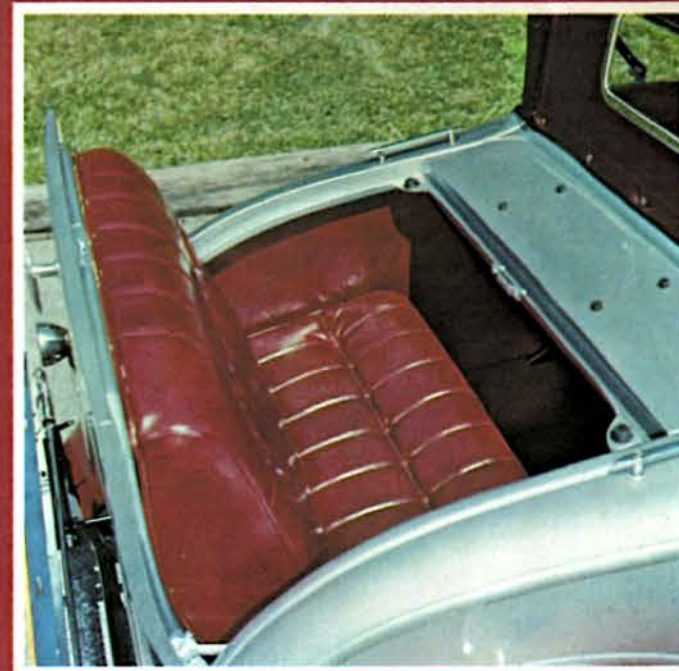
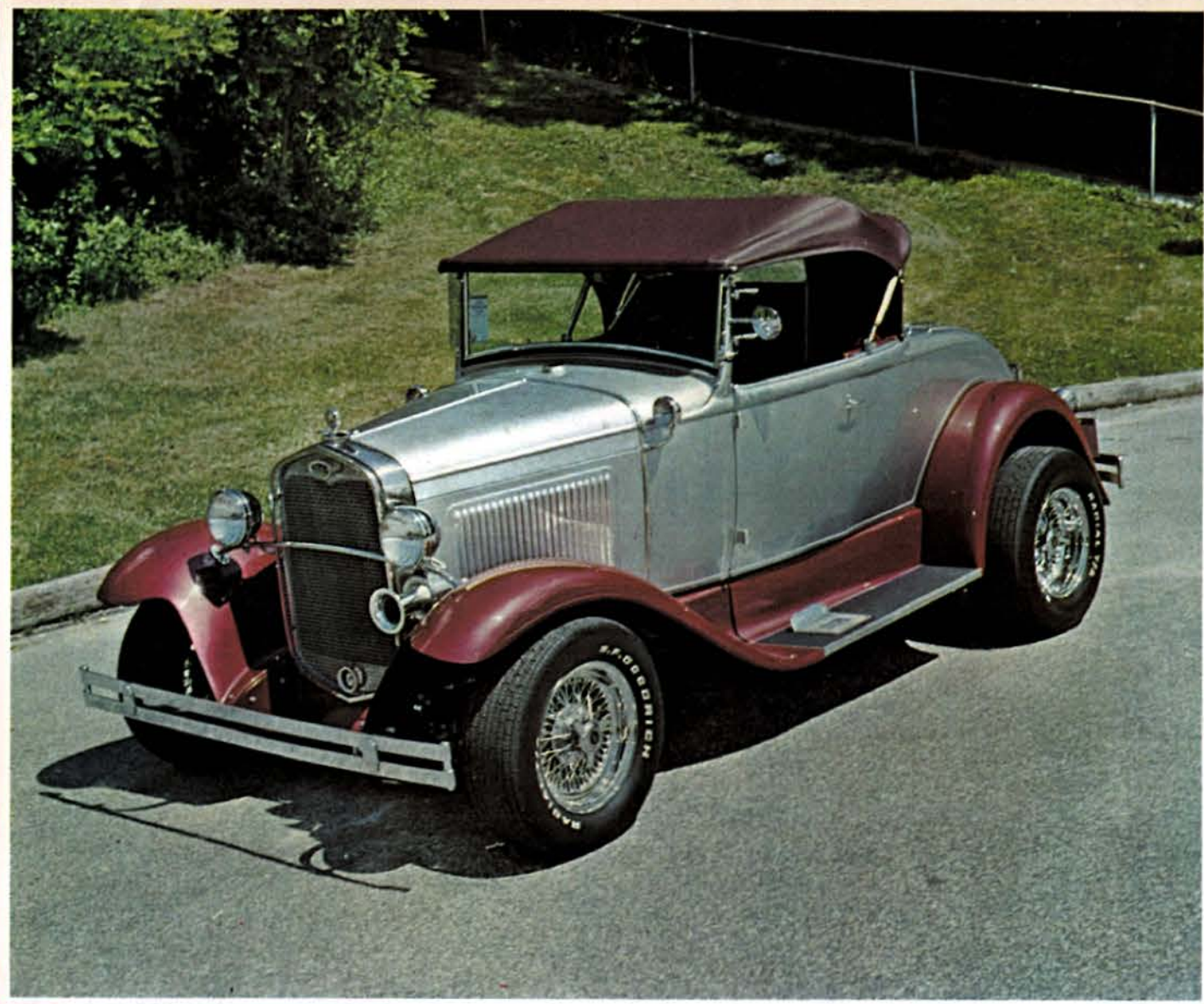
QUICK SILVER

A clean pickup with some nice hardwood for extra appeal.

Owner: Michael Perry
Spencerport, New York
Photography: Joe Mayall

One neat thing about street rodding, is that you don't have to stick to the rules. Sometimes this latitude will result in some excellent craftsmanship, such as the bed on this pickup. The wood used to build this bed is attractive and the workmanship flawless resulting in the bed being a big asset to the completed vehicle. The bed, however, is only a part of the package and it all deserves a look. Starting with a 1934 Chevrolet pickup, two years after and a lot of hard work we have the finished truck. It is powered by a '68 model 327 Chevrolet engine and the transmission is a 400 Turbo-Hydro. A 1957 Chevrolet passenger car rear end was mounted on the stock springs while at the front a set of later Chevrolet brakes were adapted to the stock axle. A '56 Ford steering unit was used and it is topped with a Cal Custom wheel. The interior was modified from door to door, with an engine turned dash panel, CB radio, bucket seats from a Mustang and custom built door panels. The body is painted silver metallflake with black fenders, a nice contrast. The engine has been lightly modified and runs an Edelbrock intake manifold and Hooker headers. The transmission shifter is a B&M ratchet type. This is a clean hauler, fer shur.



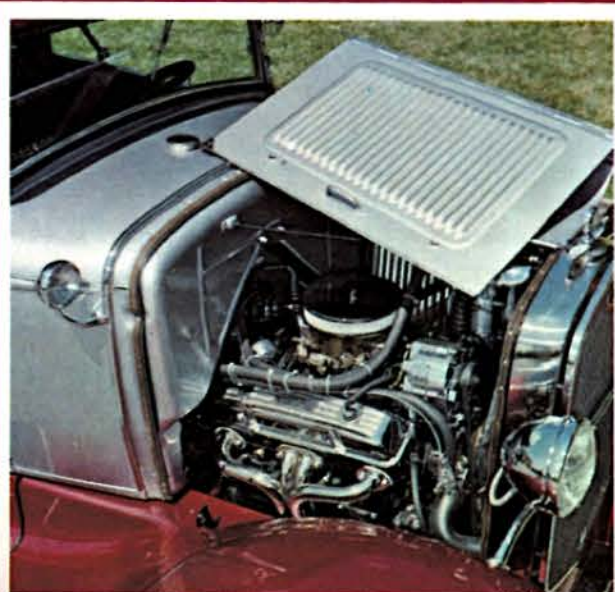


Owner: Southern Classic Rod Shop
New Orleans, Louisiana
Photography: Brian Brennan

NEW BREED 'A'

A totally new Model A that is ready for the road.

Having the first of something is a distinction many of us seek, but only a few will realize. The Southern Classic Rod Shop recently became the first dealer to receive one of the new Total Performance Model A Roadsters. The car was built on the T-P assembly line in Wallingford, Connecticut, but has enough optional equipment to remain a personalized car. The chassis for the car is T-P's new Model A type (see ROD ACTION September 1976) that has been equipped with Jaguar front and rear suspension. The engine is a small block Chevrolet and the transmission is a Turbo Hydro. The car is a completely repro item, with everything used to construct it being new except for the grille shell. The body is a



Wescott's '30 Ford which is made from glass, as are the fenders and the splash aprons. The hood is a metal repro item and fits perfectly. Tru-Spoke wire wheels and B.F. Goodrich radials give the car a true street rod look that is otherwise deceiving. On the inside air conditioning was added below the seat which is a great place if you don't mind the seat being raised about two inches. With the side curtains in place, this has got to be the way to go. If you would like to be the first on your block to have one of these super street roadsters, check with Total Performance or the Southern Classic Rod Shop and get on the list. You may not be able to have the first of the breed, but you can still get in on the fun.



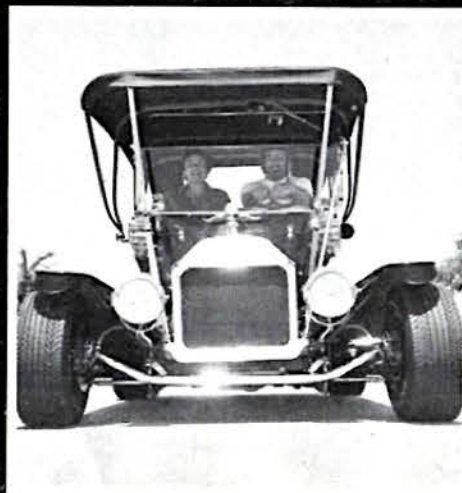


WELL TRAVELED

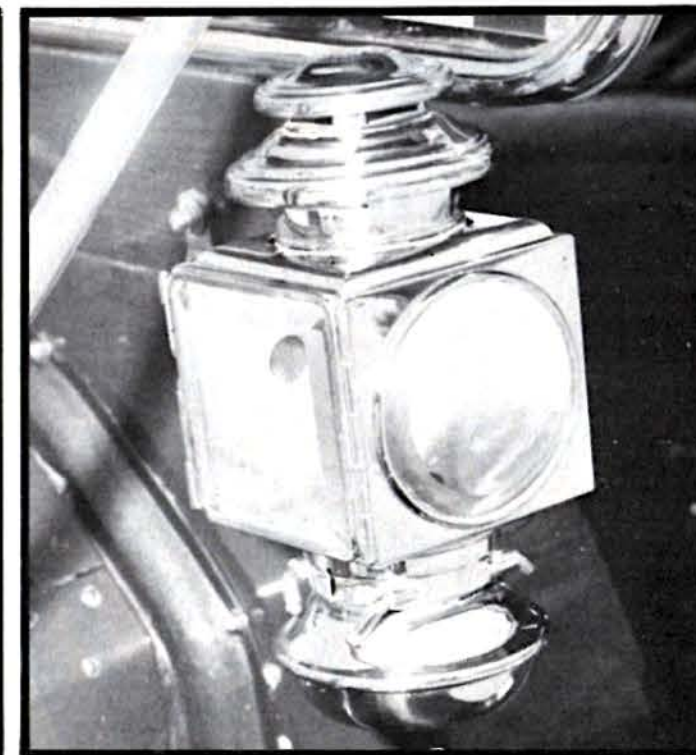
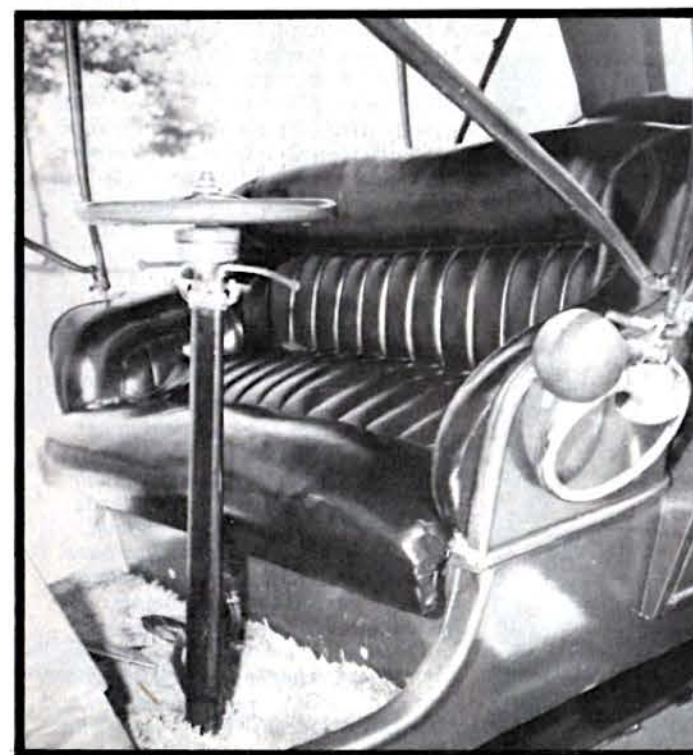
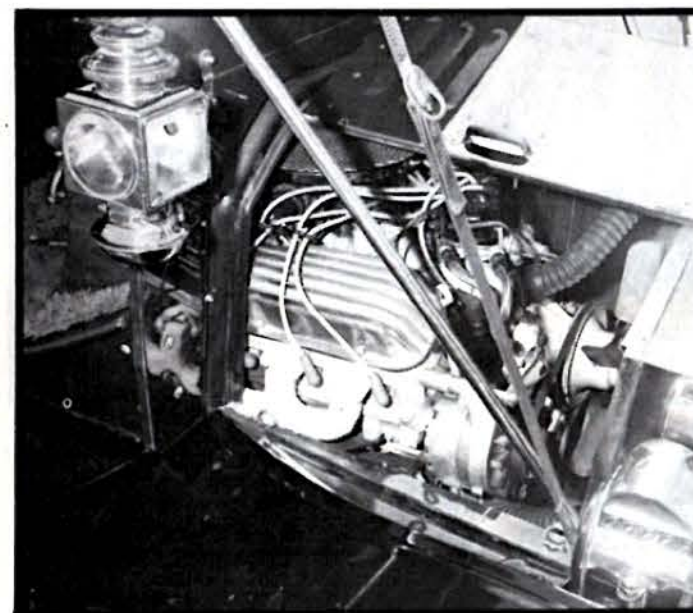
Owner: Raymond VanZile
Tampa, Florida
Photography: Joe Mayall

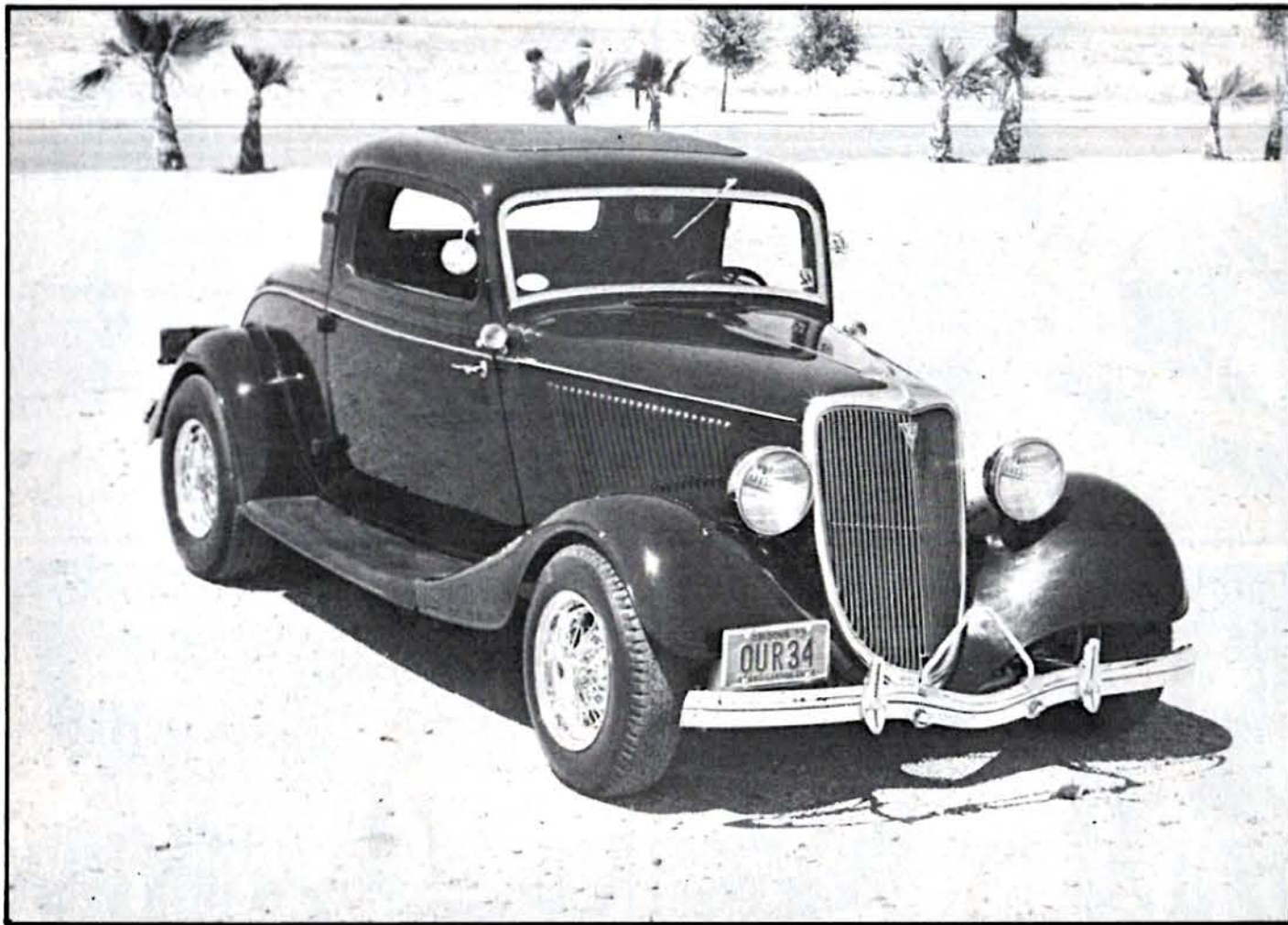
The '09 Tourer pictured here has been around.

Many street rods will not get driven in a couple of years what this one did in one trip. Fulfilling a five plus year plan, Raymond and Kitty VanZile have recently completed a street rod trip that totaled over 11,000 miles and took ten weeks. And it was all done in a stock bodied 1909 Ford Touring car. The chassis for the car is an owner modified item that started out under a 1923 Ford 1-ton truck. VanZile made all of his own crossmembers and completely boxed the frame. For a good ride, a Jaguar rear suspension is used and a PSI dropped tube rides under a stock Ford spring. For power a 1968 Ford 289 and C-4 transmission is tucked under the hood. That was the hardest part of the job, making everything fit in the tight

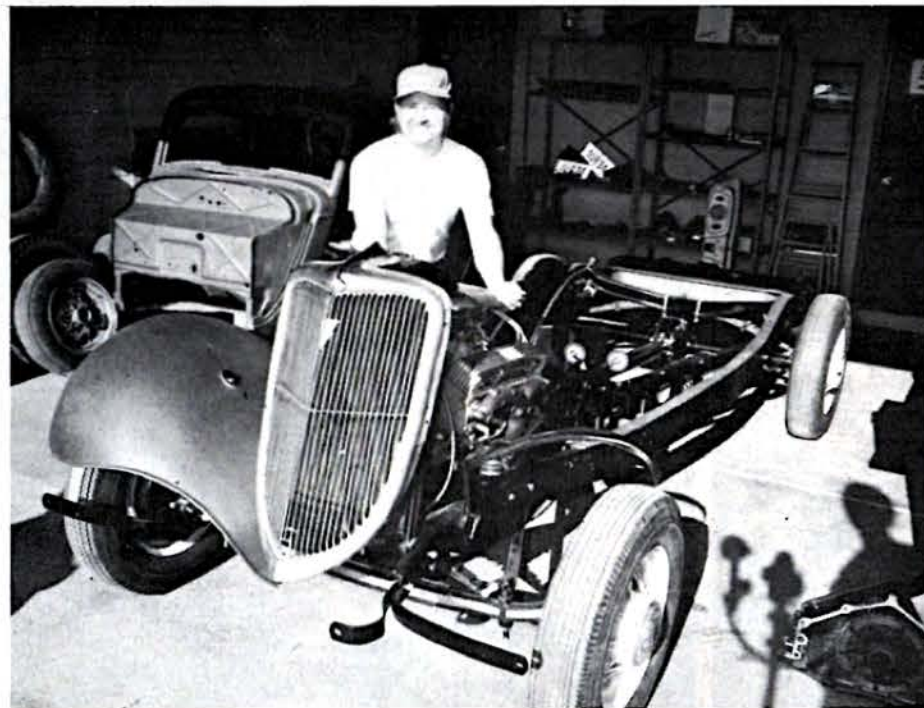


conlines of the '09 hood. The body on the car is all wood, as all of the '09s were, and a set of stock repro metal fenders and hood keep the lines of the car as stock as can be. The body is green and the fenders are black. All of the work except the upholstery was performed by the owner, and Winton Cutchins was called on for the interior and top. The main reason for all of the planning was that Ray and Kitty wanted to attend the L.A. Roadsters' Annual Fathers' Day Exhibition. Well, they did and they had a ball. But while they were at it they took in several other runs and did a lot of sightseeing. And, when Ray was asked if it was as good as he had planned, he answered with one word, "Better."

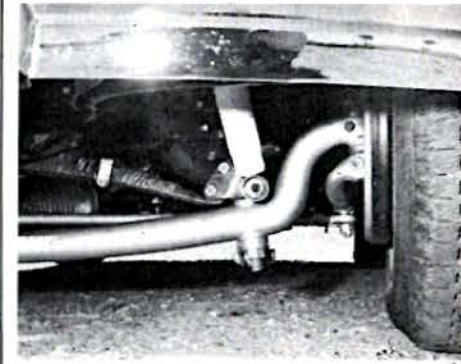
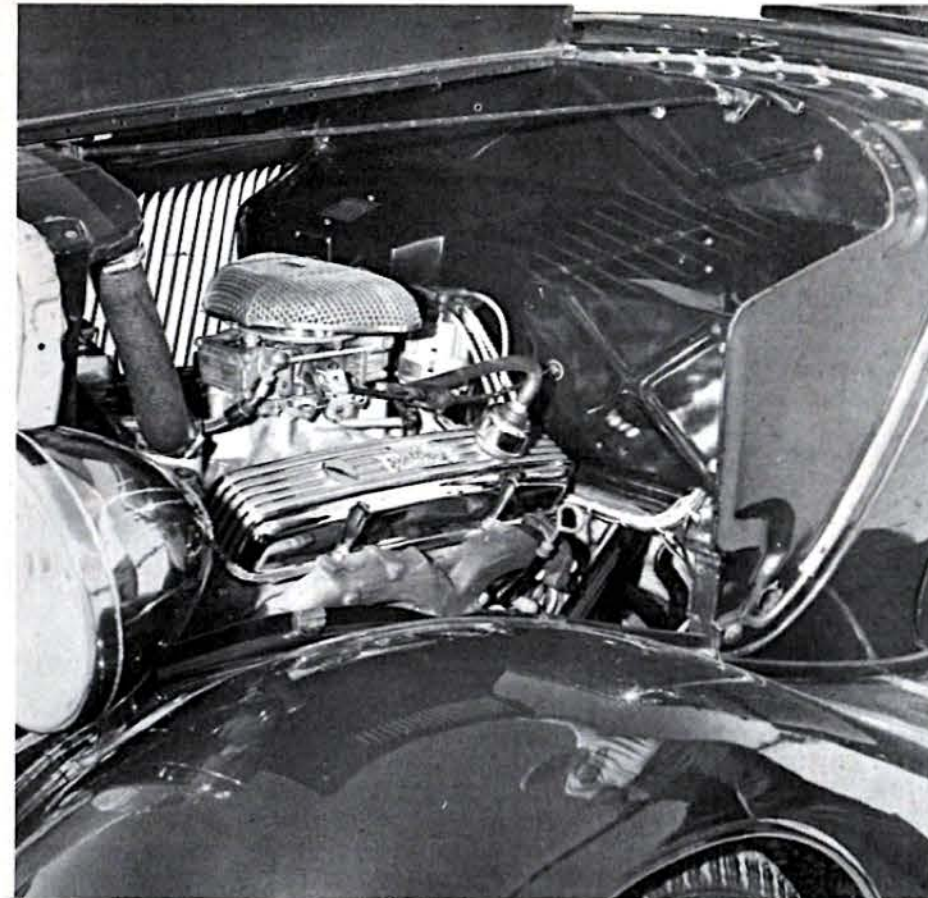




DRIVEWAY CAR



Garage cars don't always stay garage cars, and here is living proof. Keith Stribling's '34 Ford coupe graced the pages of the November 1975 issue of ROD ACTION, and now less than a year later it is back as a finished car. A few changes were made during construction, but the basic theme of cleanliness went all the way to the end. A 1970 Chevrolet 350 engine is used in front of a Powerglide transmission. Following that combo is a 1957 Ford station wagon rear end. The rear end is supported by a pair of springs from a 1954 Chevrolet passenger car, while at the front a stock type spring is used over a Bell axle. The front radius rod kit is a Pete & Jakes four bar and the steering comes from a Vega steering box. Front and rear shocks are Gabriel Striders. The stock bodied 3-windowed coupe is equipped with many of the accessories that make a car complete, such as grille guard, bumper guards, a Ford script locking gas cap and cowl lights. They all help to set off the very straight, Dearborn Blue lacquered body and fenders. Mohair is used for the interior and it blends in nicely with the nearly stock look. Even the Powerglide shifter has been disguised by utilizing a combination of Corvair and B&M components. Radial tires are used front and rear and they are mounted on a set of Buick Skylark wire wheels. It didn't take Keith long to put this super car together, and you can bet that it will be a long time before he'll take it off the street.



Once a RA garage car, this one is now very much a driver.

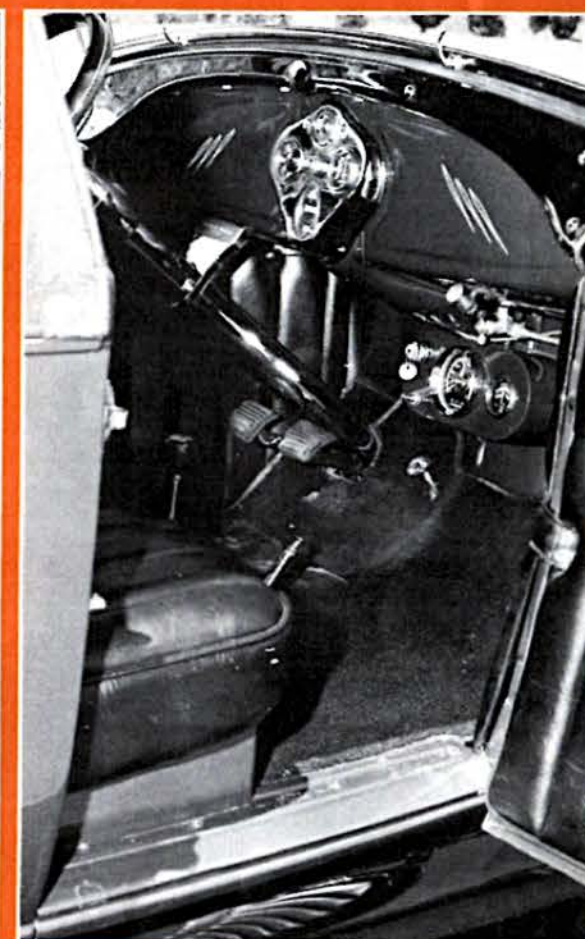
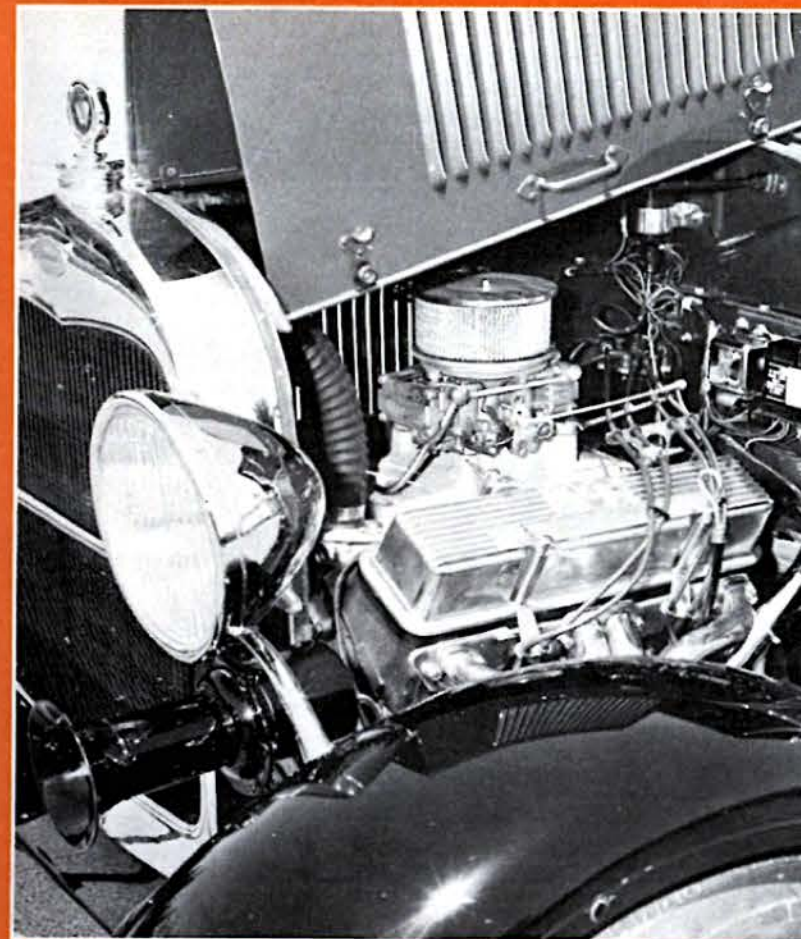
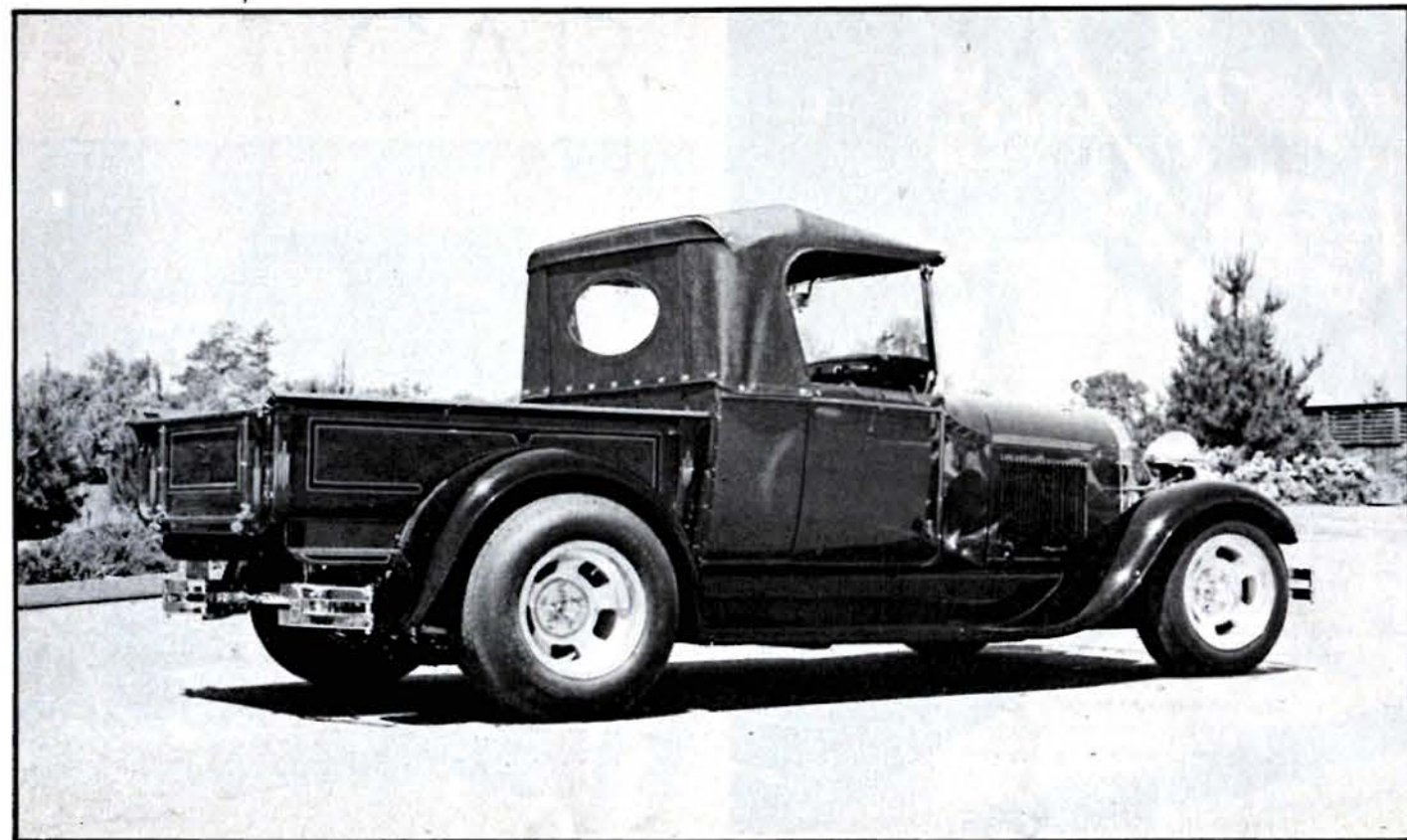
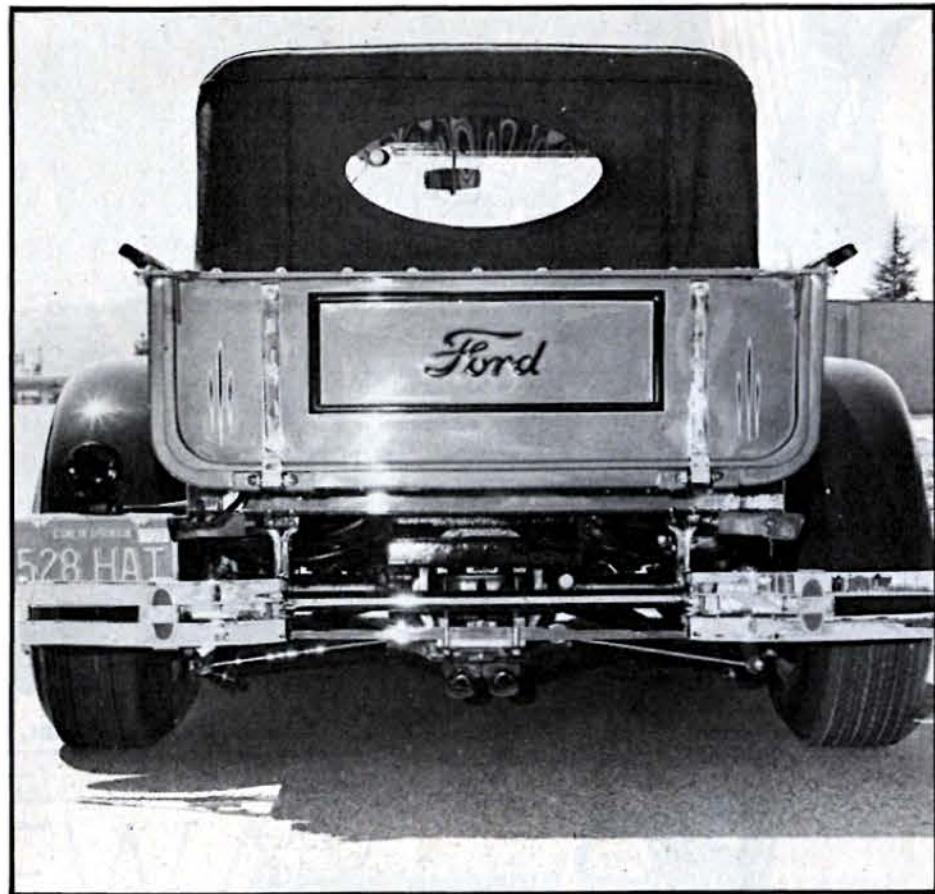
Owner: Keith Stribling
Phoenix, Arizona
Photography: Joe Mayall



LONG TIME A-COMIN'

Good things are worth waiting for.

Some people like to take their time and enjoy what they do. Bob Williams is one of those types, he took thirteen years to build this slick '28 Ford Roadster P.U., and he did it right. Sheet metal on the car is all stock, but that is as far as stock goes. The Model A frame has been boxed and uses a dropped axle in the front which carries '41 Ford hydraulic brakes. On the other end a Corvette independent suspension is used and it is equipped with the stock brakes. The steering comes from a 1956 Ford pickup unit that is mounted very close to the original location. Tubular shocks are used front and rear for ride and stability control. The engine and transmission are the familiar Chevrolet 283 and 4-speed. The engine is equipped with a Winfield cam, Sanderson headers, Holley carburetor and M/T valve covers. The metallic red bodied pickup has black fenders, and the floor of the bed is as nice as any part of the rig. The floor has been expertly finished using German varnish for lasting beauty. The interior is as attractive as it is simple. Black Naugahyde in pleats set off by buttons and black carpet for a traditional approach. A special gauge panel under the stock gas tank carries critical Stewart-Warner gauges and the ignition switch. Finishing out the clean machine is a set of American mags and Daytona tires. This pickup was a long time in the making, but it was worth the wait.



Owner: Robert Williams
Pinole, California
Photography: Dick Mendonca

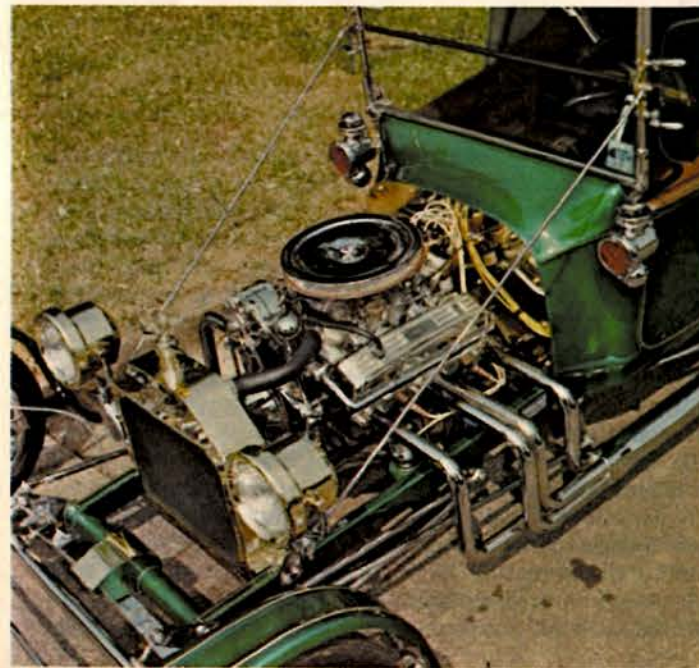
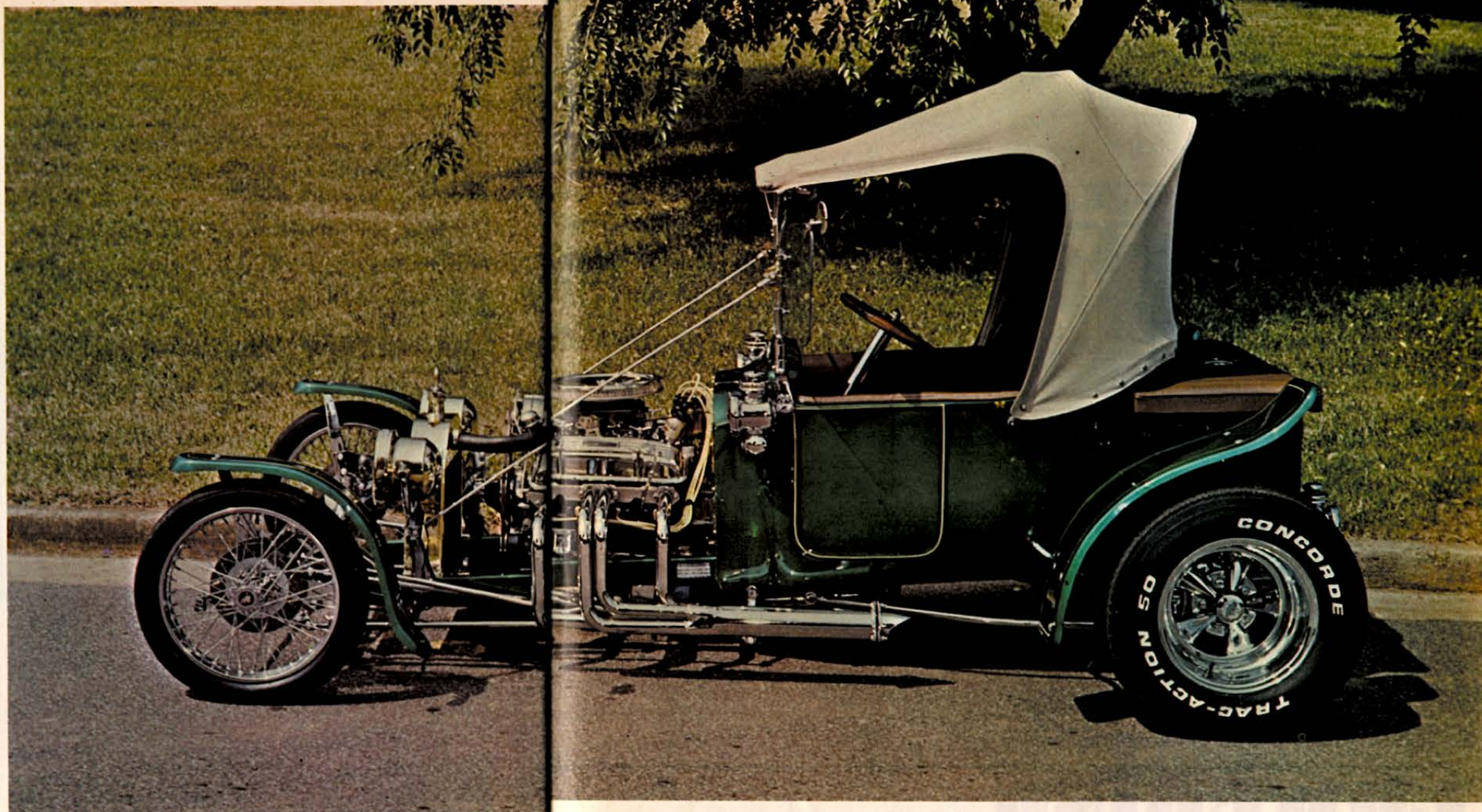


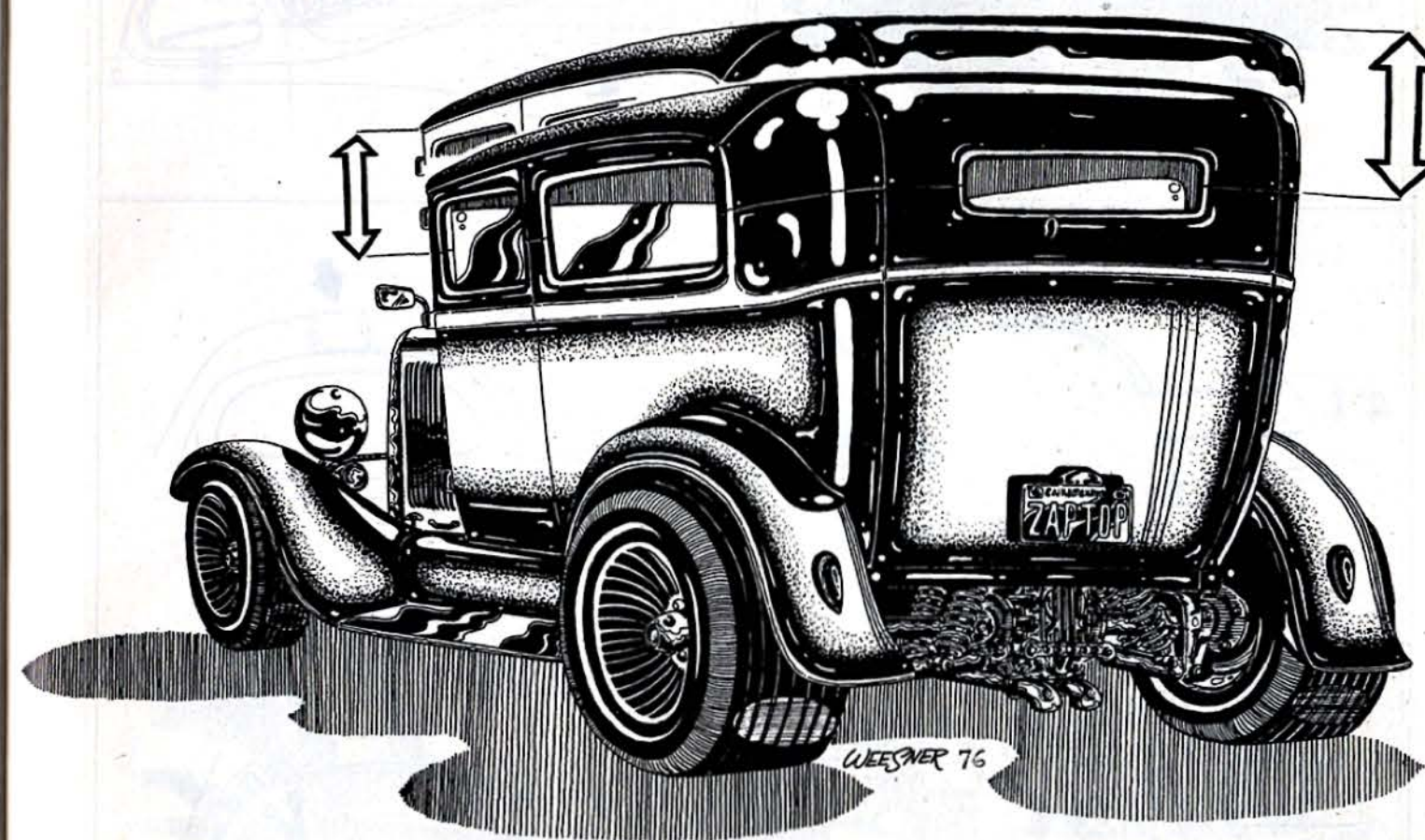
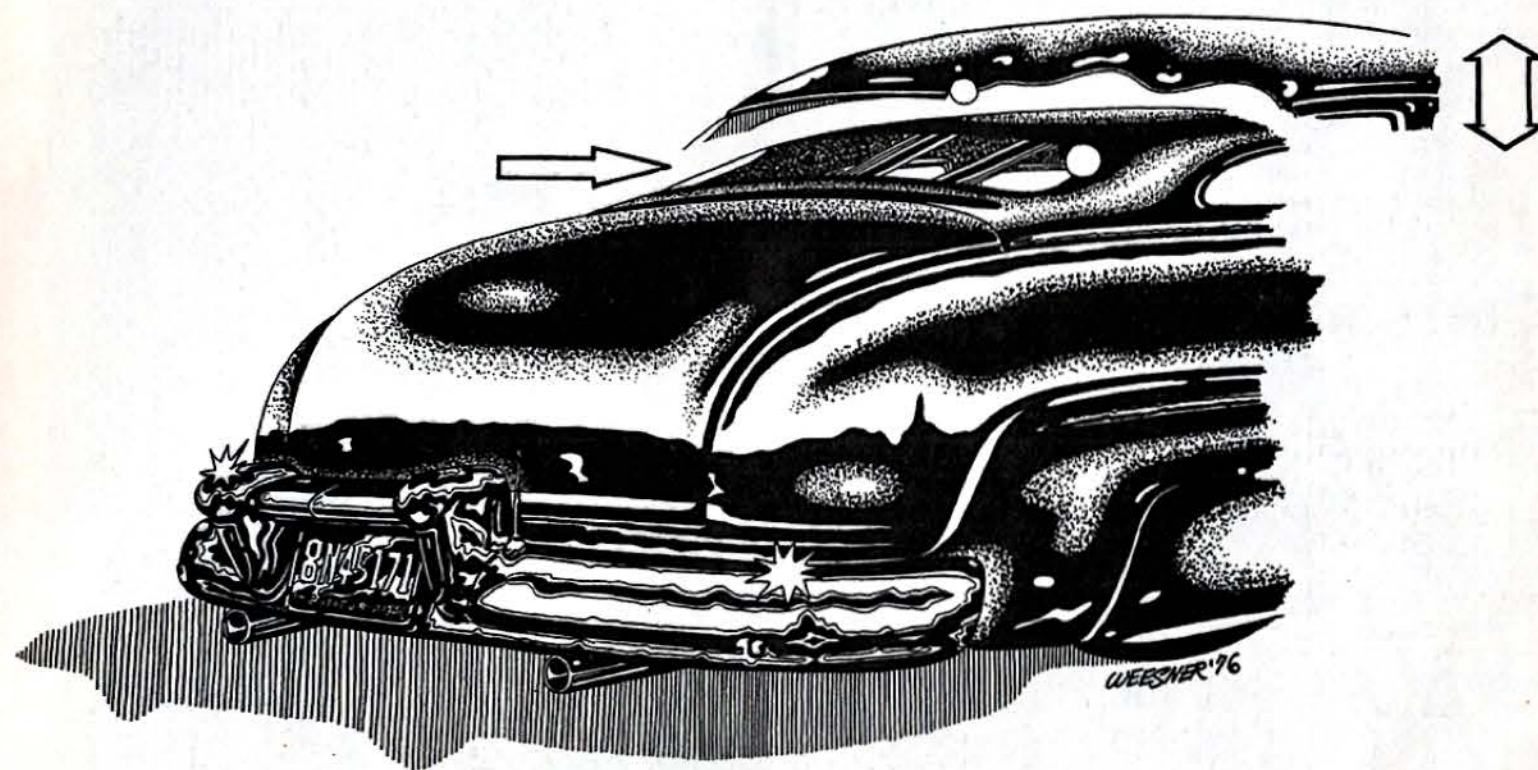
built to order

When you come up with a good thing, why change? That's the way Total Performance is looking at its fine T bucket production car these days. This is a workable set-up and until something better comes along, this is the way things will be done. The fiber-glass bucket is mounted onto a rectangular tube frame that carries a Jaguar rear end and a tube axle front. The engine is a small block Chevrolet and the transmission a 350 Chevrolet Turbo-Hydro. A set of Hurst front disc brakes aid the stock Jag rears for stopping and Hallcraft and Cragar wheels with skinnys and wides, make contact with the ground. A Corvair steering box has been reversed and gives the bucket guidance. It is topped off with a repro T wheel. One of the characteristic features of the T-P bucket is the quick on/off fenders at each wheel. The fenders not only provide the service of keeping moisture and dirt off the car, they also add to the look of the modern T bucket. Lighting is provided by a full complement of repro type lights, and a set of wind wings help to make passenger comfort better. The interior is done in a luggage tan Naugahyde which contrasts well with the candy green exterior and white top. As individual as any street rod yet it came from a production line.

You can have it your way, and still get it done quick.

Owner: Lou Formato
Drexel Hill, Pennsylvania
Photography: Brian Brennan





LOWERING THE LID

Chopping the "late model" early cars.
By Jerry Weesner

I have chosen the '36 Ford three window coupe to use as an example in this article for two reasons. First and foremost is that it is a very difficult top to lower, and indicative of other period cars. And secondly, because this model looks absolutely bitchin' in a lower than stock position, and literally reeks of nostalgia and traditionalism. The problems and solutions encountered in this chopping exercise can be applied to many types of cars from at least two decades.

The "easy" chop jobs usually end with the year 1931. For generally speaking, all cars built up to this time had completely vertical tops. (Notable exceptions are the late '31 Model "A" four door sedan, and the '31 Victoria, which were preview models of the slant windshields to be introduced in '32.) Before '32, chopping is merely a matter of removing a predetermined amount of material, lowering the top straight down and re-attaching. (See illustration of '29 Model "A" sedan.)

The "difficult" chop jobs generally begin with the newer, '49 and later, "Street Machine" category cars. (Many would probably disagree with this statement, and naturally there are exceptions.) These vehicles have such a tremendous amount of stretching and re-forming of contours to be dealt with, that the task is staggering. Even the physical bulk of these cars is far greater than their more conventionally sized ancestors. Cutting down and re-fitting the '36 Ford coupe top could conceivably be a one man job. But just imagine moving that '49 Merc. coupe turret around by yourself.

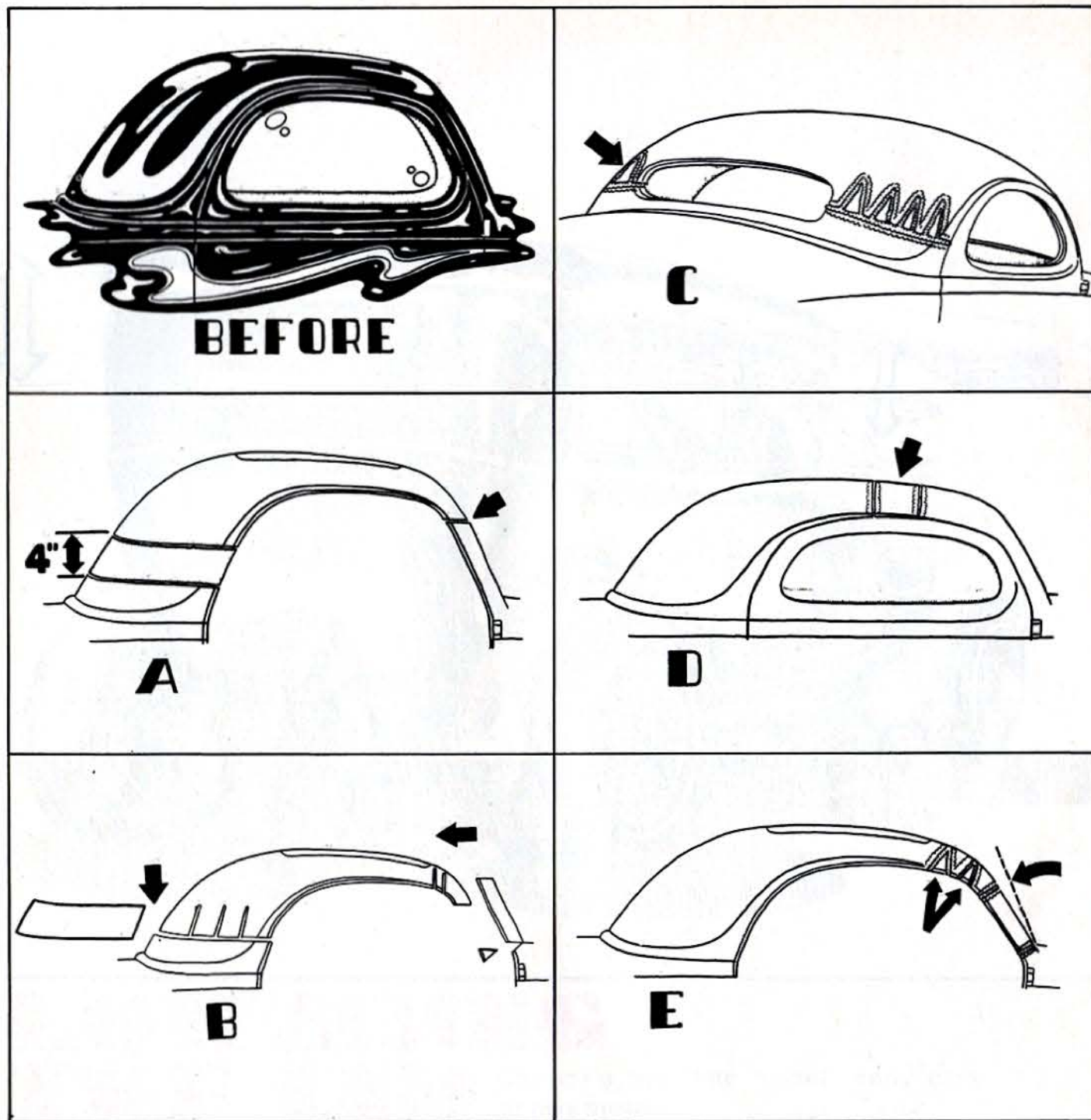
To begin the operation, remove anything and everything that will get in the way or that is flammable. However, we doubt you're going to be starting with much more than a bare hulk anyway. Remember, that proper preparation is just as important as proper working procedures when in progress. During tear down, familiarize yourself with all parts removed, and how they function

in relation to each other, so that when the time comes you can put the whole thing back together again. The next step is to plan and measure everything carefully, and measure everything more than once, and double check your figures. Having thought out all your moves, it is now time to mark the turret and make your initial cuts. Before removing the window glass and related moldings, it's a good idea to give yourself a preview of your chop, by blocking out the upper section of the windows with masking tape, to give yourself an idea just what the loss in height will do to the visibility factor. (From the inside looking out that is.) Just remember, a little really does go a long way when chopping a top, and I wouldn't recommend over a four inch maximum lowering.

In illustration (A) we have marked our coupe for a four inch chop. (Shaded area to be removed.) These marks are placed at the closest to vertical section of the turret. (Which on this model isn't easy.) Cuts are

also made at this time near the top of the windshield posts, just before they start to curve into the top. When making cuts, you should support the top (2x4's would do nicely) in order to keep your saw from binding. Notice I said "saw" not torch. Use a sabre saw with metal cutting blade, for roof quarter panels, and a hacksaw for door posts and windshield posts. I'm sure it goes without saying, that a torch would warp your top into virtually un-salvageable junk.

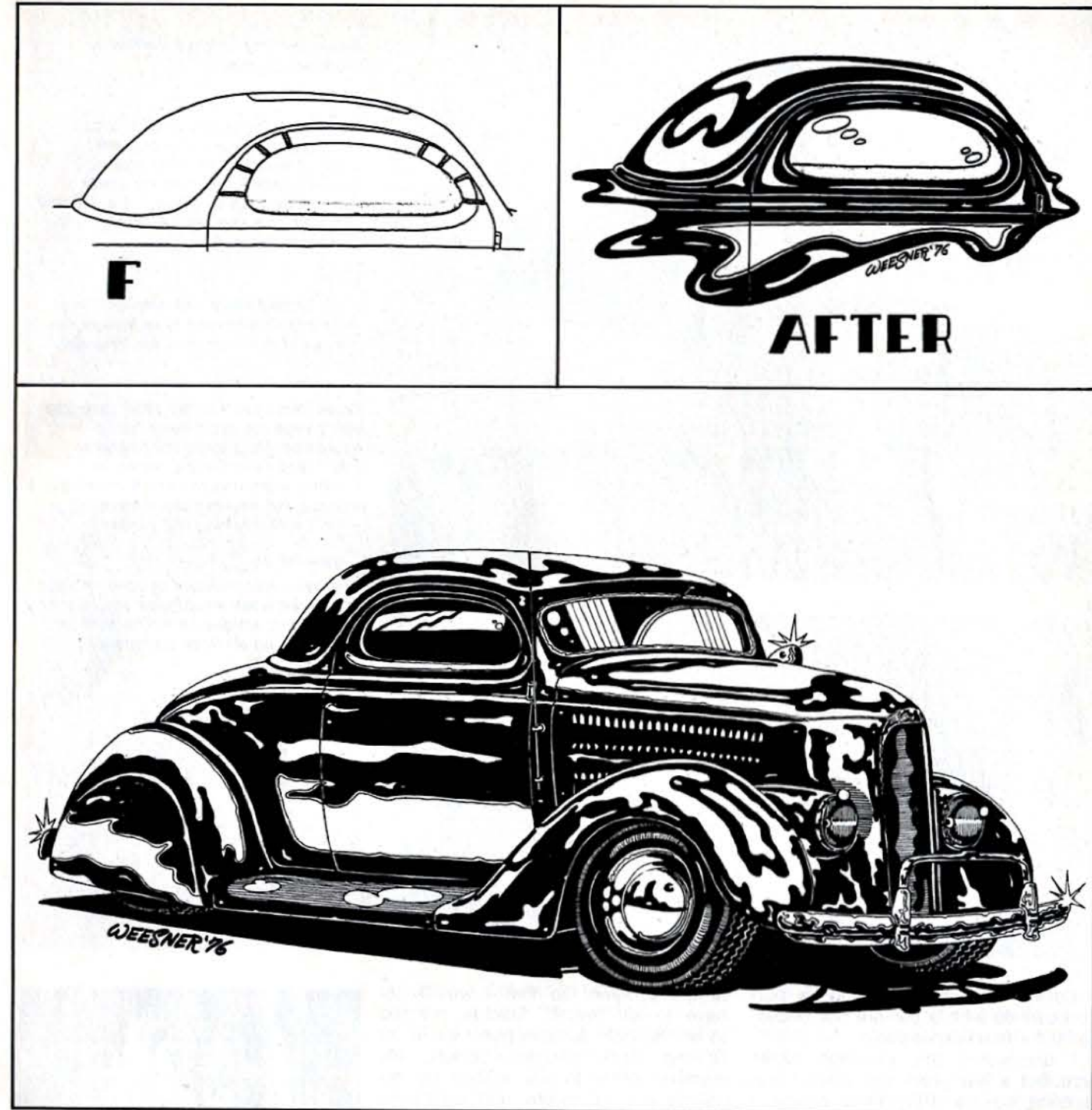
In illustration (B) we have removed the four inch slice of sheet metal from the roof quarters and moved the turret back and down to line up at the rear of cockpit. (oops!) Did I say line up? What's doing on here, it seems that nothing fits? Well folks, it's just like cutting a section out of the middle of an ice cream cone and trying to fit the two ends back together again. Because of the taper involved, there's just no way it can be done. Now that you've got the cone idea, let's imagine it's



made out of sheet metal. If we were to cut slits all the way around, we could spread the narrow tapered end to fit the larger diameter end. This would leave triangular metal sections, to give us a complete but now shorter cone. What's good for the cone is also good for the turret top. You will notice the vertical cuts in the illustration, that have been made in the top, which can now be spread and re-contoured to fit. (Note that cuts may also have to be made in lower roof panels to shrink it in to match the spread upper section. This is just the opposite problem, and the removal of excess metal in wedge shaped sections is the solution.) Triangular sheet metal sections may now be carefully contoured, fit, and tack welded into position. (Hammer welding to come later.) See illustration (C). In illustration (B) notice another gaping problem. The roof is obviously too short. One remedy to this, and the one most commonly used

in days of yore, is to increase the slant of the windshield posts, and stretch the top out to meet them. To accomplish this task, a vee notch is removed from the base of the windshield, (illustration (B)) and the stock height posts leaned back. Remember, because of the slant, the posts aren't cut the same amount as the rear of the top. In fact, because the top has to be stretched out to meet the newly located posts, it's best to play this part by ear, and only make the final cuts on the posts after careful measuring has been done to determine the proper length and angle. As far as stretching the forward section of the top is concerned, this is accomplished in the same manner as in the rear. See illustration (E). You will notice that vertical slits cut into the forward edge of the top have been stretched apart and filled with formed metal inserts, as in the rear.

There is another approach to the method of stretching the top. In illustration (D) we show the plate insertion method. This is accomplished by severing the top at



approximately mid-window. A section is also removed from the windshield posts so that the front section of the top lines up exactly with the already reinstalled rear section. You may now form new sheet metal to fill the gap left in the lengthened roofline. This is also a good time to fill in the open section in the top with sheet metal, if you wish. A filled top insert in a modified early coupe really looks tricky, and it stops the leaks that are synonymous with vintage cars. An easier method, and one that saves considerable metal work, is to stretch your top with sections removed from an identical body. This, however, would be building one body from two, and since almost anything can be salvaged with enough time and effort, it would be a shame to waste a car that one of your buddies might want to build.

In illustration (F) we see the roof completed, but there's still more work. We now have to fit the doors

to the new lower profile. This process is rather tedious, as it requires a lot of measuring, cutting, and fitting. To retain the continuous contour in the door isn't easy. The trick here is to save all the pieces that you cut out, because where you must remove material in one place, it must be added in another.

Now all that's left is hammer welding, and finish metal work and painting. These illustrations are for example only, as locations of cuts are only approximate, and will vary with different heights and top stretching techniques. We hope you have found this article informative. If we have shed a little light for you on one of the more ancient arts, our purpose has been fulfilled. If you still want to chop the top on that old coupe in the backyard, at least you know what you have in store for yourself. Remember, plan ahead, and good luck.

1



2



1

Author holding finished dash with engraved gauges.

2

Script and designs such as this can be added to those metal or plated areas of your rod by an engraver. Cost is minimal for standard script and scrolls such as these but a talented engraver can engrave individual designs free hand.

3

Fuel, Temperature and Amp markings were easily engraved even though the shapes of these gauges are irregular.

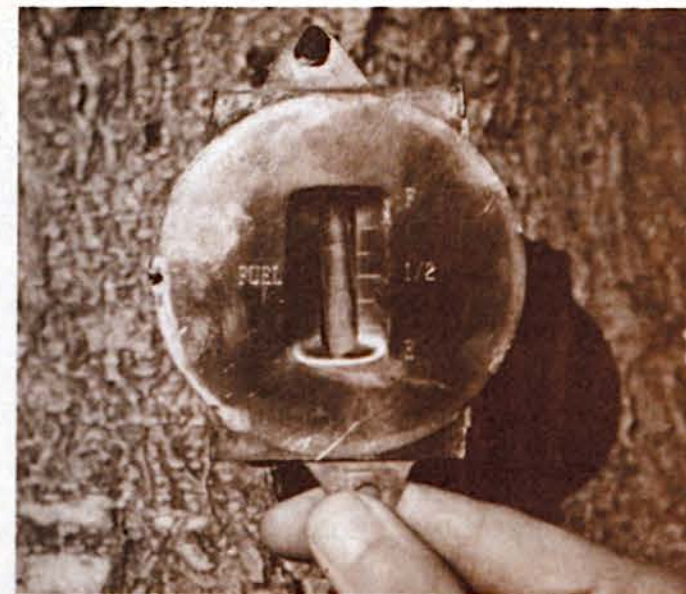
4

Brass items such as my 1936 speedometer gauge are good items for engraving. Here I had the engraver add "1936 Ford Coupe" when he finished engraving the stock markings which I had accidentally rubbed off when I was cleaning the gauges.

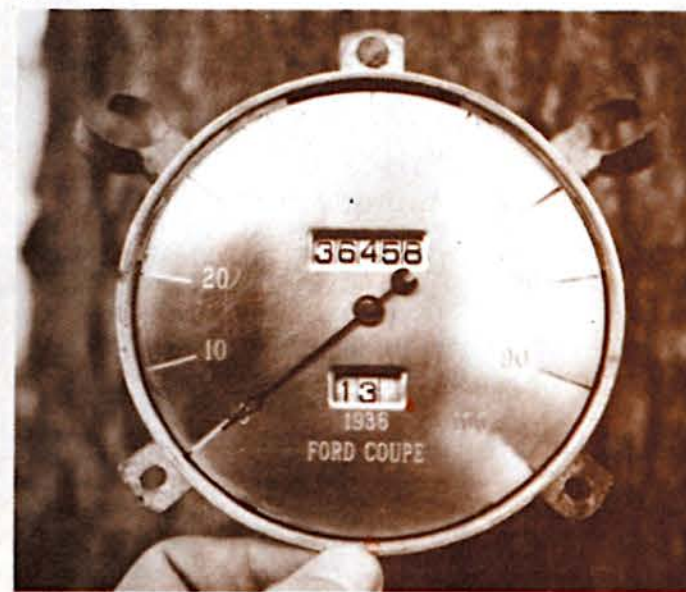
5

Engraved and polished gauges in black lacquered wash would give any interior an elegant, antique look. The cost for engraving on all three gauges was a mere \$5.00.

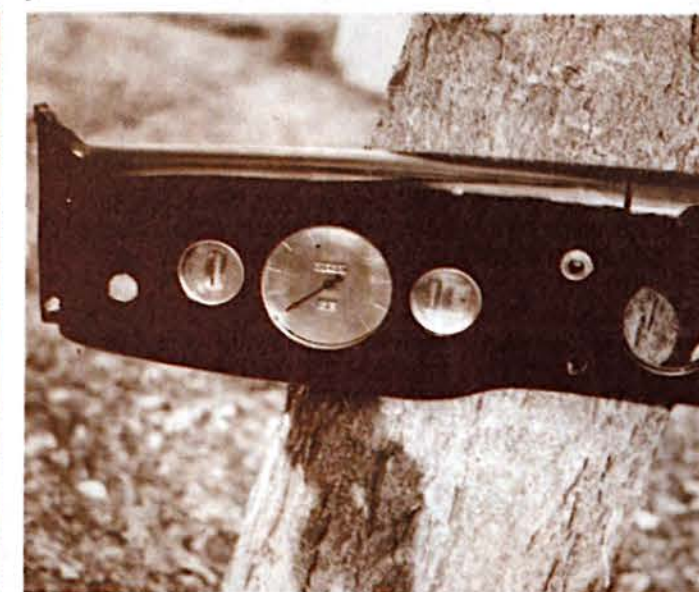
3



4



5



Some of the neatest things a person can do with a car are not necessarily the most expensive.

I discovered this common sense type fact a few years ago when I was working on my 1936 Ford coupe. I had just acquired some beautifully stock gauges for the old car and was anxious to see their true beauty sans 32 years of dirt and grease. Instead of contemplating the effect of certain chemicals on certain substances, I grabbed my favorite cleaner and a handy rag and proceeded to "clean up" my gauges.

The results were sobering, to say the least. I did clean off the dirt and grease, but I also ended up removing a thin but necessary layer of paint as well. Needless to say, the numeration on the speedometer, the temperature and amp markings and some other fine points that make old Ford gauges so desirable ended up on the rag.

Being a born coward, I suddenly found my mind working on a solution

to the problem so that I would not have to kill myself. Suicide seemed to be the only suitable punishment for ruining stock gauges. Luckily, my memory came to my rescue by recalling a local trophy and engraving shop. My hunch proved valid. The engraver not only could engrave the essential markings on the gauges but was able to add some additional words as well. I choose to have "1936 Ford Coupe" engraved beneath the speedometer, but any other name or title could have been added just as easily.

By now all you imaginative street rodders have probably come up with all sorts of uses for engraving. Recently, I've thought about using the brass spider in the steering wheel on my '25 Touring and the window moldings in my '32 for my next engraving projects.

Generally, the best and most preferred items for engraving are those made of brass or copper or a similar metal. A plated item will lend itself

STREET ROD ENGRAVING

One of those little extras that gives a rod the really finished look.

By Randall Hodgdon

to engraving if the plating job was a good one. A poor job of plating will peel and chip when the engraver tries to work on it. Stainless steel has too much of a bite and items made of this are least likely to be successfully engraved.

Aside from its composition, the most important feature of an item selected for engraving is the condition of the area to be engraved. A smooth area is absolutely necessary even if the item is curved or molded such as a window molding would be. Flat, machined surfaces are the easiest and cheapest to work on and almost any engraving shop can handle them, especially if they are from six to eight inches square and can be placed in a special machine, called a pantograph, which is used to hold articles for engraving. Outsized flat smooth pieces could also be handled in almost any trophy or engraving shop. A curved surface would require more work and perhaps an especially

talented engraver since work might have to be done free hand.

Standard engraving designs include single line letter or number, dual line letter or number and certain types of designs and scripts. The single line costs around 10¢ a letter or number. Dual lines run about 14¢ or 15¢. Script usually costs about 20¢ a letter. Standard designs such as scrolls are available in ready made templates. A design chosen from the engraver's stock of templates costs from 30¢ to 50¢.

But engraving ideas don't have to stop here any more than paint jobs are limited to stock colors. Individually created designs and special effects can be rendered by talented engravers who can work free hand. The cost for a unique job would depend on the engraver but you can figure that the charge will be based on an hourly rate, the average of which would be \$10.00 an hour.

These prices, of course, will vary

with locality and quality of work. But it can be seen that engraving is not the most expensive thing one can do to his car.

Besides the cost factor, engraving has many other points to recommend itself. For starters, it can add a very personal touch to a car, especially if the design or pattern is your own creation. Engraving on brass items gives a rod an antique look which is really one of the basic ideas of street rodding.

Consulting a local engraver with the specific item you want engraved would be the first step. He could tell you if the item is suitable for engraving and what designs he can offer. Also, he might be able to do unique designs or at any rate he should know of someone who does such free hand work, if that is what you have in mind. Remember that given a good engraver, your creativity and good taste will determine the success of an engraving project.



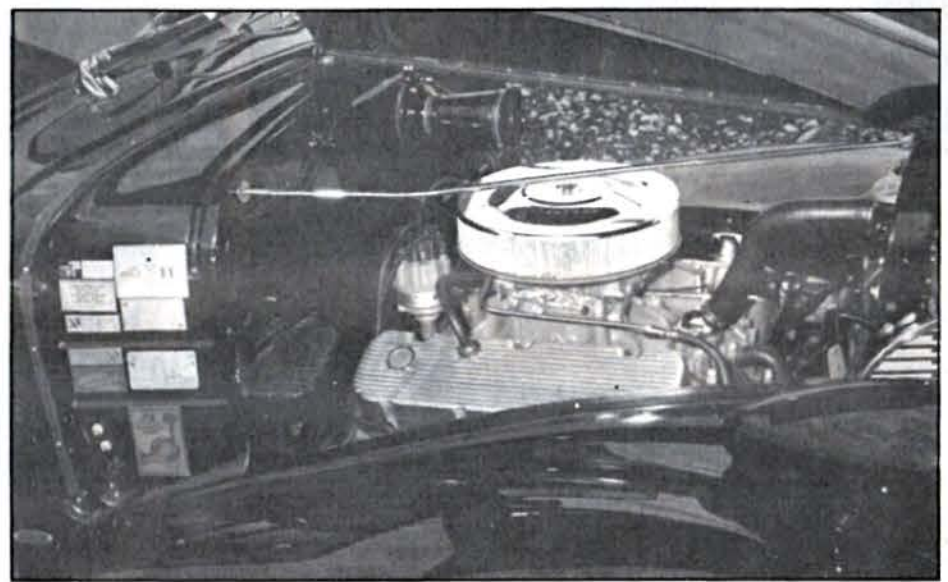
Owner: Herb Weiskopf
Westchester, N.Y.
Photography: Seymour McGinnis



SUPER SLEEPER

This mild mannered appearing '39 Chevy is packin' a mighty fine 454 Chevy big block.

Dropping a Chevy into a Chevy is pretty common among rodders, but how often have you seen a whopping 454 in a '39 coupe? Herb Weiskopf decided that as long as he was going to upgrade the powerplant, he might as well go to a big big block. The '70 model engine has been kept pretty stock except for an LS-5 camshaft and an Accel ignition system. The engine was swapped into place with a Hurst front mount and an owner built rear mount. Home-made headers lead to a set of high performance 409 type mufflers. To keep the big incher cool, Herb adapted a 2 3/4-inch Buick core to the stock radiator tanks. The chassis has been further updated with a 1968 Camaro 12-bolt rear end riding on the stock springs, while a set of 1954 Chevrolet station wagon springs were added up front. The transmission used is a 4-speed and a Hurst shifter solved any linkage problems here. The body on the Opera coupe was left pretty much stock, and after some painstaking body work, it was painted black acrylic lacquer by Gironda's Auto Body. On the inside, the stock dash was reworked to accept a set of Stewart-Warner gauges, and Wesco stitched up the black vinyl interior. Chrysler wire wheels and B.F. Goodrich radial tires complete the car and add to its good looks as well as the roadability. This is a very clean car that has got to be a super sleeper by anyone's standards. Wonder if all of the Westchester Street Rods are this tricky!





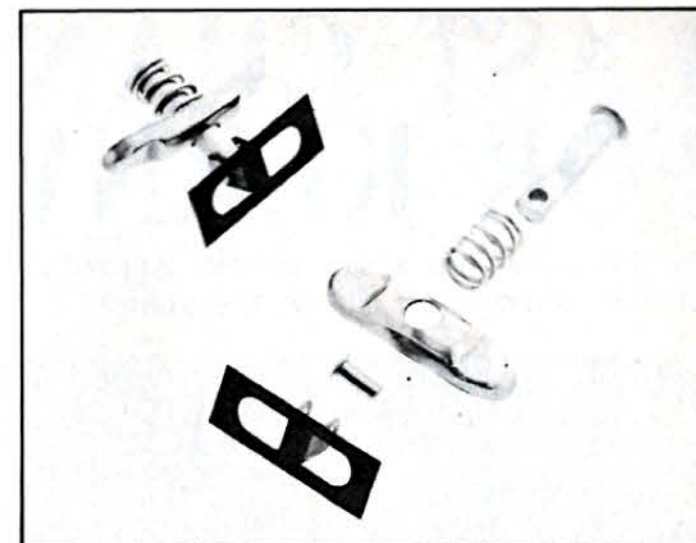
The sealed beam conversion kit consists of two spacer rings and two clamping rings and the screws to hold them together. The first step is to install a sealed beam (not included) into each ring set.



The headlight rim and lens is removed, and then the reflector assembly. A new wiring harness must be installed so that the sealed beam can be plugged in.



The new assembly is now installed and the wiring connected. Note that the spacer centers the sealed beam in the headlight bucket.



If the headlight rim catch (hitch), 1928-1935 Ford, is damaged, Al's has this repair kit which includes all of the parts to replace the stock unit.

SEALED BEAMS IN DISGUISE

A simple kit that permits the use of sealed beam headlights with stock lenses in Fords and Chevys.

By Joe Mayall



All that is left is to replace the rim and lens assembly. Be sure to hook the rim over the tabs and secure the catch.



At one time, this was the type of sealed beam conversion kit available. It works fine, but it is not nearly as appealing. To some it is downright ugly.

When our nearsighted buddy from the cartoons, Mr. Magoo, gets into trouble because he can't see past the end of his nose it's funny. But, 'taint funny when being nearsighted at night in a street rod causes you to drive through chuck holes or over debris in the road.

The resto-rod look is here to stay. Having all the neat gennie stuff on the outside is a look that has caught on and is becoming ever more popular. But, face it gang, those forty plus year old headlight reflectors just don't do the job they did way back when. Even if they have been replated they tend to tarnish rapidly and I know of few enthusiasts that go so far as to disassemble the headlights to polish the reflectors. It was determined several years ago that the sealed beam approach to headlights was the best one, and no one has come up with something better.

The trick of course is to combine the old with the new. By installing a set of sealed beams and retaining the

stock look, we can have the better of two worlds. When sealed beams first came out, someone came up with a set of adapters that permitted the use of the sealed units with the stock headlight bucket. These units were excellent for what they were meant to be, but the stock lenses were eliminated with this approach and that is more than half of the stock look—retaining the stock lenses.

The solution to the problem is not a tough one. By using a set of adapters that recess the sealed beams further into the stock bucket the original lenses can be retained easily. Alex Blanca of Al's Antique Auto Parts, 38549 Farwell Drive, Fremont, CA 94536, recognized the solution some time ago and has been spinning these adapters for 1928-34 Ford and 1930-31 and 1933 Chevrolets and marketing them in kit form to individuals and dealers. The kit sells for \$19.95 and is complete.

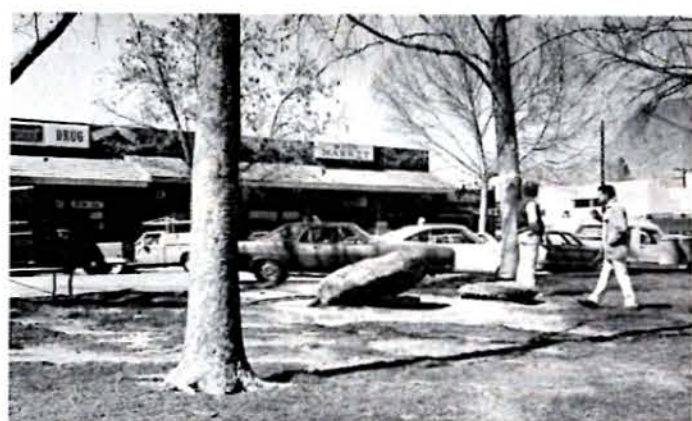
The installation is simple and

quick. All that is required is to remove the lens retaining ring, the reflector and bulb. A sealed beam type of plug must be spliced onto the wiring so that the unit can be plugged in. Next the standard sealed beam is installed into the adapter and the screws are tightened on the clamp ring. The plug is then attached to the sealed beam and the adapter/sealed beam assembly is put into place. Now the stock lens and clamp ring are reinstalled. The unit is complete and ready to use, but it would be a good thing if the headlights were re-aimed to assure that they will light the roadway as desired and required by law.

Having stock headlights (appearing) that will let you see past the end of your nose is easy with the right equipment. Al's Antique can fix you right up with what you need, and the actual installation is easy. Don't be a Mr. Magoo when the sun goes down, it's embarrassing as well as dangerous.

LAST CHANCE FOR KERNVILLE

All the street rod spirits predict Kernville is gonna be the funnest rod run of the year.



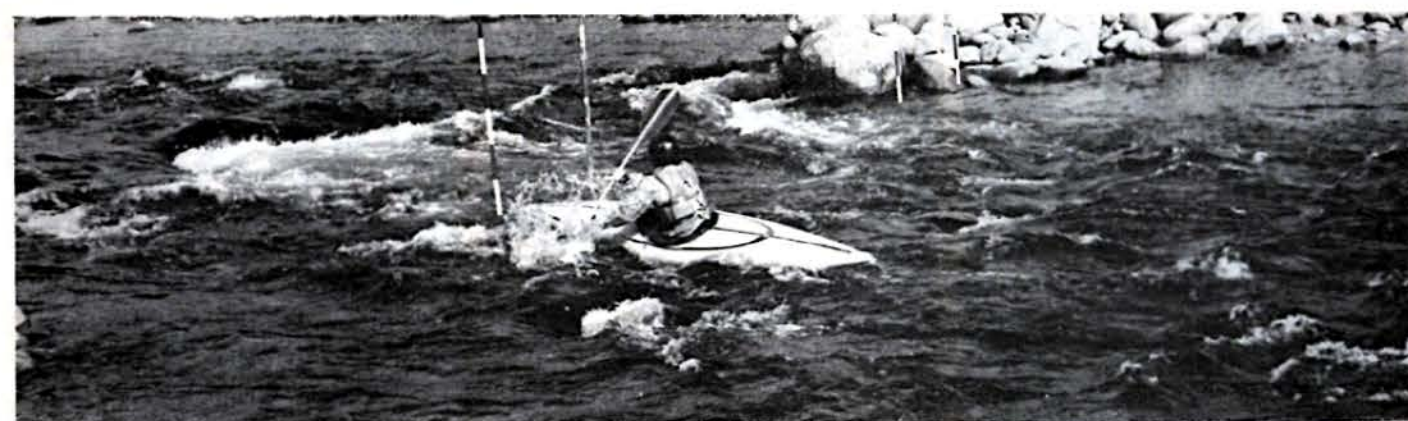
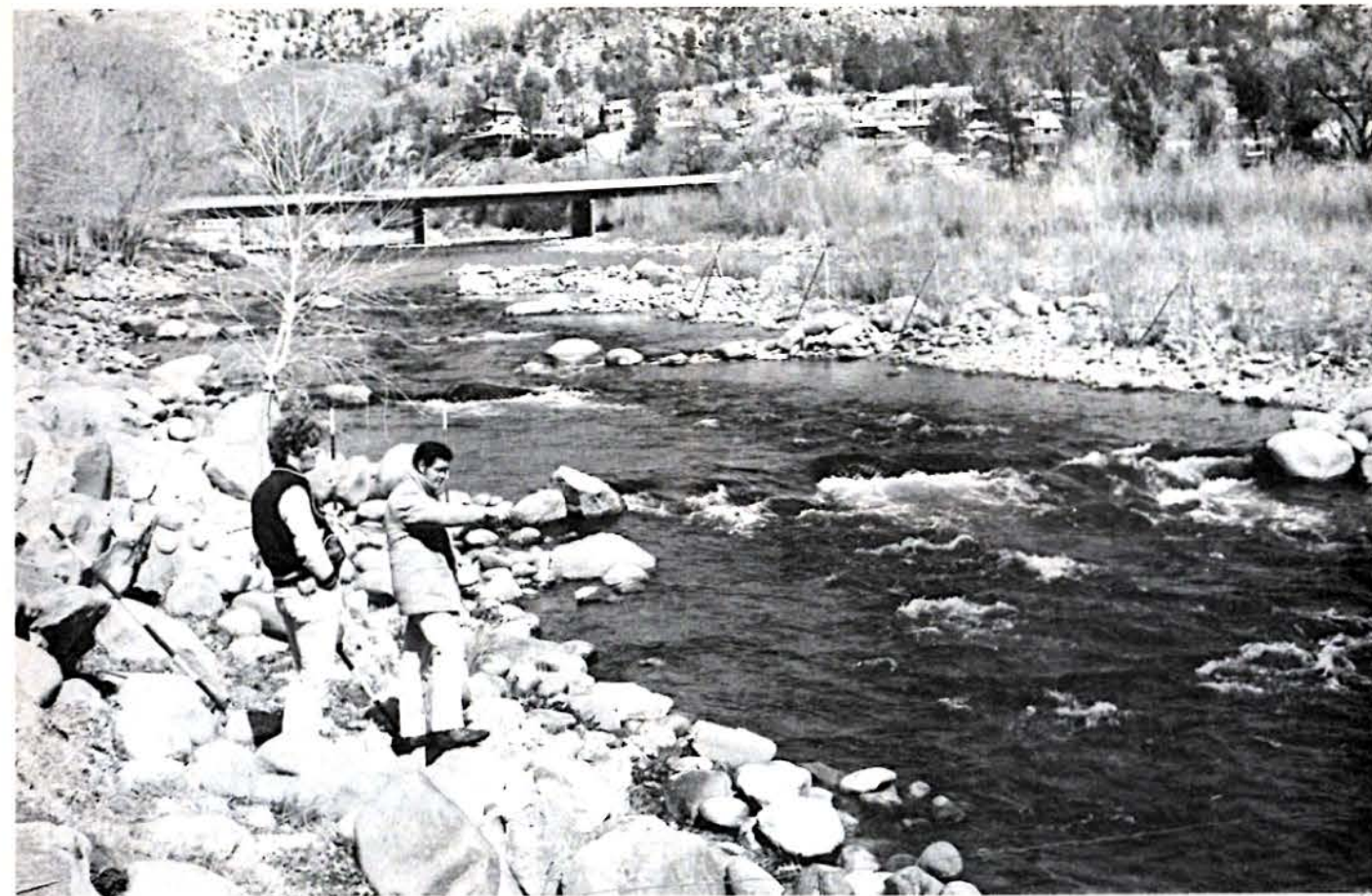
You better get out in the garage and get old Betsy spruced up for the first annual Kernville Rod Run and Snipe Hunt, 'cause it is here already. Well, in a few more days it will be here, on October 2 and 3rd, 1976. If you are out on the West Coast, chances are pretty good you'll want to swing by this southern Sierra Nevada vacation center for the neatest low buck rod run ever presented to western rodders. Well, maybe not the greatest run, but certainly it looks like it can be one of several.

We have been in contact with all the people involved to get such an activity off on the right foot (tire?), including the Kernville Chamber of Commerce, the local Kern Valley newspaper, the guys in the Unassociated Street Rods club of Bakersfield, and the Kernville Street Rods. We have even consulted old Jake the Turk, who is in charge of setting on the Kernville street corner and spitting into the gutter three or four times an hour (adds rural color to the community). Jake says it's O.K. by him iffen we bring up a couple hunnert or a couple thousand old cars. Can't see what in tarnation anybody

would want to ride around in an old car fer, though, and the idee of getting all wet in the river is downright revolting. Getting wet once a month for a bath is plenty enough for any living soul.

Remember, to enter you gotta hand out two bucks, and if you haven't sent in your entry to Kernville Run, P.O. Box 15, Chatsworth, CA 91311, it is too late to do that now. So, iffen you want to make the run, just haul your old creaky body up to Kernville and check in at the registration center. Registration will be somewhere or other: Maybe out in the town square, or maybe over to the riverbank, or maybe at the headquarters motel (the one right across from the town square. Jake said it would be easier to keep an eye on us, that way). Of course, you getting here this late might mean missing a dash plaque and having to get it in the mail, or something. Or you might have to do penance by taking two trips through the river rapids. We'll figger out something.

If you plan on making it up to Kernville, just look on the California road map for Bakersfield. About an inch



east by north you'll find the Kern River Valley, and that little squiggly line means about 10 miles of the canyon road is also squiggly. Test out your trick new suspension. All good road, and super weather this time of year. Even so, bring a jacket just in case the nighttime Snipe Hunt gets a chill.

Also bring your own genuine never-to-be-sunk inner-tube, because we ain't about to furnish them. We'll furnish all the hot air you need to blow them up, however. And bring your own picnic, too. If you want to camp out, there are plenty of campgrounds available. If you want to soft it, you can get motel reservations through the Kernville Chamber of Commerce (714) 376-2629. For a camping trailer set up at a campground, get ahold of rodder Ron Marks at (714) 376-2535.

There will be a number of *Rod Action* staff members and freelancers in town a day or so early. This way, we can find out where all the neat night spots are and keep them to ourselves. We may share one or two secrets, but if you like to get out among 'em, you gonna have

to come a day early also. Not going to do much on Friday except maybe run up the river and see how the fish are biting. Some excellent eating places in the area for that night. Saturday, we are going to do some swimming, spend an hour or two with old Jake, just spitting, and that night we are going to present a genuine Snipe Hunt. After the hunt, there is going to be a buffalo stomp dance (for old buffalos). On Sunday, we are going at it hot and heavy. Going to rope off the park and adjacent street(s) just for rods. In the river we got all kinds of things happening, and maybe even a tug-o-war across the river. Some activities in the park, and a lot of lying between rodders about who has the best car.

In all, it looks like Kernville is going to be a whoop-up of the first degree. Our first two entries came from Skitch Kenny and Will O'Neil. Well, our first official entry actually came from Jake the Turk, but how he plans on getting a 1911 White truck down from his old abandoned mine he isn't telling. See ya'll up to Kernville.



NATS EAST '76

I like Timmy just fine.

By Joe Mayall



This was my first Nats East, in fact it was my first trip East ever. It was really a neat place and the run was one of the nicest I'd attended in some time.

Unlike many events we pick to attend, the Nats East was not washed out by heavy rains or bad weather. However, there was some rain and Sunday morning looked like it was going to be a bad day to close out the event. It cleared off around noon and things continued on schedule for the most part with the activities being completed as planned.

The thing that was most noticeable to me was that the event was such a slow starter. The Nats East was set up as a Friday, Saturday and Sunday event. On Thursday some rods started to arrive at the headquarters motel and it looks like things were starting to roll. But, those first cars were about the only ones that I saw until late Friday. During the day Friday new arrivals kept showing up at the Timonium Fairgrounds, but the numbers really never seemed to be growing. Most of those that came in would stick around awhile and then disappear, apparently to their motels for rest. I figured

that during the night a lot of cars would roll in, but I was wrong again. It wasn't until Saturday at the fairgrounds that things started to look like the event it was billed to be. On Saturday there was street rods all over the place and the atmosphere was right for the event. During this time the mood at the motels was like that of the event, rather quiet. But, on Saturday night things started to happen in the parking lots around the motels and that old rod run magic was there again. I really dig those parking lots at night.

The event itself had the familiar Nationals format. There were plenty of driver/car activities, a full complement of vendors and professional entertainment on Friday and Saturday nights. The judging of the cars was held in the center of the fairgrounds and it was easy for any and all to stop by and see all of the cars.

Everything at the fairgrounds was set up for convenience and it wasn't difficult to get from one area to another. Keeping involved was very easy and enjoying it all was just a matter of taking a few steps or driving a short distance. The vendors that were displaying their



1 Like most NSRA Nats sites, the Timonium, Maryland fairgrounds had a carnival atmosphere for the Nats East. The clown was everywhere greeting kids and adults alike, setting the mood for fun.

2 Areas set aside for various activities were clearly marked. As usual the Rod Wash area was used extensively.

3 Registration crew knew their stuff and things went very smoothly here. Area was never over crowded and check-in was quick.

4 The judging area was right in the center of the fairgrounds. The location was great in that a continuous car show resulted.

5 Rod repair area was used, but fortunately there was very little activity here. Jr. Puckett of North Carolina had to replace a tie rod end.

6 Grand National Champions were (South) Karen and Bill Shepard of West Virginia and (North) Pat and

Dick Leslie of Ohio. Each of the GN Champs received an engine/trans combo from Chrysler Corporation for their participation in the event's activities.

7 Feeding a lot of people is a big job, bigger than most people will tackle. The Nats East Bull Roast has become famous and although the lines were long, the meat was tasty and worth waiting for.

8 The swap meet was not overly crowded, but there were plenty of interesting parts. Some of the items were of the rare variety.

9 This happy guy hauled his swap meet find with him most of the day. It's funny how some things never seem heavy.

10 The Rod Jousting contest was a popular event. These competitors went on to complete a fine run.

11 The Club Rod Pack event was by far the most fun to watch. It's kind of like a TV game show, but a lot of fun.



13 The variety of cars at the event made it very interesting to everyone. Coming from an area where the stock bodied Ford dominates, seeing the other cars in such numbers was a treat.

14 Major manufacturers were on hand to sell parts and answer questions on how to do something or how a part would work best. The service these people put out to the rodders is always a big part of one of the Nats type events. The number of vendors keeps growing, and everyone is benefiting from it.

wares in the buildings on the grounds were pleased with the response they got from the participants and the participants were glad to have the equipment and the manufacturers available for examination and questions. The event would have to be called a success on these points alone for many.

I got very wrapped up in shooting car features during the first day, and I kept finding new and different cars that I wanted for future use in *Rod Action*. Most of the cars were of the variety that we need and are hard pressed to find most of the time. Every time I thought I had taken on enough I would find that there were at least two more cars that I really wanted to photograph before I headed west.

The part of the event that I had heard the most about was the part that I think was the most disappointing. The food was good and I enjoyed that part, but getting it was something else. The lines in the building where the food was being served were long and they did not appear to move very fast. Even though the food was being cooked at the site, the meat was cold by the time

15 Mickey Lauria of Total Performance is a guy on the go all the time, so when he goes to an NSRA Nats event he likes to take his mini bike and sneak off away from everyone so he can practice without the training wheels.

16 Joe Conkle and crew were on hand with the NSRA van and merchandise. As with other stops on the 1976 circuit, sales were brisk and those that shopped early were the lucky ones.

it was served. The availability of items on the serving tables was not consistent so many people stood and waited for the plates to be refilled. The food situation was not as bad as many of the events that have stayed with the idea, but it was not nearly the treat that I had expected.

The building that was used for the awards presentation had a great future. After the awards were given out, each car that won something was driven through so that everyone could see what car won what. This is something that was done at the early NSRA Nationals and if given the chance to, I would vote for it being done again. When events get to the size that we have them at now, it's the only way anyone knows what a winning car looks like.

In 1976 I made my first trip to the Nats East, but I would sure like to make it back next year. The only problem is that everyone else on the staff thinks it sounds pretty neat as well, and they would like to go. There are a lot of cars to shoot for features, and I sure do want to get to them.

1976 BICENTENNIAL STREET ROD NATIONALS EAST WINNERS OF EVENTS

STREETKHANA

(Central PA SRA ran event). All winners received a plaque.

Men's Open

- 1st Place #569—Bill Shepherd, Western Maryland SRA
Won a certificate from Atlantic Tire Co. for \$225.
- 2nd Place #775—Gordon Hammersla
Won a certificate from Acme Plating for \$125.
- 3rd Place #563—Parke Butterfield, Early Times of Ohio
Won condenser worth \$115 from Comp. Radiator & Air Conditioner.

Men's Closed

- 1st Place #337—Cliff Small, Downeast Street Rods
Tacoma Hubcapper wheels worth \$300.
- 2nd Place #214—Richard Laging, Rochester SRA
Tubular Auto Headers \$150.
- 3rd Place #83—John Magee, Central PA SRA
Cyclone Headers from Automotive Specialties.

Women's Open

- 1st Place #563—Betty Butterfield, Early Times of Ohio
\$100 worth of van equipment from Royal Palm Boutique.
- 2nd Place #414—Cheryl Stephens, Capitol Street Rods
Total Performance 350 shifter \$90.
- 3rd Place #251—Pat Leslie, Early Times of Ohio
B&M shift kit worth \$130 and performance transmission oil cooler \$25.

Women's Closed

- 1st Place #337—Cliff Small's fiancée, Downeast SRA
Certificate for \$200 from Concorde Tire of Charleston, MA.
- 2nd Place #382—Susan Schaefer
Certificate from Redi-Strip of VA for \$75.
- 3rd Place #573—Janet Grimes
Bicentennial Hanging Planters from Capitol SRA.

ROD JOUSTING

(Early Times of Ohio ran event). All winners received a plaque.

Men's Open

- 1st Place #659—Bill Shepherd, Western Maryland SRA
Also received Pete & Jake's 4-Bar worth \$240.
- 2nd Place #775—Gordon Hammersla
Certificate for \$100 from Mullins Machine.
- 3rd Place #414—Wayne Stephens, Capitol Street Rods Inc.
One 20-gallon fill-up of gas from Balzers Service Station.

Men's Closed

- 1st Place #627—Don Matthews, Vintage Tin of MD
Accel BEI ignition \$222.
- 2nd Place #214—Richard Laging, Rochester SRA
Accel super coil and wires worth \$46.25.
- 3rd Place #695—Carl Waters, Lancaster SRA
Two fire extinguishers from F-M Fire Protection worth \$16.10 and a battery box from Marine Specialties worth \$6.25.

Women's Open

- 1st Place #251—Pat Leslie, Early Times of Ohio
Accel BEI ignition system worth \$222.
- 2nd Place #414—Cheryl Stephens, Capitol SRI
Accel super coil and wires \$46.25.
- 3rd Place #659—Karen Shepherd, Western MD SRA
Oil from Hi-Gear worth \$23.

Women's Closed

- 1st Place #388—Alverta Stevens, Early Times of Ohio
Certificate from Marten's Fabrication for \$225.
- 2nd Place #382—Susan Schaefer
Metric socket set \$53.
- 3rd Place #337—Cliff Small's fiancée, Downeast SRA
Flares from MD Auto Parts worth \$27.

IRISH WHEEL

(Free State Street Rods ran event). Plaque presented to each winner.

Open

- 1st Place #775—Gordon Hammersla
American Vector wheels worth \$280.
- 2nd Place #659—Bill Shepherd, Western MD SRA
Certificate from Zip's Custom Paint for \$100.
- 3rd Place #563—Parke Butterfield, Early Times of Ohio
Lustine Chevrolet burglar alarm worth \$48.50.

Closed

- 1st Place #214—Richard Laging, Rochester SRA
Louvered hood and side panels from Old Car Store worth \$75 and certificate from B&T Merchandise Services for \$50.
- 2nd Place #83—John Magee, Central PA SRA
From McNeal's Garage \$100 mechanics services.
- 3rd Place #382—Bob Schaefer
Quaker State Motor Oil from B.Z. Epps Motor Co. worth \$38.20.

TIRE ROLLING CONTEST

(Capitol Street Rods ran event)

- 1st Place #15—Joe Horisk, Delaware SRA
Super Bell axle \$150.
- 2nd Place #337—Cliff Small, Downeast SRA
Straight-away Hubs \$112.
- 3rd Place #162—Eugene Worchester
Certificate for louvered side panels \$75 from Old Car Store.

WOMEN'S TIRE CHANGE

(Central Jersey SRA ran event)

- 1st Place #414—Cheryl Stephens, Capitol Street Rods
4 Tacoma Hubcapper wheels worth \$300.
- 2nd Place #592—Carol Scandral, Golden Triangle SRA
Two M/T tires from Auto Specialties \$140.
- 3rd Place #251—Pat Leslie, Early Times of Ohio
Certificate from V-8 Shop \$25.

RALLY ROUND THE FLAG

(Delaware SRA ran event). Plaque was presented to each winner.

Men's Open

- 1st Place #251—Dick Leslie, Early Times of Ohio
Certificate from Royal Palm Van Boutique worth \$100.
- 2nd Place #563—Parke Butterfield, Early Times of Ohio
\$50 worth of merchandise from B&T Street Rod City.

Men's Closed

- 1st Place #58—Robert Lee, Lancaster Street Rods
Certificate for \$100 from Total Performance.
- 2nd Place #627—Don Matthews, Vintage Tin of MD
Louvered hood and side panels from Old Car Store worth \$75.
- 3rd Place #555—Ernie Lindhorst
Accel Dual Point Distributor worth \$46.50.

Women's Open

- 1st Place #251—Pat Leslie, Early Times of Ohio
Certificate for \$50 from Cycle Warehouse and a gift pack of car care from Dick Blanken Ford.
- 2nd Place #58—Betty Butterfield, Early Times of Ohio
Accel dual point distributor \$46.50.

Women's Closed

- 1st Place #58—June Downing, Central PA SRA
Certificate from Hat Machine Services for \$100.
- 2nd Place #15—Fay Horisk, Delaware SRA
Ron Francis wiring harness worth \$100.
- 3rd Place #128—Connie Kinnary, Vintage Tin of Chicago
Mallory Performance ignition kit worth \$40.

PARTS I.D.

(Free State Street Rods ran event)

- Winner #58—Robert Lee, Lancaster Street Rods
Hollander Interchange Manual worth \$30.

CLUB ACTIVITIES' WINNERS

CLUB TRICYCLE RACES

(Western MD SRA ran event)

- 1st Place—Rochester Street Rods (tied)
 - 1st Place—Early Times of Ohio
- Individual Winners**
Men—Jeff Grouse (Rochester SRA)
Women—Claudia Krouse (Capitol SRI)

CLUB VOLLEYBALL

(Western Maryland SRA ran event)

- 1st Place—Delaware SRA
- 2nd Place—South Jersey SRA

CLUB ROD PACK

(Golden Triangle ran event)

- 1st Place—Golden Triangle SRA
- 2nd Place—Delaware SRA

CLUB ROD PUSH

(Tidewater SRA ran event)

- 1st Place—Catoclin Mt SRA
- 2nd Place—Golden Triangle SRA

CLUB TUG OF WAR

(Virginia Street Rods ran event)

- 1st Place—Catoclin Mt SRA
- 2nd Place—Delaware SRA

NSRA SAFETY INSPECTION

(Was run by Injectors of MD)

Interesting note: Approximately 150 vehicles were inspected; 50 did not pass inspection!

ROD REPAIR SHOP

(Was run by Vintage Tin of MD)

LONG DISTANCE AWARD

- #1—Skitch Kenny of California
Received plaque and check for \$25.

SUPER CLUB WINNER

Early Times of Ohio

GRAND NATIONALS CHAMPION (NORTH)

- #251—Pat and Dick Leslie (Ohio)

GRAND NATIONALS CHAMPION (SOUTH)

- #659—Karen and Bill Shepherd (W.Va.)



DAD'S DAY TREAT

The L.A. Roadsters Annual Father's Day Exhibition and Swap Meet keeps getting bigger and better.

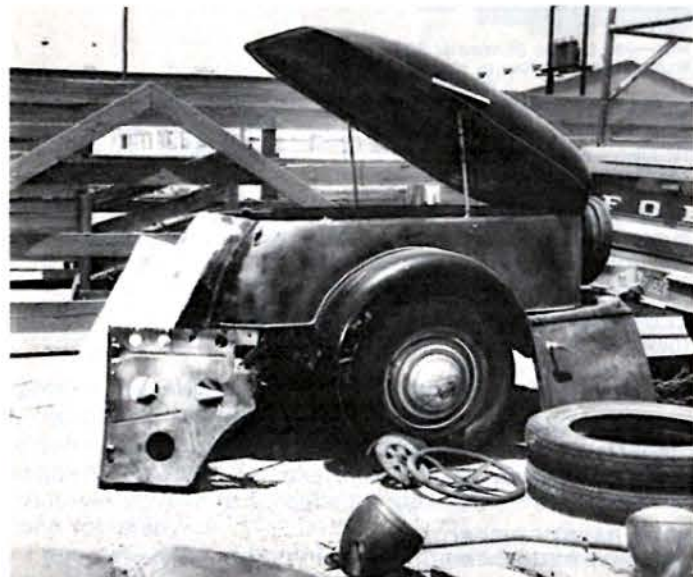
By Joe Mayall



This is a familiar sight at the Father's Day Roadster Exhibition, open cars lined up and looking their best.



A typical swap meet assortment of wares, everything from a Model A sedan body to an early 50's Buick grille.



This original Mullins trailer was complete right down to the script hub caps.



Displays like this were common, parts are categorized but not otherwise identified.

Interest in old cars is sure increasing. At every phase we can see where the events and activities that are associated with old cars are enjoying all kinds of growth. Whatever the event, it is bigger today than it was last year. Another barometer is the fact that there are so many new events each year, and yet the old ones do not suffer, but still grow.

Most car builders have become very aware of swap meets and what they can do for them. Among the swap meets that are better known we have the Hershey, Pennsylvania meet, the Harrah's Reno, Nevada meet and

the L.A. Roadsters Father's Day Roadster Exhibition and Swap Meet.

Of all of the bigger swap meets, the L.A. Roadsters annual meet is the only one that is basically a hot rod parts swap meet. Although the event is not restricted to hot rod parts only, by the very nature of the sponsoring group being a street rod club, it works out to have more of them than most meets. There are plenty of stock parts, repro parts and complete cars, so this is one of the most interesting swap meets for street rodders of the ones around.



This complete '34 Ford fordor was as original as you'll find anywhere.



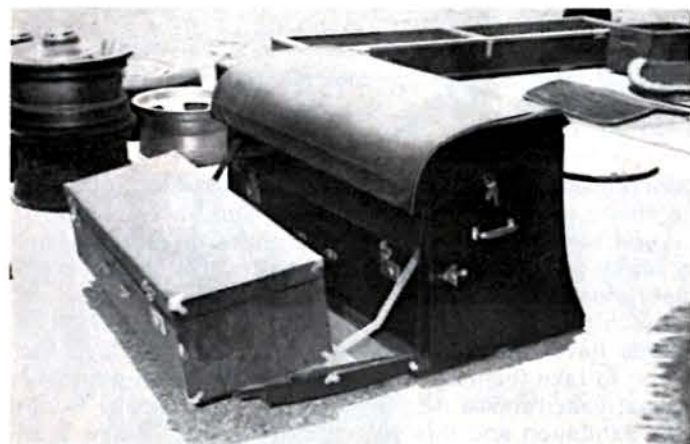
Running into old friends is sometimes as much fun as seeing the goodies. Lynn Williams is a regular swapper and fun to talk with each year.



This ultra clean '56 Ford big window pickup was offered for sale or trade. Won't find one cleaner than it.



One of two SOHC Ford engines that was being offered. Wouldn't that be something for a streeter?



Items like this trunk will have as much appeal to a restorer as a rodder. Many such things are found at the meet.



A '32 Ford five-window coupe that was ready to drive home. Stocker boasted new paint.

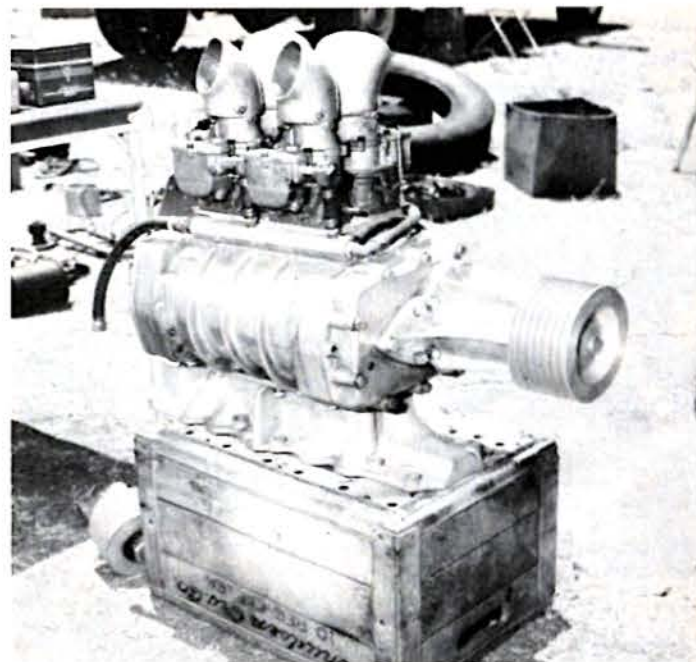
I'll never forget my first L.A. Roadsters Exhibition and Swap Meet. I was living in Idaho at the time and Tex had been telling me about it for a couple of years. I couldn't wait to get to L.A. and see it for myself. At that time the event was held at the Hollywood Bowl in the parking lot. The parking area is terraced and the first couple of levels were reserved for the roadsters on display. The levels above were for the swappers. I was like a kid with a sweet tooth in a candy store the whole day. First I was looking at the roadsters, then the swap meet, then back to the roadsters. The day just wasn't long enough

for all I needed to see.

The Roadster Exhibition and Swap Meet has long since outgrown the Hollywood Bowl facilities, and for several years has been held at the Great Western Exhibition Center in Los Angeles. This facility does not have the beauty of the Hollywood Bowl, but it does have a lot more room. The Great Western was picked as the new location as it was the biggest facility of its kind in the area. For many years it proved to be ample using only the outside part of the center. However, after the growth that was experienced last year the L.A. Roadsters



Some Kinmont disc brakes and a sprint car nose are not your normal swap meet finds these days, but here they are.



This blower mounted on an early Ford type intake is typical of the things you can only find at the Father's Day swap meet.



Roadsters and tourings from all over nearly filled the building at the Great Western Exhibition Center for the twelfth Father's Day show and swap meet.



Does this take you back, or does this take you back?

decided that it was time to use some of the inside space as well.

For the first time in the event's twelve year history, the Exhibition part of the one dayer was held under a roof. Most of the 160 plus open cars were displayed inside the main building on the grounds. Also inside, out of the hot sun were a few of the commercial vendors. Most of these vendors are suppliers of repro or street rod components. Outside, there were over 500 swappers. Some of them were selling complete cars, some were offering an assortment of parts, some were offering limited interest parts like license plates and some were there to sell one or two items left over from their latest car building project.

With all of the preplanning, however, there still was an overflow number of swappers and space was limited. Freeing up the outside areas by moving the roadsters inside was a good move, but it was just barely enough. Fortunately, there is more room available for more expansion, and it looks as though it will be needed soon.

With all of the extra work and bother the sponsors have had due to the growth, it has only made the event that much better for you and I, the spectators and swappers. The event has always been a full day's enter-

tainment for all, but now it is of the size that you must get there as early as possible and stay late. To see it all you have to be on the go the entire time. The event is really a triple treat for those that make it, the swap meet, the Roadster Exhibition and the non-open car show in the parking lot outside the fence. Each of these events have enough appeal to stand on their own, so trying to take them all in on a single day takes planning.

Last year I made it to my second Father's Day Roadster Exhibition and this year it was my third. I saw a lot of change between the first two events I attended, but they were separated by eight years. However, between the eleventh and twelfth edition there was a noticeable change as well. In only one year the increase in exhibitors and swappers have filled the additional space that it was felt would be sufficient for several years growth. There has been some talk about this event being expanded to two days so that the spectators can see all there is to see. I for one, think it's a great idea, but I don't have to do any of the work. This good thing just keeps getting better and being able to enjoy it all at a more leisurely pace would sure be great. I don't know what could make the event more fun for me, but maybe making it last longer is the answer. ■



THE VOLCANO GO

By LeRoi Tex Smith

Or, as they say in Northern California, run to the stix in '76.

I've known Herby Gehlken for a few years now, having met him first at the Yellowstone Run. When he mentioned having a rod run near his Northern California home of Redding a couple of years ago, I had to agree it would be a great idea. Not because the country is beautiful (which it is), and not because it is green and fresh and abundant with water (which it is), and not because it is relatively overlooked by the tourists (which it is). What I had in mind was the excellent fishing.

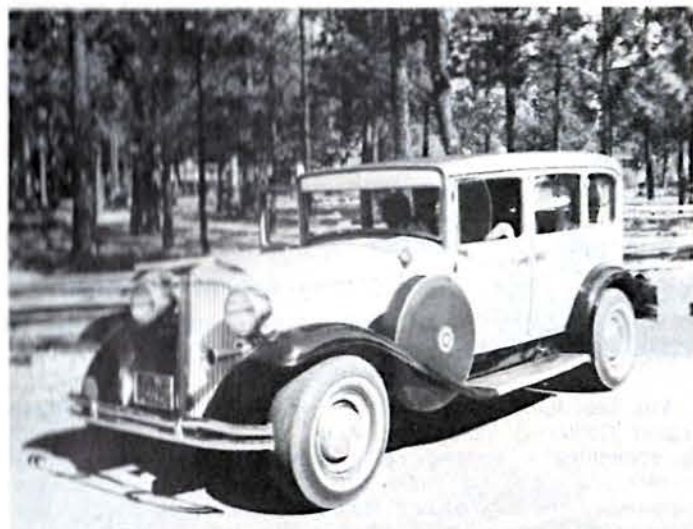
You see, Redding is at the extreme north end of the great inland California valley so famous for agriculture. Redding is something a farming center, cattle center, and logging center . . . and for years an outpost for hot rod activity (remember the old Shasta Roadsters and drag racing and Bonneville streamliners?). At any rate, HRM's Tom Medley and I annually travel west of Redding for October steelhead and salmon fishing, and for some time I had been wanting to sample the little known trout water of equally little known



Currently the most popular body styles in street rodding: 1932 Ford phaeton and 1933-34 Ford Tudor. Paul Lohrey's Deuce walked away with the People's Choice award.



An easy prediction—the 1935-36 Fords are coming on strong with builders, will rank with '32s and '33-'34s within next two years. Three-window coupes will be especially popular.



This nutty and near-stock 1931 Chrysler sedan (different wheels!) campaigns rod runs with owner Earl Emmers of Nevada at the column. Earl prefers mixing with the street rodders but likes restorations.



Tex still doesn't know who owns this 1929 Ford RPU highboy, first saw it at Yellowstone Run. Car is hardly a typical street rod, does plenty of off-road duty as shown by ground clearance.



Best non-Ford was voted to Lee Stauffacher and his 1924 Dodge tub. The 1971 Ford engine has 400 inches, runs with San Jose Roadster Club banner.



This is a genuine one-of-two-in-existence E Pluribus Unims. Pete Peasha built 1924 Dodge touring with Model A fenders and a bunch of other stuff laying around the garage, came up with an unusual machine. Volcano Run chairman Herb Gehlken has similar center door Dodge sedan E.P.U. in the works.

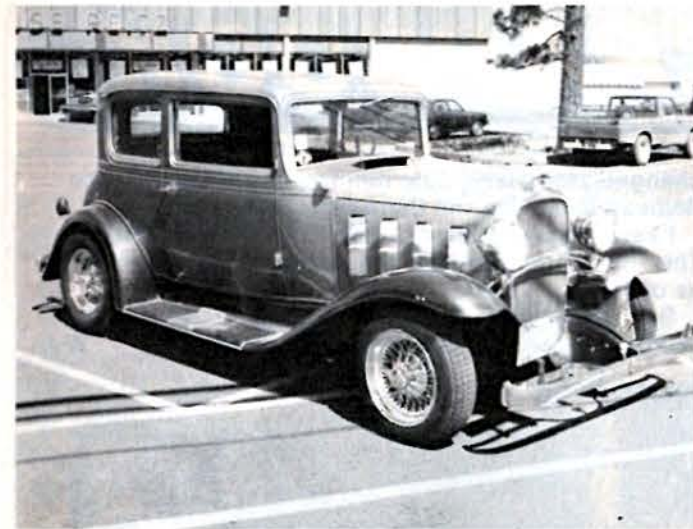


Unusual turbocharged engine in 1934 Ford coupe was quiet and dependable. Turbo blowers have yet to make it big with street rodders, but they work well.

extreme northeastern California. Right smack where the Volcano Run is held.

Hosted by the Golden Valley Street Rods of the Redding area, the Volcano Run gets its name from nearby Mount Lassen and Shasta. At an elevation of around 3000 feet, the temperatures during the spring are superb for camping out, and the Burney Falls state park is perfect for rodders on a budget. The local Burney city businessmen assist with the run steak banquet, using a giant utility company recreation facility (how about a 10 pound rainbow trout, caught less than 100 yards from the show 'n shine), and the western outdoors atmosphere is unbeatable for maximum rod run pleasure.

This is somewhat of a closed run, with 150 entries accepted this past year. However, I suspect if enough rodders were to prevail on the GVSR, they might possibly extend the limit upward somewhat. If you are lucky enough to make the affair next year, bring along your hiking boots, fishing pole (flies work great below spectacular Burney Falls), and the family to visit one of the most unknown corners of the Golden State. ■



Paul Tucker makes most West Coast runs in two-tone green 1932 Chevy Vicky. Car is plenty solid for long distance cruising, has been an example for many westerners interested in building Chevys.



Early May is beautiful in Northern California, with trees just coming into bloom and weather perfect. Only one of 150 cars failed to show for run. Outdoor show and steak try is adjacent to excellent fishing river. Hard combo to beat.



Unusual poker run was sponsored by Chico Area Rods club. Signs reminiscent to old Burma Shave roadside teasers were used to give instructions. Four deuces won.



If you don't have a roadster, make one from whatever you have. Didn't get full particulars on this one, but the photo shows what can be done with imagination.



Large number of Volcano Run participants chose to camp at state campground which is adjacent to spectacular Burney Falls. Suggest you plan to stay in area extra day or so if you attend next year.



Sunday morning brings out all the rods for parade through small town of Burney. Crowds quickly gather to see the old cars in one spot, activity has become high spot in year for the natives. Note unidentified luxury car at right.

ANDY'S SCRAPBOOK

By Andy Southard, Jr.

Who says old roadsters get lost in the shuffle? Not true—for here is one with an interesting history.

Taking you back to the year 1956, during the month of February Monterey Kar Kapades Show promoter Mike Homen invited me to their show. He wanted my "T" roadster pickup to be displayed. I accepted the offer, and put my roadster in the show. Participating in my first West Coast car show was a thrill for me. I'll never forget it!

Move in night was fun. I set my roadster up, cleaned it and then ventured around looking at the other cars that were going to be displayed. Having my trusty Speed Graphic camera in hand, I shot a few pictures. One outstanding roadster that was getting wiped off, was Bill Montero's chopped, channeled and sectioned '31 Ford roadster.

Bill's son Don was there cleaning and preparing the roadster, as I was setting up to take this picture. As I was focusing, Don stepped aside so I could take the picture. After the shot was taken, I looked the roadster over carefully, and found it was really nice. Painted a light blue and scalloped in a darker blue, edges were striped by Tommy The Greek. Notice his famous tear drops on the grille shell!

Not remembering the full details of the roadster, I referred to my vast library of car magazines, that go back to 1948. Reference tells me that it took two years for Bill to build the car. The '31 "A" body is sectioned and channeled four and a half inches over a '32 Ford frame. The top was chopped six inches and sported a white top and white interior upholstery. The total overall height was fifty-four inches. That was pretty low! Original "A" fenders were sectioned to fit to the body. Interesting note too, here is a full fendered car that only weighed 1,985 pounds. For power a 296-cubic-inch '51 Mercury,



Bill Montero's 1931 Ford Roadster with Isky cam, Silvolite pistons, Offenhauser heads, and triple carbs gave it plenty of punch. Note plaque adorning front nerf bars saying it's the "Hula Girl."

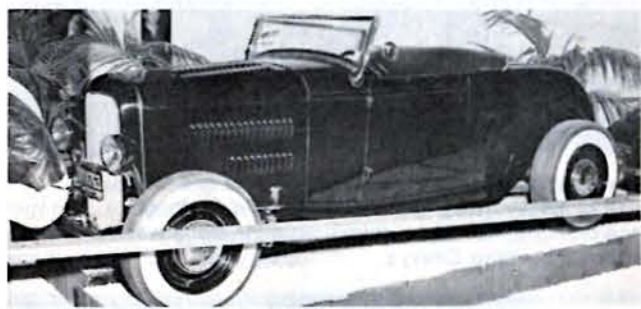
To really date the car, Bill took the Grand Trophy at the 1953 Peninsula Autorama at San Jose Civic Auditorium. Bill was also quite active in racing and club affairs for he was President of the San Jose Igniters car club, President of the Santa Clara County Timing Assoc., and an active member of the Santa Clara Chapter of the National Safety Council.

After quite a few years' time lapse, I saw the roadster again. It was at the 1972 San Jose Autorama, this time owned by Al Ford. Basically it's the same roadster, except for a darker blue paint job, mag wheels and wide Goodyear tires. The interior was

changed along with new running board covers. The flathead Merc was still there also.

I saw it again at the '73 Oakland Roadster Show. This time it was under the name of Bob Benson, as owner.

So, some old roadsters don't get lost in the shuffle, for this is just one good example. ■



Louis Angelucci's 1932 Ford Roadster

Being the street scene is becoming very popular again, I chose this photo from my files of a very streetable '32 Ford roadster.

The roadster belonged to Louis Angelucci of Whittier, California. I took this picture at the Third Annual Los Angeles Motorama in 1952.

Unusual for the time, notice the roadster is up on its own stanchions. I imagine the reason for doing this was to get the roadster off the floor, which could show it off more.

The roadster was painted black with black and white upholstery. The '32 grille shell was filled, customary for those days. Custom raised headlight bars support sealed beam lights. Original side panels were discarded and custom made ones had fifty-two louvers. The stock '32 top hood had a total of forty-six louvers. Other body modifications included filled cowl air vent, outside door handles removed, kicked up frame, and installation of '50 Pontiac taillights.

Lou spent a total of eighteen months to build the roadster with an investment of fifteen hundred dollars. That was pretty reasonable compared to today's price to build a roadster.

Under the hood sits a 244 cubic inch Mercury flathead with Edelbrock heads, three pot manifold. Not visible from this angle, but chromed exhaust headers can just about be seen below the frame rails. Chromed framed windshield looks like it has been chopped a few inches.

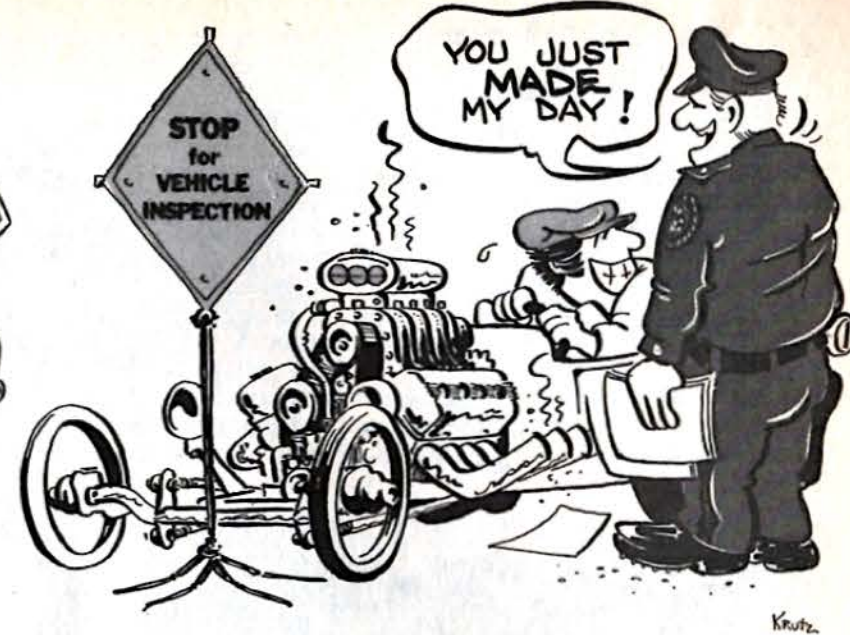
I never met Lou, but often wondered if that is he sitting on the wooden railing to the left of the picture. I remember at the time, he was talking with someone, and I didn't interrupt. I should have waited and approached him when he was through talking. For it bugs me now not knowing if that was he or not.

Wonder where I got all the details on the roadster? Check out the March '53 issue of Hot Rod Magazine and see more pictures of Lou's roadster that were taken by HRM famous photographer Eric Rickman.

As with all the old pictures I have of rods that I've taken, I say to myself—"Wonder where they are now?" ■



by Dale Krutz



Krutz



"We might as well send all those to the wreckers - nobody will buy'em now!"

Krutz



DALE KRUTZ

RA-69

SHORT

TANKED

(Continued from page 31)

sides, obviously, will require welding on all four sides to secure them in position.

Working with a template you will be able to realize the basic shape of your tank and can from this proceed to cutting up the real thing. Since the sides are flat they probably will require no bending saving you some effort. The top and bottom panels will each have to be bent at least

once. In my case that was all that was required. With all the pieces cut you should now need some bending. If you have a local machine shop or air conditioning shop in town they should have a press that will perform the bends you need. If not or you are really into making everything by yourself there is a way to do it at home with "backyard" tools. Using angle iron or channel attach it to the gas tank material using C-clamps. Make sure the material cannot move within the confines of the supporting metal and clamps, then using a soft mallet of some type bend the metal to the de-

sired shape. Don't make the bend all at once, go slowly checking fit as you go along. Before doing any welding it would be a good idea to mock the tank up and check for hole positioning. Most likely you will need holes for inlet, outlet, sending unit and as in my case for mounting. If you are sure of hole positioning you can put them in, as Adolph did with my tank, before welding the unit. To cut the holes you will first have to determine the center point of the holes and scribe a mark. With this mark a drill press should work best for starting the holes or a hand drill. The best way for a



Outlet was made from a piece of 3/8-inch pipe. Depending on engine size a 1/4-inch pipe fitting could also have been used.



The finished product. The custom gas tank holds 15 gallons and was made from 16 gauge mild steel and weighs approximately 135 pounds when full of fuel.



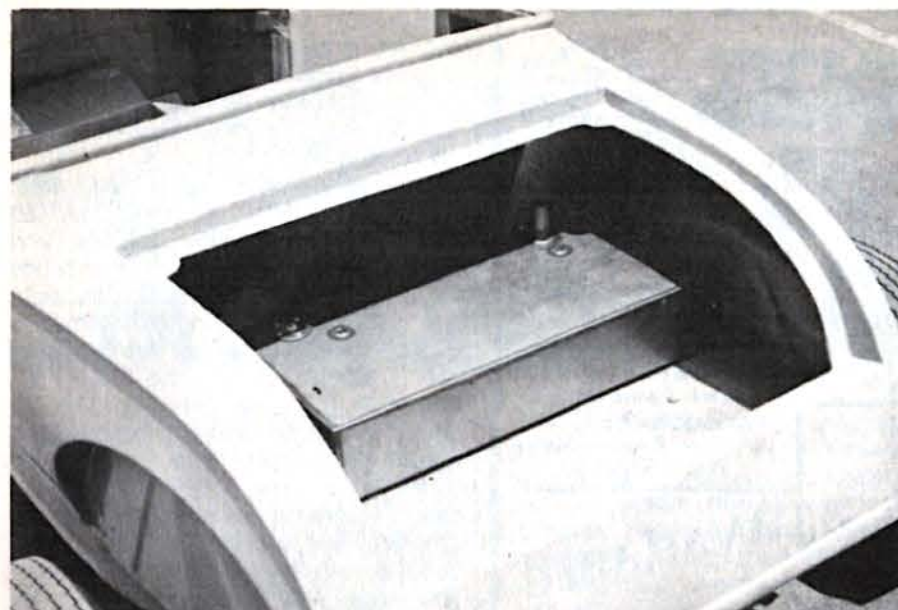
VDO sending unit can be installed with the tank all welded and in a completed state. Unit is well made and easy to work with.



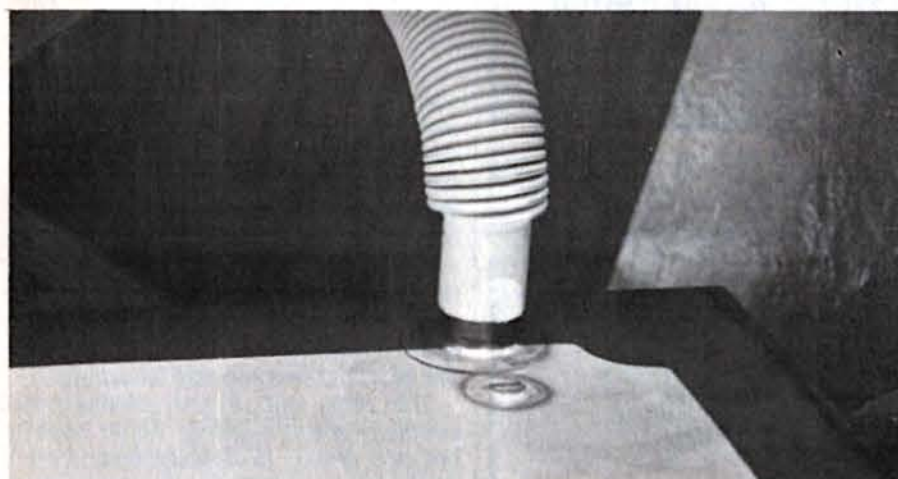
Demonstrated is the TP gas filler assembly, note the safety chain. Filler is flush mounted and held in position with three counter sunk screws or bolts. Cap also fits flush.



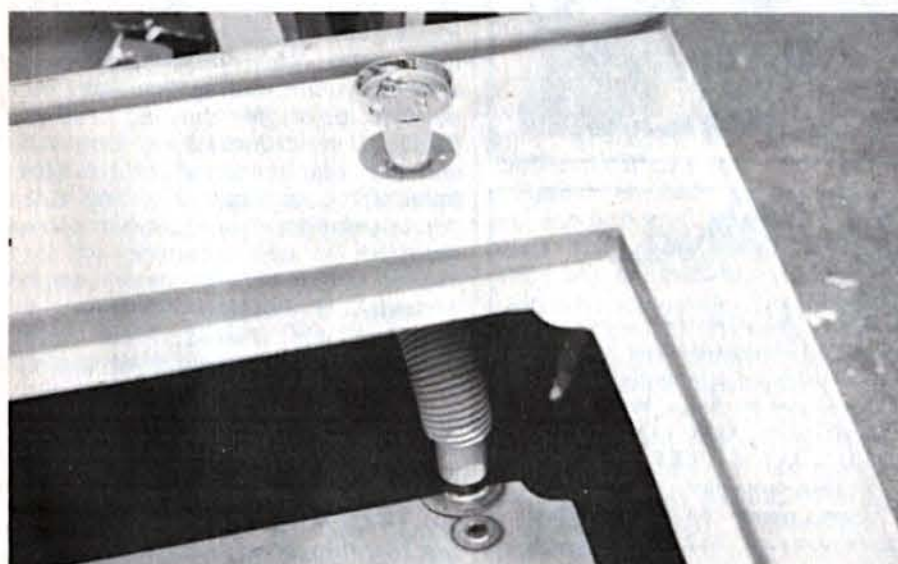
Hose has 1 1/2-inch opening on either side, make sure to note this when making gas tank and use proper inlet size tubing. Eighteen gauge mild steel tubing does the job.



One of the considerations on tank size is the location and accessibility of it. Fits neat, doesn't take up too much room and holds 14.54 gallons. Just right!



A hose clamp of some type should be used to hold fuel filler hose in place. Hose is very flexible, but try to keep severe bends out.



A 1 1/2-inch hole will have to be drilled to allow the filler to be mounted into the body as wanted in this application. Length of hose and its flexibility will determine what are the positions you can place the filler assembly.



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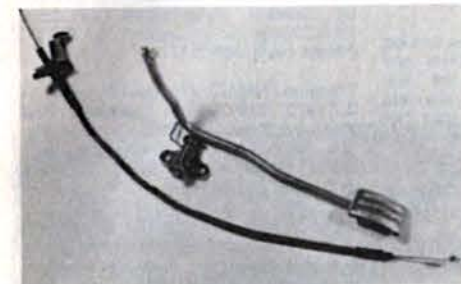
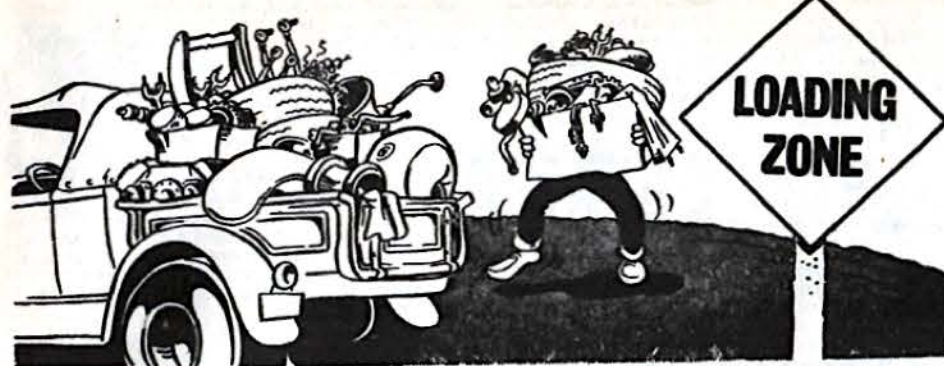
garage built gas tank to have the holes cut into it are with a set of Greenlee Chassis Punches. These punches are commonly used by electricians and can be found in most electrical supply houses.

Obviously, each hole will need something to fill it. You will need an inlet tube, outlet pipe, sending unit and, as in my case, mounting tubes for the all thread to be run through. The inlet tubing should be determined by the size of hose you are going to use. I elected to use the Total Performance gas tank filler kit. This kit comes with a neoprene type hose (gas resistant), gasket, filler neck with screw in cap and safety chain. In my case I wanted an external filler for the gas tank and secondly it had to be a flush fit with the body, the TP kit was just what the street rodder's doctor ordered. Since the TP kit uses a hose that has a 1½-inch opening the inlet on the tank was made to match. Mild steel tubing, 18-gauge, with a 1½-inch diameter was used. (You can find this type of tubing at a muffler shop.) The outlet, because of engine size, was selected as a piece of ¾-inch pipe with standard threads. The sending unit for your gas gauge will be determined by your unit. In my case the VDO instrument called for a 2¼-inch hole to be used. The last set of holes to be filled were the mounting points. Here ¾ x .065-inch wall tubing was used. To secure the tank to the body two all thread shafts were run through the tank and flooring and fastened.

The most critical part of the construction is the welding. If you have a heli-arc use a mild steel rod. If you don't have a heli-arc find someone who does. Do not gas weld as the weld will not withstand the constant punishment. Another alternative is to short arc. This type of wire feed welding is found in many header manufacturer plants. Weld the two main sections of your tank together then proceed to adjust the sending unit and float per your instructions. The VDO unit that was used here is well illustrated and goes together quickly. Once this is completed you can weld up the sides.

The exterior of the tank can be cleaned up with lacquer thinner or acetone and painted. The inside should have been fresh metal, properly cleaned, before starting. Adolph recommends against using a tank sealer. Instead a good in line fuel filter should do the trick nicely.

A good steel tank properly welded should last the life of the car and give no further problems. And having that extra capacity comes in handy when one is trying to work his or her way back and forth from long distance rod runs.



NEW THROTTLE ASSEMBLY READY

Advance Adapters, Inc. has announced the availability of a new throttle assembly for most vehicles.

The assembly includes a steel braided cable that is plastic coated for friction free use, with an outer shell of encased steel. The pedal assembly is 10" long at the fulcrum point, and can be heated and bent to any desired position. The mounting brackets include a unique spring arrangement to return the pedal to the idle position.

This new pedal assembly from Advance Adapters is ideal for engine swaps in all types of vehicles, and is easily mounted on the floorboard or firewall, utilizing the brackets supplied.

The cable and housing are a full 24" long for mounting in most any remote location.

Advanced Adapters, Inc. is recognized as the leading manufacturer of engine to transmission adapters in the automotive industry.

For further information on the new Advance Adapters throttle assembly, and the complete line of Advance Adapters products, send \$1.00 for their newest catalog to: Advance Adapters, Inc., 13629 Talc St., Santa Fe Springs, CA 90670, (213) 921-0702.

SHOTGUN™ MAXIMUM PERFORMANCE STREET TORQUE CONVERTERS INTRODUCED BY HURST

Hurst Performance has entered the performance automatic transmission market with a complete line of products headed by the new Shotgun™ Torque Converters.

Designed to increase stall speed, the Shotgun Converter allows your car to make its getaway at higher engine rpm where horsepower output is greater. The result is a substantial increase in usable bottom-end power, much like that produced by adding a set of performance gears to the rear axle.

The Shotgun is an 11" street use torque converter designed for use on stock or mildly modified engines. Through the exclusive Trick/Loc design feature, the Shotgun provides a stall speed in the 2000 to 2800 rpm range while retaining stock low



speed/normal driving response. An additional benefit is reduced slippage in normal driving to eliminate gas mileage penalties found in some other converters.

For cars with more modified engines, Hurst has also announced a 10" Super Shotgun Street Converter which produces stall speeds in the 2900 to 3500 rpm range.

Easily installed, Shotgun Converters replace the stock converter in much the same way a clutch is changed, without the need for adjustment and with less effort. No modifications to the engine are required, but the performance increase is largely dependent upon the state of tune of the engine. All Shotgun Converters are made to Hurst's exacting standards and are backed by the Hurst quality assurance program.

Hurst Shotgun Converters are available now from your Hurst dealer. For additional information, contact Hurst Performance, Inc., Dept. A, 50 West Street Rd., Warminster, PA 18974.

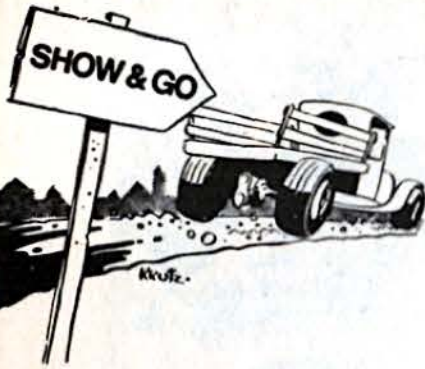
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POSTER DEPICTS DIRECT CONNECTION PROGRAM

DETROIT, Michigan—Chrysler Corporation's Direct Connection Program now offers a full color 24" x 36" poster depicting the types of vehicles and high performance parts for which the program was established. Direct Connection serves Mopar drivers by offering a factory-direct source of specially engineered parts and accessories available through Dodge and Chrysler-Plymouth dealers. The poster carries the phrase, "Mopar Spoken Here" and will find its way onto shop, game room and bedroom walls of Mopar enthusiasts everywhere. For your Direct Connection Poster, part no. P4007660, contact your nearest Direct Connection Dealer or send \$2.75 to Chrysler Corporation, P.O. Box 857, Dept. CIMS 414-05-49, Detroit, MI 48231.



CUSTOM CAR AND HOT ROD SHOWS SCHEDULE

- R. G. Canning's
- 5th Annual Santa Barbara October 15, 16, 17, 1976 Earl Warren Showgrounds
 - 17th Annual Long Beach November 19, 20, 21, 1976 Long Beach Arena Pacific Terrace Center
 - 2nd Annual Lancaster January 7, 8, 9, 1977 Antelope Valley Fairgrounds
 - 2nd Annual Ventura February 4, 5, 6, 1977 Ventura Fairgrounds
 - 22nd Annual San Bernardino February 18, 19, 20, 1977 National Orange Showgrounds

- 1st Annual Buena Park March 4, 5, 6, 1977 Movie World Exhibit Center
 - 24th Annual San Diego March 18, 19, 20, 1977 Downtown Community Concourse
 - 6th Annual Bakersfield April 1, 2, 3, 1977 Kern County Fairgrounds
 - 17th Annual Los Angeles April 21, 22, 23, 24, 1977 Los Angeles Memorial Sports Arena
- SHOW INFO CALL 213/588-1934
P.O. Box 400, Maywood, CA 90270

SHOW

Utica, New York — Oct. 30 and 31, 1976. "World of Wheels" Rod and Custom show. Produced by Show Car Productions, P.O. Box 13, Endwell, NY 13760. Tel. (315) 652-9803. Sponsored by the 7 Valley Street Rods at NYS Armory, Memorial Parkway East.

Junction City, KS — November 6 and 7, 1976. 8th Annual Custom car show, Municipal Auditorium. Contact: Bill Levinson, 337 West Chestnut, Junction City, KS 66441.

GO

SEPTEMBER 1976
Kingston New York—September 17-19, 1976. 8th Annual Northeast Rod Run. Show & Shine, Trophies, Activities—pre-registration a must. Contact: Bob Saputo, 102 Von Huenfeld Street, Massapequa Park, NY 11762.

Santa Rosa, California — September 10-12, 1976. 2nd West Coast Street Machine Mini Nationals. Sonoma County Fairgrounds. NSRA Sanctioned event. Contact: Bill Barnes (408) 263-7588, or NCSMA, 1177 Sunrise, Milpitas, CA.

Cincinnati, Ohio — September 11 and 12, 1976. 6th Annual Rod Run hosted by Cincy Street Rods Inc. For info: Tom Pekel, P.O. Box 11136, Cincinnati, OH 45236. Phone (513) 451-5937.

Indianapolis, Indiana — September 11 and 12, 1976. 4th Annual Cider Run. Camp out and weiner roast sponsored by the Indiana Street Rod Association. For info: Bev Hoff, 10152 Southeastern Ave., Indianapolis, IN 46239. Phone (317) 862-4874.

Rochester, New York — September 12, 1976. 5th Annual Car Show and Swap Meet sponsored by the Rochester Street Rods, Inc., Olympia Park, Scottsville Road. For info: Tim Kearney, 90 Bailey Rd., Hilton, NY 14468. Phone (716) 392-6162.

Mt. Pleasant, Iowa — September 17-19, 1976. 3rd Annual Vintage Rodders of S.E. Iowa Fall Camp/Run and Sunday Swap Meet. Contact: Mike Paine, R.R. 5, Box 39, Mt. Pleasant, Iowa 52641. Phone (319) 385-3055.

Salem Oregon — September 18 and 19, 1976. Silverscreen VI Rod Run Campout, North Falls Park. Pre '48 cars only. For info: Willamette Valley Street Rods, 1349 Mistwood Dr. N.E., Salem, OR 97303.

Springfield, Illinois — September 18, 1976. 2nd Annual Rod Run hosted by the Vintage Times at Lincoln Park. For info: Tom Wilber, 1649 Scraeder, Springfield, IL 62702.

Lake Texhoma, Oklahoma — September 18 and 19, 1976. 4th Annual Lake Texhoma Rod Run (formerly Lake Murray) sponsored by the Oklahoma Street Rod Association. For pre-registration and info: Tinker Thomas, 113 SW 13th, Moore, OK 73160. Phone (405) 794-1481.

South Bend, Indiana — September 25 and 26, 1976. Swap Meet, 4-H Fairgrounds, Ironwood and Jackson Road. 100 percent automotive and related parts, over 70 acres. For info or space: Bruce (219) 233-9828 or Bill (219) 255-7083.

OCTOBER 1976

Pine Mountain, Georgia—October 1, 2 and 3, 1976. Pacemakers-Callaway Gardens, Rods-Machines-Vans Round-up. Contact: Pacemakers Car Club, 1944 Gherry Drive, Austell, GA 30001. Phone (404) 948-2337.

Treasure Island, Florida—October 1-3, 1976. 3rd Annual Suncoast Rod Run and Picnic, by Roamin' Chariots, Inc. Contact: Roamin' Chariots, Inc., 12005 Fourth Street East, Treasure Island FL 33706.

Waco, Texas — October 9 and 10, 1976. 1st Annual South Central Street Machine Roundup. Fort Fisher Park, sanctioned by National Street Rod Association. For info: Bobby Ramey, 25223 Glen Loch Dr., Spring, TX 77380 or NSRA Field Office, 503 Longworth, Duncanville, TX 75116.

Mobile, AL — October 23 and 24, 1976. 5th Annual Gulf Coast Rod Roundup, by Port City Classics, 1056 Anderson Ct., Mobile, AL 36606 or Perry Farnell, 2748 S. Thompson Dr., Mobile, AL 36606.



A classified section to sell, swap, or buy. Furnish printed or typewritten copy, along with check or money order for ad insertion, based on the following rates: Rod Action subscribers, 10¢ per word; non-subscribers, 15¢ per word. Do not count name and address in word charge. If a photo is to be included with ad, enclose an additional \$5 to cover production costs (furnish only black and white photo, no color). Be sure to include name and correct return mailing address. No ads from commercial firms. Rod Action reserves the right to edit copy or refuse ads. Although not responsible for accuracy or description, ads including misleading statements will be refused. Ads printed in first available issue after receipt of copy. Send ad and payment to: "Stop and Shop," Rod Action Magazine, 7950 Deering Avenue, Canoga Park, California 91304.



SELL: 1932 Ford Victoria. Car built in late 50's. Caddy maroon with black fenders. All steel body. Complete Ford drivetrain. Can be driven anywhere. \$6500 or best offer. May trade. Barry Hajdu, Box A, Alpha, NJ 08865. Phone (201) 479-6205.

SELL: 1923 T Roadster pickup. Daytona Yellow, featured June '73 *Street Rodder*. Recently rebuilt, fresh paint, fresh chrome, with 350 Chev and 671 blower, Vette IRS, Halcrafts, disc brakes and many other features. \$7000. Tom Brough, R#3, Salem, IL. Phone (618) 548-3281.



SELL: 1930 Model A Ford sedan, 351 Cleveland Ford-C6 automatic, Jag rear, much chrome, air, tilt wheel, power windows, overdrive. Feature car July '76 *Rod Action*. Asking \$14,000. Joe Raimo, 53 Wellington Blvd., Wyomissing, PA 19610. Phone (215) 926-1377 days, (215) 678-0946 evenings.



SWAP: My '32 Ford Tourer for '32 Ford tudor or Vickie. All replies answered. John Chilcott, 115 Crane St., Ballina 2478, N.S.W., Australia.

SELL: 1941 Packard classic. Excellent condition, 4 door. \$6,700. Mrs. W. F. Crouch, 7904 Candlewood, El Paso, TX 79925. No collect calls (915) 598-0960.

SELL: 1957 Studebaker 4 door station wagon. Needs some work but runs good. Best offer, may trade. Gene Cohn, Harding highway, Newfield, NJ 08344.

SELL: Ford Victoria, stock appearing, 283 Chev powered, nothing cut or welded. Kelsey Hayes 16" wires, new wide whites, spare and locking cap. Proper mohair and woodgraining. Correct ash trays, visors, etc. Once featured in *Street Rod Pictorial*, drive it anywhere. Not cheap. Please write, Bob Theda, c/o Alyeska Pipeline Services Center, Green Const. Co., 5 mile cap, Fairbanks, AK 99716. Car is stored in Portland, Oregon.

SELL: 1948 Anglia, body, frame, complete fiberglass fenders and trunk lip. Sell cheap or trade for '32 to '35 Ford, car or truck body and frame. Jim Wimberly, 1106 Kings Grant Rd., Wilmington, NC. 791-6772.

WANTED: '34 Ford pickup with a good stock body. Engine, drive train, wheels, etc. not important. Pete Schwabenland, 1237 South 5th St., Fresno, CA 93702.

(Please turn page)

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available that includes a program, event schedule and the name of someone to contact after the event for additional information, like event winners, etc. Make sure that the people from the press know their way around and that they are able to come and go from the event site without problems. In most cases the press personnel would just as soon go about their business without too much fanfare, but check back and see that everything is going O.K. from time to time, just in case something is needed. This is what is known as P.R.

If you feel that you can get along without the press, that's up to you. But, don't bad mouth them if you treat them like you don't care and don't be surprised if you don't see them again. As for me and the above event, I shot a whole bunch of car features and made the best of the situation. I guess they felt they didn't need our coverage . . . well, the feeling is mutual.

A sad thing happened on Father's Day this year. LeRoi "Tex" Smith sold his most prized and famous street rod, the 1934 Ford Roadster he had owned since 1962. The car was the subject of many how-to arti-

cles and had appeared in all forms of completion in more than one magazine. The car was a dandy and it had been the topic for many lunch time ribbing sessions—all of course directed at our leader. But now, it's gone to a new owner and the fun we and Tex have had with it is gone as well.

I guess what is sad, is that Tex sold the car for the best of all reasons, to keep pace with the spiraling economy. There just isn't a way to keep pace with it and you can't fight it, so when it comes right down to it, the decision must be made and the action taken.

The buyer of the car is going to first put it on the road as a fenderless highboy and then will complete the car much in the style that Tex had planned on from the beginning. In the final form the car will be running side mounts and will be full fendered. I will be following the construction, and we are all interested in the progress—but with mixed emotions for some of us.

Anyway, we are sure that some stories have already started floating around as to why Tex sold the car. But, whatever you hear, remember the truth is just as simple as can be—he needed the money to pay bills. Nothing deeper than that.

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WANTED: 1933-34 Ford coupe or sedan. As complete as possible. Midwestern states preferred. All replies answered. Dave Dwight, 2615-4th. Street "A," East Moline, IL 61244.

SELL: Rear "big windo" for 1956 F-100. Not fogged, no scratches and also includes chrome trim. Price \$125. J. Kenneth Clemons, 3423 Triplett Circle N.W., Cleveland, TN 37311.

SELL: 55-57 Chev or GMC fiberglass Cameo pickup box, Pontiac motor and rebuilt four speed hydro. Andy Pelton, 9214 S. Alaska, Tacoma, WA.

SELL: '57 Chrysler Hemi. This Firepower engine was of limited edition. Completely restored (stock) \$400 invested not including labor. Best offer. Phone (715) 532-6008.



SELL: Arly's T. 23 T Roadster pickup. Polished f-85 aluminum Olds engine, automatic, torsion front, Jag rear, fully chromed. Upholstery by AAction, underside of body fully finished, paneled with stainless steel, polished 200's wheels, removable camper top, 19 mpg, a super T bucket for the person craving the finest for street or show. \$8,500. Phone (916) 865-9801.

SELL: 1940 Ford Std. coupe rod. 327 with 350 Turbo, crushed velvet interior, tinted glass. No collect calls. SASE, best offer over \$5,500. Ken Kinnaird, 5210 N. River Rd., Springfield, OH 45502. Phone (513) 265-5503.

WANTED: '34 Ford 3 window coupe, body and frame. Alan Horton, 2333 Manchester St., W. Sacto., CA 95691. Phone (916) 372-5064.

WANTED: 1940 Buick parts. Right, left front turn signals and guides, interior parts and trunk emblem, others. Mike Bade, 201 Meech St., Apt. #7, Charlevoix, MI 49720.



SELL: 1958 Pontiac Bonneville, 2 dr. H.T., PS, PB, 4 speed automatic. Real clean, everything like from factory. \$1950. 1952 Pontiac car panel, flat head 8 cylinder engine. Automatic transmission, runs, great car for restoring. \$750. Also, 1936 Ford 60 horse V-8 engine and 3 speed transmission, all together and will run. \$150. Tom Hall, 2040 S.W. 23rd., Redmond, OR 97756. Ph. (503) 548-2584.

WANTED: For 1949 Ford flathead V-8, exhaust headers, electric fuel pump, electric solenoid to fit. Bob Althage, 1369 McCausland 2N, St. Louis, MO 63117. (314) 645-6526.



SELL: 1950 Olds Custom, mint condition, 5,000 miles since originally built. Cover car of Rod Ideas, Jan. 1976. Best offer over \$10,000. John Moses, 338 Mt. View, San Rafael, CA 94901. Ph. (415) 456-7403.

WANTED: 1933-34 Ford Tudor, Fordor, or Coupe. Anything from shell to complete car. Send detailed description, photos, price. Christian, 901 W. Tudor, Anchorage, AK 99503.

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