

DISC BRAKES FOR PROJECT "A"

1001 CUSTOM AND

ROD IND ARGUS IDEAS

34520

JANUARY 1977 \$1.25

***NEW WHEELS FOR
EARLY RODS!***

***CALIFORNIA
ORANGE HITS
THE STREET!***



***SPECIAL:
MODEL A ISSUE!***

YOU'LL FIND 1000's OF IDEAS, FEATURES AND TESTS IN THESE

SUPER SPECIALS

PREPARED BY THE TECHNICAL STAFF OF ARGUS PUBLISHING

CHEVY HI-PERFORMANCE & ACCESSORY GUIDE, 1976. For the enthusiast who wants more to go than a stock Chevy engine will give him. All the latest accessories and performance goodies available. Plus articles on swaps, hop ups, suspension, etc. 100's of how-to pictures/\$2.00

VW HI-PERFORMANCE & ACCESSORY GUIDE #2. Volkswagen high performance information is no longer hard to find. This second edition brings it all up to date. Carbs, tools, V-8 engine swaps, engine work, etc. Big VW showcase section. Articles on VW dune buggies/\$2.00

1976 ENGINE ANNUAL. The latest edition of this popular annual which has become a "bible" with hot rod enthusiasts. Covers many popular engines. Small Block Chevy, Ford 351; Holley 2 bbl 800 cfm; Buick V-6; street Pontiac; Turbocharging; street Olds and much more/\$1.50

1976 DRAG RACING YEARBOOK. Here's the annual that brings drag racing up to date. Covers AHRA, IHRA and NHRA events. All the facts on 18 races with 100's of action pictures to turn you on/\$1.50

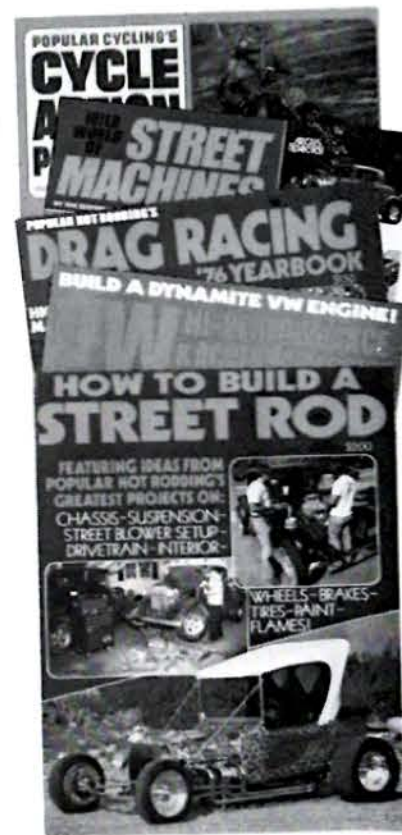
HOW TO BUILD A STREET ROD.

Complete information on three of Popular Hot Rodding's best read projects: Project '32; Project Street Machine and Scratch-built Street Rod. Virtually a textbook on building rods/\$2.00

1976 CYCLE TESTS. The technical staff of Popular Cycling's Magazine put 22 of the latest motorcycles through their paces in extensive tests. Here, under one cover, are the results. A must if you are planning to buy a new bike/\$1.50

HOW TO RIDE MOTORCYCLES. For the beginner—for the expert. Never has so much been packed into one low priced volume. Covers Motocross, Trials, Enduro, Desert, Street and all forms of riding. Pro tips from: Rolf Tibblin, Mitch Mayes, Ake Jonsson, Lane Leavitt, Heikki Mikkola and others/\$2.00

CYCLE ACTION PICTORIAL #3. Like cycling? Well, this volume will turn you on. Hundreds of pictures, 16 pages in color, bring the sport of cycling for fun and racing to life/\$1.75



WILD WORLD OF STREET MACHINES #2. Here, under one cover you'll find nearly forty street rods pictured and described . . . many in full color. Selected by the editors of Popular Hot Rodding, they include roadsters, coupes, sedans, pickups and street freaks/\$1.25

ABC'S OF HOT RODDING. Despite its title this best seller by Popular Hot Rodding's technical staff covers subjects ranging from performance basics to speed secrets of the pros. Covers hopping up carburetors, clutches, valve trains and ignition. Engine building and tune up tips/\$2.00

TO: ARGUS BOOKS, P.O. Box 49659, Los Angeles, CA 90049 CR-177

I'm enclosing \$_____ for the titles I have checked below. (Add 50¢ shipping per title. California residents add 6% sales tax.)

- | | |
|---|---|
| <input type="checkbox"/> Chevy Hi-Performance & Accessory Guide, 1976 | <input type="checkbox"/> How to Build a Street Rod |
| <input type="checkbox"/> VW Hi-Performance & Accessory Guide #2 | <input type="checkbox"/> 1976 Cycle Tests |
| <input type="checkbox"/> 1976 Engine Annual | <input type="checkbox"/> How to Ride Motorcycles |
| <input type="checkbox"/> 1976 Drag Racing Yearbook | <input type="checkbox"/> Cycle Action Pictorial #3 |
| | <input type="checkbox"/> Wild World of Street Machines #2 |
| | <input type="checkbox"/> ABC's of Hot Rodding |

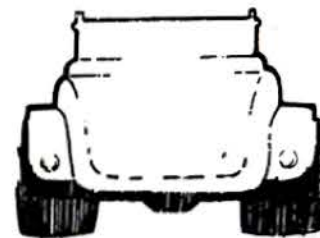
Name _____

Address _____

City _____

State, Zip _____

PLEASE PRINT — COUPON IS YOUR MAILING LABEL



1001 CUSTOM & ROD IDEAS

JANUARY 1977 VOLUME 11, NUMBER 1

FEATURES

- 10 **DEUCE DAY**
The nation's largest gathering of '32 Fords
- 20 **DARRYL STARBIRD: STILL CRAZY AFTER ALL THESE YEARS**
A look at some of his wildest creations
- 52 **RODDERS HAVE A FIELD DAY**
A vintage tin auction, Midwest style
- 60 **ROLLING ALONG ON FACTORY WHEELS**
Try looking in the junkyard for "custom" rims for your rod
- 28 **11TH ANNUAL ROADSTER ROUNDUP**
This Visalia Meet had rag tops galore

DEPARTMENTS

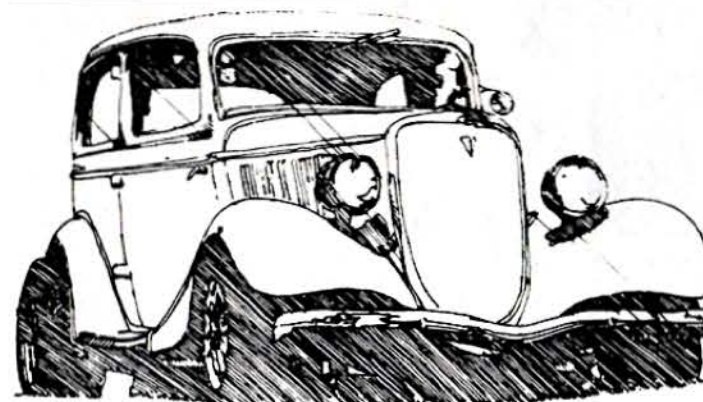
- 4 **ROD NOISE**
- 6 **STREET SEMA**
- 8 **DEALER LISTING**
- 63 **ROD PRODUCT NEWS**
- 64 **COMING EVENTS**

ENGINEERING

- 36 **PROJECT STREET ROD — PART 3**
Disc brakes for our Model A coupe
- 44 **FOR EARLY ROD OWNERS ONLY**
Subject: Fan shrouds
- 46 **SHOP STUFF**
Building an all-metal tall T
- 56 **THREADS FOR A "T"**
How to upholster a T bucket

C&R's CARS

- 14 **STARBIRD CUSTOM MERC**
One of the first radical custom Mercs
- 16 **1930 'JAGUAR' PANEL TRUCK**
A Model A that's Jag suspended, that is
- 18 **PONTIAC THREE-TWO**
An unusual rod sedan
- 26 **TWIN CITIES ROADSTER**
A 'glass '29 fit for a president
- 32 **FAMILY TOURER**
A classy 'glass T Touring
- 34 **MARYLAND LOW FREIGHT**
This month's cover car
- 40 **BY POPULAR DEMAND**
America's most popular car in 1928 was not a Ford
- 42 **"EASY PICK-UP"**
A '23 T that's wet and wild
- 50 **CALIFORNIA ORANGE — PART 4**
Our '29 A roadster project draws to a close



COVER:
'31 Model A Ford
Owned by Butch Martin
New Carrollton, Maryland
Photographed by Mike Parris

Editorial Director, George Elliott • Editor, Jay Arnestov • Associate Editor, Tom Senter • Feature Editors, Doug Marion, Mike Parris, Phil Carpenter • Art Director, Paul Puleo • Photographic Director, Steve Reyes • Copy Editor, Jason Harris • Contributing Editors, Don Emmons, Robert Hegge, Bud Lowry, Ed Newton, Greg Sharp, Terry Thomas, Bob Wagner • ARGUS PUBLISHERS CORPORATION • President, Gordon Behn • Art Director, James P. McGowan • Director of Advertising, Dan Wheeler • Advertising & Production Administrator, Michael F. Grout • Advertising Coordinator, Brenda Powell.

1001 CUSTOM & ROD IDEAS is published monthly by Argus Publishers Corporation. Executive, Editorial, Advertising and Circulation offices, 12301 Wilshire Blvd., Los Angeles, California 90025. Business, Editorial and Advertising offices, telephone (213) 820-3601. Single copy price \$1.25. Subscription rates in U.S.A. and possessions: 12 issues \$13.50, 24 issues \$26.00, 36 issues \$37.50. Canada and all other countries: 12 issues \$15.50, 24 issues \$30.00, 36 issues \$43.50. All editorial contributions should be addressed to Editor, 1001 Custom & Rod Ideas, 12301 Wilshire Blvd., Los Angeles, California 90025, and should be accompanied by return postage. No responsibility is assumed for loss or damage to unsolicited contributions. Printed in U.S.A. Copyright 1976 by Argus Publishers Corporation. CHANGE OF ADDRESS: At least six weeks notice is required for a change of address. Please send both old and new addresses, together with an address label from a recent issue to 1001 CUSTOM & ROD IDEAS, P.O. Box 49659, Los Angeles, California 90049. This publication is purchased with the understanding that the information presented is from many sources from which there can be no warranty or responsibility by the Publisher as to accuracy or originality or completeness.

Richard Petty says, "If you really want to learn how to repair cars, check out NRI home training."

Richard Petty, NRI Automotive Consultant, and America's Winningest Stock Car Driver



They give you all the training and equipment you need to get you started in a hurry.

My dad made auto mechanics out of us long before he'd let us enter a race... so I learned early the importance of a good mechanic... and the opportunities that are out there for well-trained men. That's why I'm sure glad to see home training like the two NRI courses come along. With NRI training, hands-on experience is going to come fast, and come right. It's a lot of training for the money.

Learn Auto Servicing Fast

NRI's Basic Professional Repair Course covers the basics of auto repair in 30 lessons. From headlight to taillight, you'll learn all you need to know, quickly. Basic home training includes eight important service items, including an Inductive Pick-Up DC Power Timing Light, Ignition and Electrical Systems Diagnostic Analysis and Tune-Up Instrument, tune-up tool kit, and more.

Become a Professional Mechanic

NRI's 70-lesson Master Automotive Technician Course includes all the equipment, tools and training materials you need to be a real pro. In addition to personal services and "bite-size" lessons, you receive 10 pieces of auto service equipment, including an Ignition Analyzer Scope, Diagnostic Engine

Pictured is just some of the professional equipment included in NRI's Automotive training programs.



RUSH FOR FREE CATALOG

NRI SCHOOLS
McGraw-Hill Continuing Education Center
3939 Wisconsin Avenue
Washington, D.C. 20016

- AUTOMOTIVE MECHANICS COURSES
- CB, Color TV/Audio, Communications, and Computer Electronics Courses
- Air Conditioning, Refrigeration, and Heating Courses

Approved under GI Bill if taken for career purposes. Check for details.

Please check for one free catalog only. NO SALESMAN WILL CALL.

Name _____ Age _____
(Please Print)

Address _____

City/State/Zip _____

A National Home Study Council Accredited School 903-017



ROD NOISE

MAIL TUNEUP

I have a '57 Chevy with a '71 350 CID engine and 350 Turbo. The engine is stock except for an Edelbrock C-3BX manifold, Holley four barrel and headers. The car has a 3.36:1 rear end and I am running GR-70x15 tires. From a standstill it has good acceleration until I start to bear down on it. At this time there are loud sharp backfires through the exhaust and its starts to bog. Mileage is terrible—about eight miles per gallon. The ignition is set at one degree advanced and I use premium gas. Any suggestions would be appreciated.

Larry Hollenbach
South Bend, Indiana

Doing tuneups by letter and magazine column is a little on the difficult side, but from the information I have from you I would say the problem lies in the distributor. Locate a garage or tuneup shop having a distributor machine and let them "do the number" on your distributor. The amount of advance you mention is woefully inadequate for most anything I can think of. The small-block you mentioned should have roughly 12 to 13 degrees of distributor advance (24 to 26 degrees at the crank.) This should always be measured with the vacuum advance line to the distributor block off. Depending on the CFM rating of that carburetor you could be overcarbureted, but don't worry about that until you get the distributor dialed in.

BRACKET RACERS SHOT DOWN

This is a reply to a letter appearing in the October issue of 1001 Custom & Rod Ideas. If the writer of this letter wants to read about bracket racers, then let him read the magazines that cover racing. You guys have a good thing going. Don't blow it.

Duane Fields
Lakewood, Colorado

Every rod magazine that has ever been around has gone to drag racing. Forget bracket racing and stick with rods. Keep the best magazine the best.
Philip Estrada
Pampa, Idaho

TIRE BURNER

I have a 1938 Plymouth coupe and I want to put a Chrysler V-8 engine into it. Do you have information on any

conversion kits for this swap?

George Heald
Levittown, New York

We don't know of any kit for this swap and would suggest that you do some fairly detailed measuring before whipping out the torches. That steering column may interfere with the big-block Chrysler, but you might be able to squoot the small-block version in there.

LAST LAUGH

I have a '67 GTO that I've done a lot of work on and plan to keep. I would like to make the car quicker than it is, but when I go into any of the local speed shops I get a smirk or a laugh and I am told I should have bought a Chevy or a Ford. Where do I get information about how to make the car turn off the laughter?

Lloyd R. Turnbeau
San Bernardino, California

Check with the people at Pontiac High Performance, 4708 West Compton Blvd., Lawndale, CA 90260.

'51 FORD HELP

I am 15 years old and the proud owner of a '51 Ford custom two-door sedan. I would like to know where I could find taillight assemblies and side chrome piece.

John F. McIsaac
Elmont, New York

There are several sources and we'll just list two—both having free catalogs and good reputations. Joe Smith Auto Inc., 3070 Briarcliff Road, N.E., Atlanta, GA 30329. Specialized Auto Parts, Inc., 7130 Capitol, Houston, TX 77011.

RESTORE NOW, ROD LATER

Do you have any material at all regarding the restoring of a 1939 Chevy. I am particularly interested in the engine and body finishing.

Charles Wright
Sioux City, Iowa

We don't have the information, but I suspect the National Chevrolet Restorers Club does. Their address is: Box 311, La Mirada, CA 90637. They have more than 1000 members and can help you with a couple of dozen books devoted to restoring Chevys in addition to locating parts. Membership is \$10 per year—or at least it used to be.

ELDERLY PARTS

I just recently purchased a 1935 Plymouth five-window coupe that is in very good condition. This will be my first rod and I would like some help on locating parts for this car.

Dave Diel
Topeka, Kansas

I would suggest you become a member of the Plymouth 4&6 Cylinder Owners Club, Inc., 203 Main St. East, Cavalier, ND 58220. The club has 1800 members owning Plymouths from 1928 to 1954. They publish a bi-monthly bulletin which is great for putting you in touch with those who can help you locate parts.

TAKE IN UP TO \$750 PER WEEK! CUSTOMIZING VAN-AUTO INTERIORS

A business so big, so fantastic, that in most parts of the U.S. you need an appointment to take in a car for reupholstering or customizing. We have the finest deal in America for you in this great business!

You earn while you learn at home in spare time. If you can handle a screwdriver and a pair of shears you can make it big in auto trim and related fields like vinyl repair, auto glass and landau top replacement.

You learn the latest up-to-the-minute California and European styles... get all the tools of the trade at no extra charge. And right from the start... you get the finest materials, fabrics, and supplies at low wholesale prices!

You learn how to start, manage and develop your own business, take on help... go all the way to an income you won't believe! Other people just dream about it—but if you have read this far, YOU can do something about it!

EXTERIOR CUSTOMIZING INCLUDED!

Your A.U.I. training includes popular exterior trimming techniques. While not as profitable as Interior Customizing...it's an added skill that fits in well with auto and van upholstery.

VINYL REPAIR, TOO!
Often, as a Customizer, you will be called upon to fix tears, rips and burns in van and auto interiors. It's a big profit business—AND THE MOST COMPLETE VINYL REPAIR INSTRUCTION AVAILABLE ANYWHERE. is included in your A.U.I. program!

FREE ACT TODAY!

COMPARE! ONLY A.U.I. OFFERS THESE BIG EXTRAS!

* Twice as much — for 1/2 the cost!
* Satisfaction — or your money back!
* A time-tested, proven success program... approved for vets — and authorized to issue a state diploma!

AUTO UPHOLSTERY INSTITUTE, Dept. DAB
1205 W. Barkley, Orange, Calif. 92669



Auto Upholstery Institute, Dept. DAB
1205 W. Barkley, Orange, CA 92669

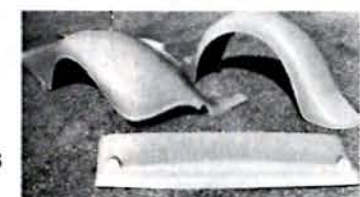
MAIL TODAY!
RUSH — Complete MASTER PLAN and BIG color illustrated Booklet/Data/Guide on "How to Make BIG MONEY in the Auto Upholstery & Vehicle Interior Customizing Business." It is understood that I am under NO OBLIGATION at any time, and no salesman will ever visit or phone. Everything will be done by mail.
Name: _____ Age: _____
Address: _____
City: _____ State: _____ Zip: _____

APPROVED FOR VETERANS & NON VETS.
ALSO APPROVED FOR VOCATIONAL REHABILITATION

QUALITY FIBERGLASS FOR 1931-1935

CHEVROLET

- FENDERS
- FRONT APRONS
- GAS TANK PANELS
- 3" WIDER REAR FENDERS

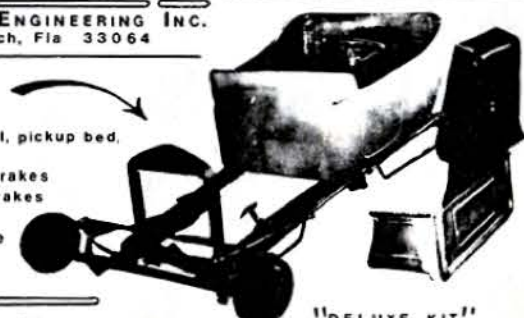


SEND \$1.00 FOR CATALOG
ON OUR COMPLETE LINE OF BODIES AND BODY PARTS FOR 1923-1940 FORD AND OTHER CARS, OLD AND NEW
ANDERSON INDUSTRIES, INC. 5625 Furnace Ave.
Elkridge, Maryland 21227 1-301-796-4382

AUTOMOTIVE SPECIALTY ENGINEERING INC.
2790 N.E. 7 Ave. Pompano Beach, Fla 33064

DELUXE KIT FEATURES

- 1 Complete heliarc welding
- 2 Body + floor mounted, grill shell, pickup bed, or turtle deck
- 3 Complete front suspension + brakes
- 4 Complete rear suspension + brakes
- 5 Mounted + operating steering
- 6 Master cylinder, pedal, + brake lines mounted
- 7 Motor + trans mounts



Complete line of Accessories, Fiberglass, Tires + wheels, Aluminum fuel tanks, Motor parts, Brakes. One of a kind parts made to order. All suspension components

A.S.E. 76 Catalog \$200 (305) 943-7990

FLORIDA ROD SHOP

SUPERIOR STREET ROD PRODUCTS



HAND LAMINATED '23 T BODIES T TOURING HELI-ARC, JIG WELDED FRAMES — TUBE AXLES — RADIUS RODS — BRASS RADIATORS — JAG CONVERSIONS — WINDSHIELDS — SIDE LAMPS — HALLCRAFT WIRE WHEELS — ROADSTER KIT CARS — BANTAM COUPE KIT CARS

STREET ROD CATALOG \$2.00
BRASS RADIATOR CATALOG \$1.00

Florida Rod Shop
P.O. Box 6023
Clearwater, FL 33518
(813) 784-7222

STREET SEMA



What does SEMA have to do with street rodding? More than you think!

The Specialty Equipment Manufacturers Association, which is now 14 years old, is many things to many people. But above all, the letters S.E.M.A. denote unity and strength for its 1100-plus members. To them, it is their voice, and a force that will keep them in business. This may not sound like it relates to you; but hold on a minute, it does!

SEMA is a non-profit trade association composed of members who are the manufacturers, suppliers, dealers—virtually everyone who participates in the high performance/custom automotive and related industries.

SEMA was created to fill a need. In the beginning, when motorsports began to surge nationally, so did the problems of organizing an industry. Distribution became a nightmare, and manufacturers sold direct to the growing number of speed shops. They also sold direct to the consumer . . . either at their place of business or through mail order. Credit also became a problem and there was a

general lack of communication within the still fledgling, but explosive industry.

Also, the very nature of the industry's products, the fact that they were specialized and used in some form of competition, as well as for street application, demanded that they be designed and manufactured with extra care and skill. This dictated the necessity for an organization to assist performance equipment manufacturers in the development of guidelines to help them meet the tremendous stress placed upon their products, particularly through racing competition.

This prompted the creation of the SEMA Specs program, which now covers 12 different product categories in relation to safety, including such items as clutches, flywheels, fire suits, transmission shields, mid-engine dragster and Funny Car chassis, bellhousing, wheels, wheel adapters and lift kits.

Times have changed dramatically since the early days, and SEMA's scope of interest and concern has met changing and increased demands. In short, the association has reached a professional stature; it has established itself as a viable and effective spokesman for the entire industry. Organization and communication are still two primary functions of SEMA. What were the dramatic changes? The industry was besieged by sudden, sweeping governmental regulations, and businesses began to look forward toward SEMA for help.

The racing aspect of SEMA is still existent; however, it is only one segment of the overall picture. The emergence of legislation at the federal, state and local levels of government in relation to safety, emissions, sound control and business practices has given SEMA's purpose a whole new dimension. Now, businessmen need SEMA to assist and speak for them in matters which are divorced from the everyday affairs of running their businesses, and the association offers a common meeting ground where various industry figures may get together to discuss problems unique to them.

With government initiatives prompted by the widespread consumer and environmental movements having a direct affect upon our industry, SEMA serves as a spokesperson to government officials, thereby providing the strength and unity necessary to have impact. The abundance of proposed laws and those in existence could virtually destroy the industry if carried through. Sound exaggerated? It's not!

SEMA's committees have become the "action arms" of the association. Committees are formed to react in critical areas of concern for the high-performance industry. Today, SEMA has active, dedicated committees meeting on a monthly basis to discuss and seek solutions to those problems which affect

MAKE MONEY

Train at Home in Spare Time
WE FURNISH EVERYTHING YOU NEED TO LEARN THIS NEW CAREER . . . Even Show You How and Where to Buy Equipment & Supplies at Low Prices!



CUSTOMIZING CARS, VANS, CYCLES, BUGGIES INSIDE & OUT!



YOU LEARN INSIDE CUSTOMIZING, TOO!

Only the Customizing Center puts it all together for you — teaches you the complete "ins and outs" of van and car customizing. The same course teaches you with step-by-step lessons how to do paneling, upholstery, carpeting, drapes, built-ins, everything! Work with wood, vinyl, cloth and other materials. Learn how to mix or match colors. Includes basic information on installing high-back swivel and reclining seats, as well as beds, bunks, tables, etc.



SAVE BY CUSTOMIZING YOUR OWN VAN OR CAR

Start Earning Good Money Doing Vans for Others in Spare Time . . . Even Before You Finish Your Course!

Learn How To Put On The Add-Ons!

Make more money selling and installing portholes, flares, custom windows, sun- and moon-roofs, air scoops, side pipes, spoilers and racks. We show you how . . . help you get set up for dealer discounts to save you money on your own jobs, or make more money on the jobs you do for others.

CUSTOMIZING CENTER Dept. JWOC6
4401 Birch Street, Newport Beach, California 92663

START YOUR OWN SHOP — FULL OR PART TIME

We won't waste your time telling you how big the market is — or how much money you can make. You already know — or you wouldn't be reading this! What we want you to know is how fast and easy we can train you to do this kind of work in your own garage or back yard — without charging you an arm and a leg for learning. Just spend an hour or two a day following our step-by-step instructions . . . and only weeks after you start you'll be handling an air gun and stripping brush like you were born with them in your hands.

YOU DON'T NEED ANY SPECIAL ART TALENT

We show you how to do everything so easy you can't miss . . . Fading, fogging, flames, scallops, lace, cobwebbing and other special effects. Included with your course is a wild assortment of patterns, decals and ideas that turn you into an expert with just a little practice. Not only do you learn how to use the air brush, but we show you secrets of pin-stripping, gold-leafing, custom lettering, decals, taping, masking, preparation — everything you need to know and want to learn about custom paint jobs.

Get Ready for the Kind of Career that Pays You to Do What You Enjoy Doing Anyway!

Course Through Home Study
CUSTOMIZING CENTER Dept. JWOC6
4401 Birch St., Newport Beach, CA 92663

Rush free color brochure and full information on how I can learn customizing for only a few dollars a month. No salesman will call.

Name _____ Age _____
Address _____
City _____ State _____ Zip _____



This Full Color Customizing Brochure Shows You How Easy It Is . . . How Fast You Can Start! Write for It Today . . . It's FREE!

MAKE 'EM HOT!

How to HOTROD Small-Block CHEVYS



ONLY \$4.95

200 pages/350 photos-drawings. Tells it like it is for all 265 through 400 CID engines. Chevy H/D part numbers. Everything you need to know to get the most out of your engine.

MAIL TO: ARGUS BOOKS
P.O. Box 49659, Los Angeles, CA 90049

Please send _____ copies of "How to Hotrod Small-Block Chevys." I've enclosed \$4.95 plus 50¢ shipping for each copy. Calif. residents add 6% sales tax. CR-177

Name _____

Address _____

City _____

State _____ Zip _____

them, their businesses, and the products you purchase.

One thing that must be considered in relation to all committee action is that, due to the uniqueness of the industry, specialty equipment manufacturers are continually having to prove that their products are as good or better than original stock equipment. Detroit meets certain standards, and our manufacturers must meet or exceed those standards or forget it! Oftentimes, our manufacturers are not even given the opportunity to prove their point.

SEMA's Safety Committee, chaired by Dennis Holding of W.R. Grace & Co. (Mallory, Appliance, Mr. Gasket, Hays, Lakewood), was formed basically to improve safety in street-use and racing, and they have been vastly successful in this endeavor. They constantly review SEMA Specs, upgrade where necessary, and review potential areas of new specifications. The SEMA Specs program has been lauded by virtually all racing associations, most of whom use the Specs in their competition rule books as a safety requirement.

SOUND CONTROL

SEMA's Sound Control Committee, chaired by Bruce McCallum of Mercury Tube Industries, is one of the most active due to the fact that sound control is such a critical issue. Of all environment-related issues the government is attempt-

ing to solve, none is more complex or difficult than the social impact of high noise level.

There is another factor that must also be considered: many jurisdictions have "nuisance" laws which create a difficult situation, often in relation to racing events. Some residents nearby race tracks have gotten together to file suit against a track simply because the noise annoys them!

The other major area of concern for exhaust system manufacturers (the Sound Control Committee) is that there are no Federal noise standards (yet). This creates a situation where cities, counties and states have gone ahead and implemented or proposed noise regulations for street vehicles, the likes of which you have never seen. Imagine attempting to manufacture a product which will meet such a vast range of standards: it's impossible. This committee has dealt with a tremendous range of problems, some realistic, some ridiculous. SEMA's data bank on this subject alone has become enormous (and quite valuable).

A prime example of this committee's experience is offered for its interesting result: a particular city established a standard which was stricter than the state's standard. SEMA commissioned McDonnell Douglas Astronautics (noise experts) to conduct a testing program of

the city's police vehicles. They didn't meet the city's requirements! This was a victory for SEMA; however, in order to prove this ironic fact, much time, effort and money was spent. It had to be done though, or that law would still be in effect!

SEMA's Vehicle Emissions Committee, chaired by Andy Krumm of W.R. Grace & Co., has had a tough road to follow for the past several years as a result of the never-ending environmentalist movement to clean up the air (at any cost). California has been a traditional leader in this effort, and it is becoming increasingly difficult to sell modified emissions-related equipment in the state as a result. The committee, however, maintains close contact with various state agencies and handles each new problem on an individual basis. The Emissions Committee also has numerous dealings with the U.S. EPA in attempting to establish a Federal program which would pre-empt state's parts standards and testing programs, again so that manufacturers will not be faced with meeting different standards in each state.

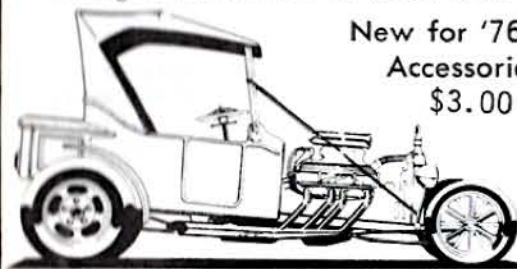
This may make sense to you, it does to us, but trying to get our message through to the legislators is not easy and requires much time and effort on the part of the SEMA staff and all members. The only way that this committee can effect these

STREET RODS FOR SALE

Talk to anyone about street rods and our name is bound to come up. That's because at Total Performance, Inc., we're strictly street rodding.

We manufacture most of what you need, and we stock EVERYTHING for Deuces, A's, and T's.

Now Total Performance, Inc. introduces its TP "T" Roadster FINISHED! small block auto, painted, upholstered, and pin striped! For \$3.00 we'll zip you off all the data along with an 8 x 10 color four pose picture!



New for '76, 100 page all new TP Accessories & Suspension catalog \$3.00 Then get truckin'!

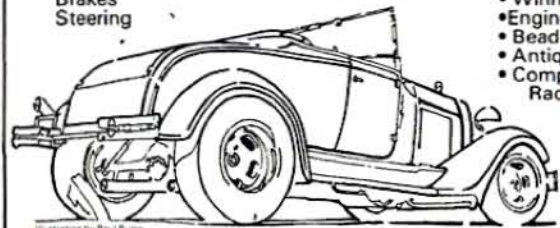
TOTAL PERFORMANCE, INC.
406 So. Orchard St., Rt. 5
Wallingford, Conn. 06492
203/265-5667

UNLIMITED AUTOMOTIVE ENGINEERING

Complete street rod building and automotive restoration services under one roof

- Custom chassis fabrication:
Frames
Suspension
Brakes
Steering

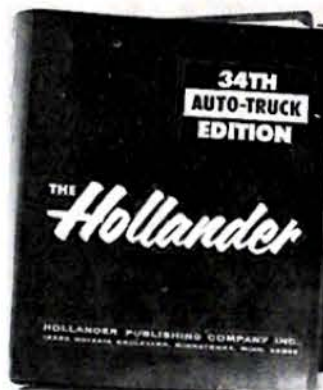
- Expert bodywork and special paints:
Fiberglass or steel
- Fabrication
- Wiring
- Engine rebuilding and restoration
- Bead blasting
- Antique and classic restoration
- Complete Ford flathead V8 engine building
Racing or street



Dan Neider and Phil King
649 Virginia Ave.
Azusa, CA 91702
(213) 334-7414

NO SWEAT PARTS SWAP

HOLLANDER AUTO-TRUCK INTERCHANGE MANUAL, 34th ed. Has complete coverage on body and chassis parts 1956-68. Indicates which U.S. car/light truck parts can be interchanged with parts on other makes & models for these years. Conveniently indexed. This is the world's "Bible" of interchange, with over 600,000 listings. 914 pages.



SENT POSTPAID FOR \$29.95

USE THIS HANDY COUPON TO ORDER YOUR COPY TODAY!

TO: ARGUS BOOKS, P.O. Box 49659, Los Angeles, CA 90049 CR-177

I'm enclosing \$_____ for _____ copies of Hollander Interchange manual. (California residents add 6% sales tax.) Please send to:

Name _____
Address _____
City _____ State _____ Zip _____

STREET SEMA

changes at the Federal level is through amendment to the Clean Air Act of 1970. Ever tried persuading the U.S. Senate or House of Representatives to vote your way? Surprisingly enough, SEMA, through the help of SEMA members, was able to keep our provisions intact all year long, only to lose on the last night of this past Congressional session because of a filibuster on the Senate floor. This will be a major area of effort on the part of the Emissions Committee in 1977.

The SEMA Wheel Committee, chaired by Warren Greaves of Tacoma Wheel Inc., established a SEMA Spec for custom aluminum wheels seven years ago. A few years later, the Federal government called for the wheel industry to create its own quality control program (or they'd do it for us) to ensure the safety of custom wheels. Naturally, the committee responded. The result was the establishment of a continuous quality control program for custom road wheels.

All wheel manufacturers in this program now affix labels to their wheels noting that they have passed the rigorous specifications and quality control requirements which mandate that every wheel model in production must be tested before certification is issued. This committee is now near completing another program for steel wheels.

I have described SEMA's committees which are basically technical in nature. The association also has other committees dedicated to special interests such as membership, finance, the SEMA Show, public relations, marketing, community involvement, custom van accessories, and business practices.

All committee work is supplemented by a constant effort on the part of the SEMA staff, under the capable direction of Dick Wells, executive director. SEMA is also proud to have Russ Deane as our legal counsel in Washington, D.C., who keeps the association up to date on all Federal activities which could have any potential impact upon the industry.

SEMA is a progressive association, dedicated to serving the needs of the industry, which provides direct results to the consumer in allowing him to continue purchasing products which improve their car's looks or performance. SEMA always seeks input from enthusiasts in the way of pending legislation which you may hear of, suggestions you may have to assist SEMA in accomplishing new goals, or questions you may have on how you can become involved in our activities. Your correspondence is always welcome. If you can be called upon to participate in letter-writing campaigns in relation to legislative issues in the future, let us know and we'll keep your address on file as a source of help.

Donna Imrie
SEMA Communications Director

DEALERS LIST

The following dealers can supply our readers with a complete line of street rod and street machine products as well as copies of *1001 Custom & Rod Ideas*. We hope that our readers will patronize our advertisers when they have need for equipment or service.

AB AUTO SUPPLY
21 W. 73rd
Merrillville, IN 46410

AMON BOOKS
P.O. Box 8
Rochester, MI 48063

ARROW AUTO PARTS
5510 Independence
Kansas City, MO 64123

AUTO BOOKS
Harry Morrow
2900 W. Magnolia
Burbank, CA 91505

B&T AUTOMOTIVE
Street Rod City
16 E. Columbia Ave.
Palisades Park, NJ 07650

BARRIS KUSTOM ENT.
10811 Riverside Dr.
North Hollywood, CA 91602

BEST AUTO WAREHOUSE
755 W. Main St.
Akron, OH 44310

BILL'S AUTO PARTS
Ron Dokken
7800 Aurora Ave. N
Seattle, WA 98103

CAL PARTS/EQUIPMENT
1500 Cal St. Box 430
Redding, CA 96001

CAPITOL SPEED SHOP
1618 Broadway
Sacramento, CA 95818

CHAMPION AUTO PARTS
1685 Mission Road
S. San Francisco, CA 94080

COMPETITION SALES
4808 S. Park
Houston, TX 77021

GOR-DEN AUTOMOTIVE
3669 Delaware Ave.
Buffalo, NY 14223

HI-PERFORMANCE WHSE
4307 Montana
El Paso, TX 79903

ORE INDUSTRIES
RR #12 Dawson Road
Hwy. 589
Thunder Bay, Ontario
Canada P713-5E3

PERFORMANCE AUTOMOTIVE
715 Sherman Street
Belleville, IL 62221

PERFORMANCE UNLTD.
5431 S. Sepulveda Blvd.
Culver City, CA 90230

THE TIN TUNNEL INC.
RD 6 RT 222
Sinking Spring, PA 19608

TOTAL PERFORMANCE
406 S. Orchard Rt. 5
Wallingford, CT 06492

UNCLE JACK'S AUTOMOTIVE
J. Pearson
27693 Butternut Ridge
N. Olmstead, OH 44070

USA-1 HI-PERFORMANCE
4148 S. Division Ave.
Grand Rapids, MI 49508

O HENRY'S UNIVERSITY
Book Store
5406 Stirling Road
Davie, FL 33314

SALEM SPEED SHOP
340 Mission St. SE
Salem, OR 97301

SOMERSET SPEED EQUIPMENT
Paul A. Mathieu
1190 G A R Hwy
Somerset, MA 02725

SPEED & CUSTOM EQUIPMENT
W.C. Lewis, Mgr.
600 3rd Street
Marysville, CA 95901

SPEED EQUIPMENT CORP.
777 Bristol Pike
Andalusia, PA 19020

LEE STONE INC.
5640 Dempster Street
Morton Grove, IL 60053

THRIFTY AUTO PARTS
Allen L. Dunkle
E. 6512 First
Spokane, WA 99206

WHITES INC.
P.O. Box 322
16111 S. State Street
S. Holland, IL 60473

For information on how you can get in on Argus Publications' Direct Dealer Program, write to 1001 Custom & Rod Ideas, Direct Dealer Information Dept., P.O. Box 49659, Los Angeles, CA 90049. Or call (213) 820-3601 and ask for Dan Wheeler, Advertising Manager.

BAKER Precision Bearings



We're the largest independent supplier of precision rod ends. Available in a wide range of sizes. We stock commercial as well as aircraft quality stainless steel teflon-lined bearings.

Also clevises, stainless steel braided hoses & fittings.

DEALER OPPORTUNITIES AVAILABLE

We are also MASTER DISTRIBUTOR for EON-11 SYNTHETIC MOTOR OIL.

Dealer Inquiries Invited

Catalog - \$2 Decal - \$1 T-Shirts - \$4
Jackets Available

BAKER PRECISION BEARINGS
2901 Cedar Ave., Long Beach, Ca. 90806
(213) 427-2375

MOVING?

DON'T MISS A SINGLE ISSUE!

Let us know your new address right away. Attach an old mailing label in the space provided and print your new address where indicated.

MAIL TO:
ARGUS PUBLISHERS
P.O. Box 49659
Los Angeles, CA 90049

Name of Magazine _____

Name _____

New Address _____

City _____ State _____ Zip _____

(If label is not handy, print old address here.)

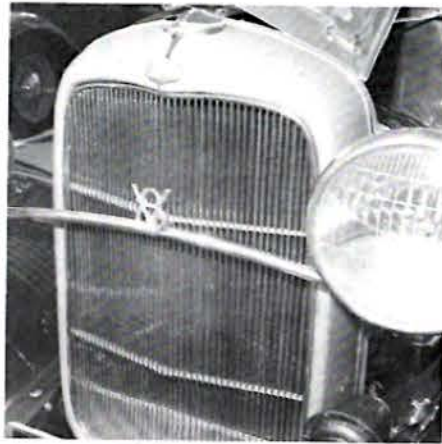
ATTACH LABEL HERE

By Don Emmons

DUCE DAY



Pete Eastwood's black three-window has served as daily transportation for many years now. It still looks good even though it has logged thousands of miles.



Glen Baker's car looks stock but grille is made up of strips of stainless steel.



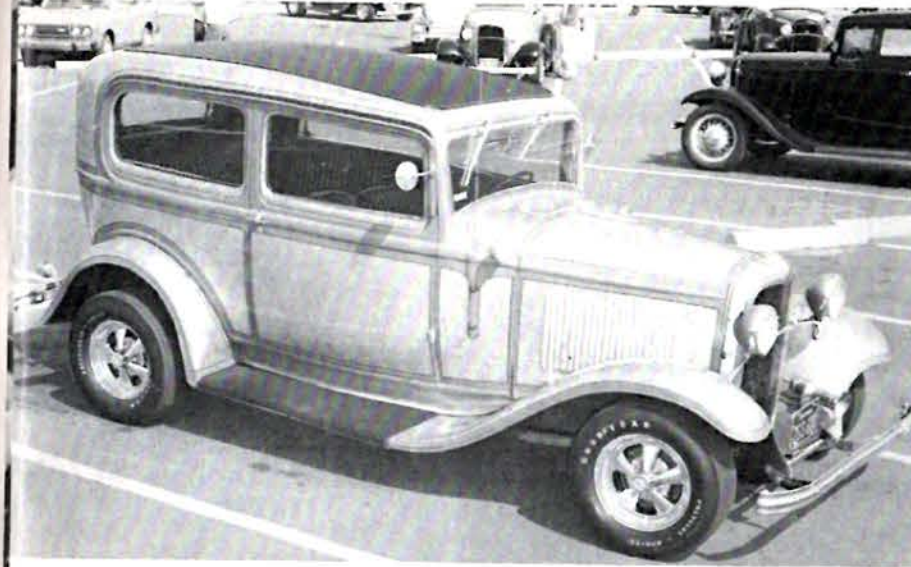
Lee Kasabian of Torrance, Calif. heads for home at end of day. Super sharp silver roadster is fitted with specially-made grille bar.

If you're a '32 Ford lover, this is one event you should attend!

As often happens, what starts out as a wild idea discussed during a friendly get-together turns out to be a significant event. "Deuce Day" is just such an event. Four years ago, Dave Graham, Neal East and Jack Stewart, all '32 Ford fanatics, thought it might be neat to see how many of their favorite vintage Fords they could assemble in one spot at one time. You know, when you like something, you can never get enough of it. Well, that was the case with this trio.

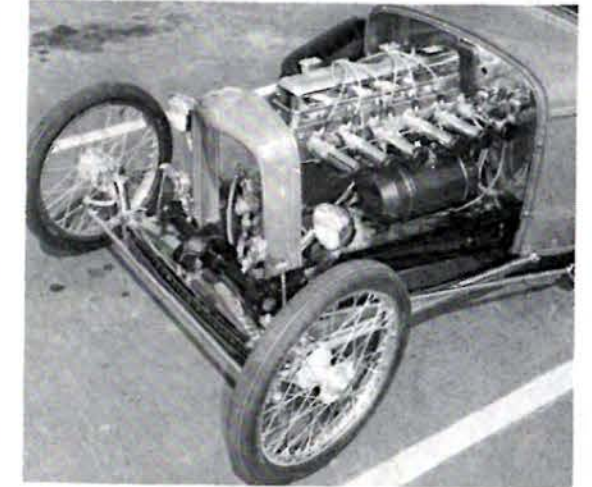
So the three, with the sponsorship of the Obsoletes Club of Orange, California, passed the word that they were having a '32 Ford meet. Needless to say, it was a success first time around. A few months ago they held their fourth annual Deuce Day. As has been the case since the event's inception, this one was even bigger and better than the last.

The event is open to all '32 Fords, regardless of styling, condition or current use. A majority of the cars are street rods, but there was also a sizeable contingent of restored cars. There was even a drag racing coupe and a

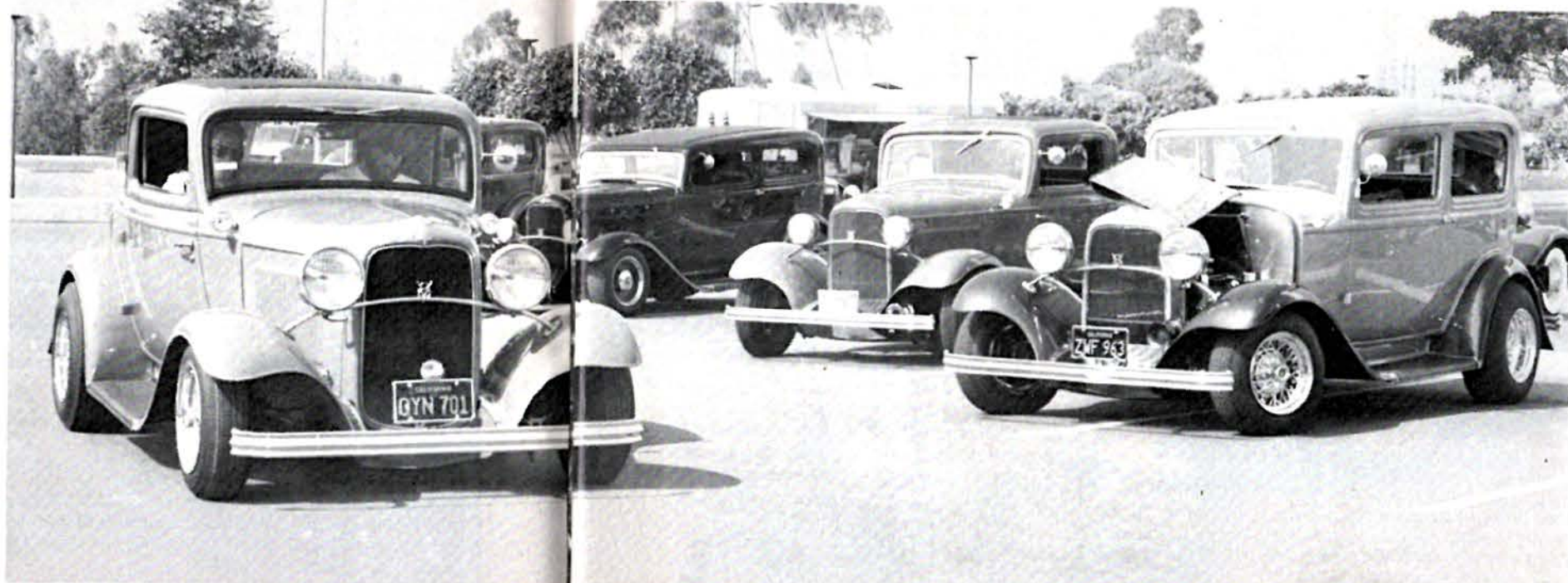
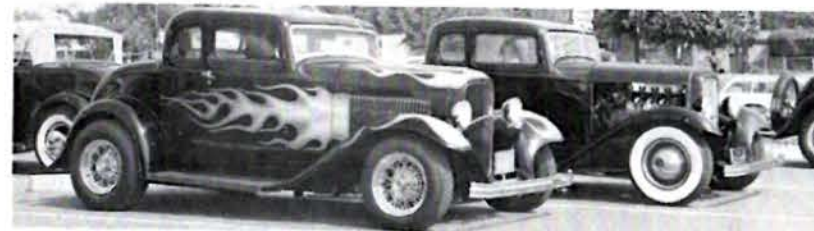


Wild paint job on "Spook" Casper's Simi Valley, Calif. Tudor sedan is a lime green and silver color scheme. Car runs a small-block Chevy V-8.

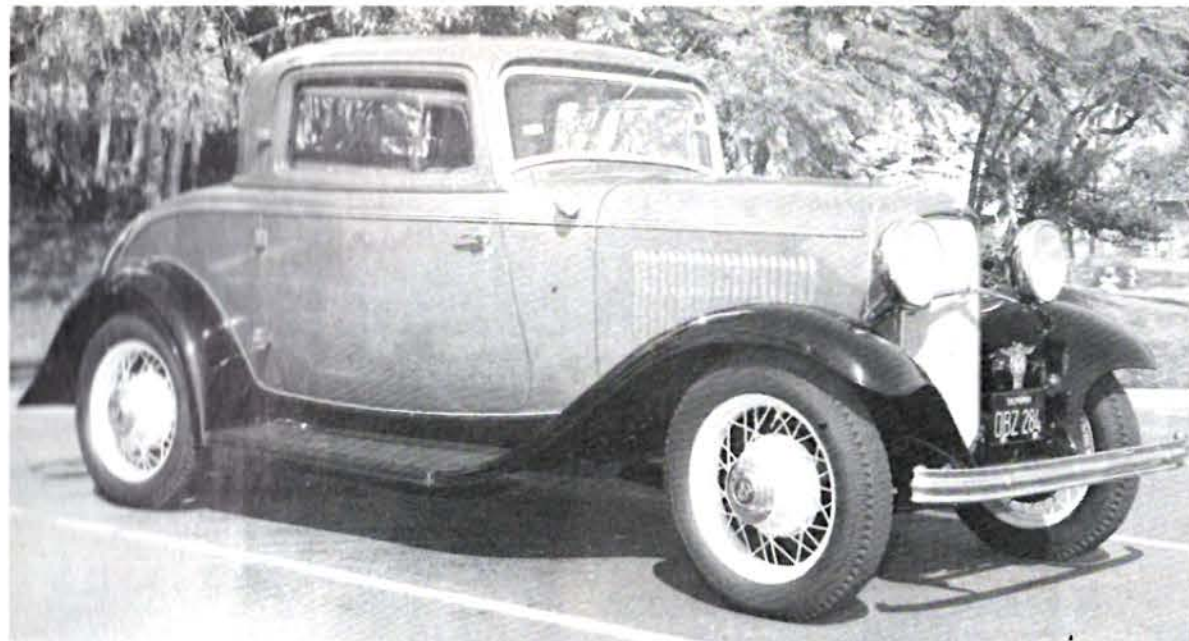
(Below Left) The only drag car in attendance was Don Arnett's channeled five-window. Car runs a '48 GMC six.



Here's a pair of black chopped five-window coupes. Flamed one belongs to English rock star, Jeff Beck. He bought the car in Los Angeles while on tour and plans to ship it home to England. The other is a true nostalgia rod. It was build in '57 and sat in a relative's garage until a year ago. It runs a '53 Olds V-8 and is owned by Arley Myers of Covina.



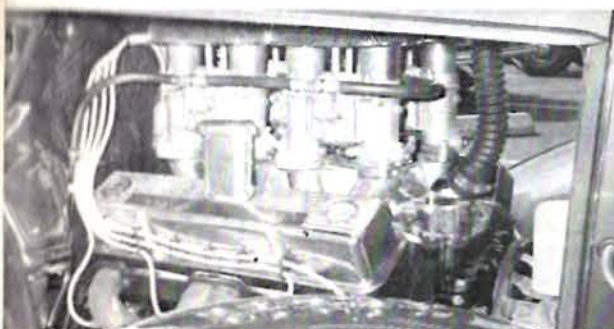
Don Fisher of Wilmington, Calif. takes his place in street rod section. Bright red three-window is a beauty.



Restored three-window is owned by Dave Ruesch of Garden Grove, Calif. Car has all the original parts. He is the second owner of the car, everything was there, it just needed reworking.

This finely restored Phaeton is the pride of John Robertson. It's as well restored as any car you will ever see.

This superb two-door sedan is first class all the way. Bill Desatoff of Garden Grove is the owner/builder.

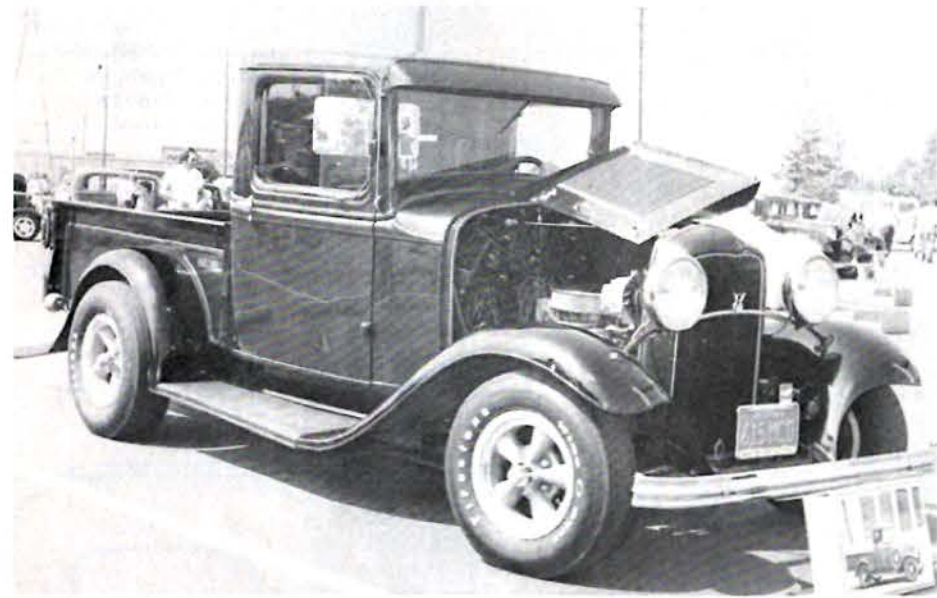


Desatoff's two-door sedan is powered by this 350 Chevy with four Weber 48 IDA carbs feeding it.

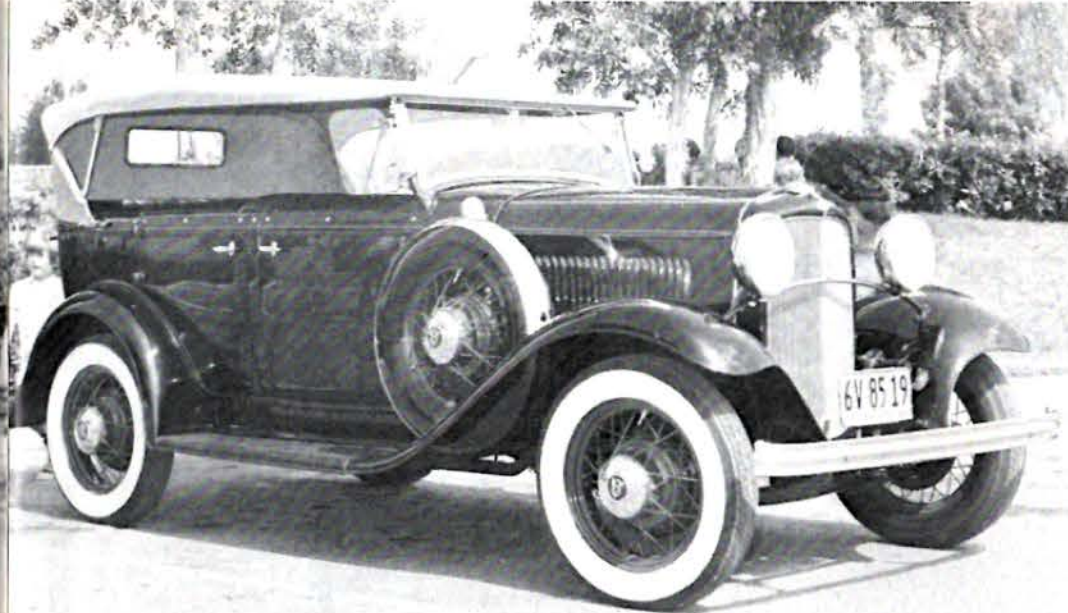


German-built '32. Perhaps the most interesting car entered in the event was a Phaeton owned by Jay Freedman of New York. Jay told us in Gardena, California (the site of the event), that he works with the United Nations Medical Group in Nepal and it was because of his unusual job that he came across his Canadian-built '32 Phaeton. According to him, the Phaeton was shipped to India the same year it was manufactured, then hand-carried overland on poles by laborers. It was used in Khatmandu for 40 years before he stumbled across it. Before shipping it to California, he had the car redone. It'll be waiting when he returns from India.

Deuce Day still remains a very informal event, and that's the way these enthusiasts like it. There are always a few super-experts on '32s in attendance, and the Obsoletes Club shows original factory films of the '32 in its Depression-era heyday. However, judging from the 90-plus cars that showed up for this meet, it appears as though the Deuce's heyday is today!



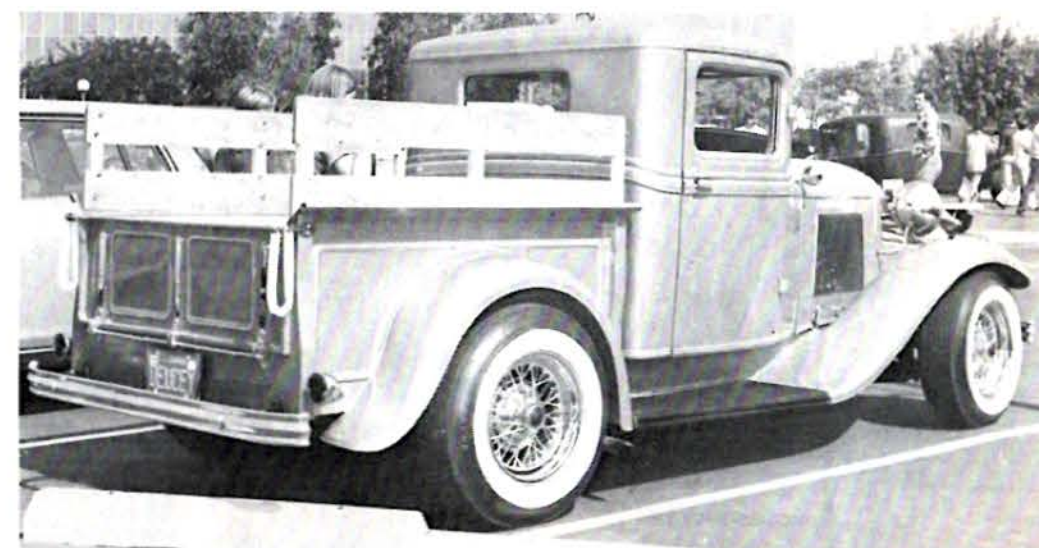
Bill Lybyer of Huntington Beach brought out his black pickup. It's fitted with a 350 Chevy.



Here's a pair of super rare stockers. B-400 machine is the property of Julian Alvarez of Garden Grove.



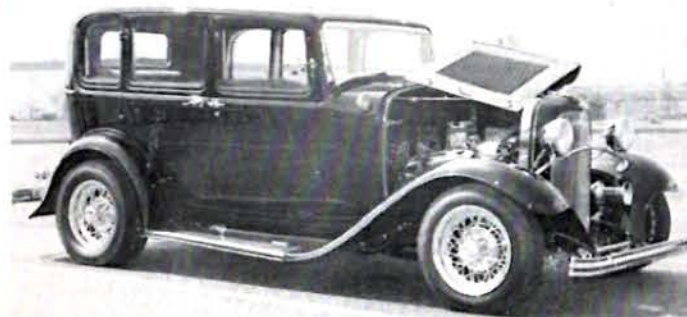
This Canadian-built Phaeton was sent to India, on to Nepal where it stayed until 1975, when Jay Freedman of New York bought it. He rejuvenated the car and had it shipped to California. The restoration was done there using local materials. Note right-hand drive.



Chopped pickup runs a flathead. It's owned by Bill Burge of Marina Del Rey, California.

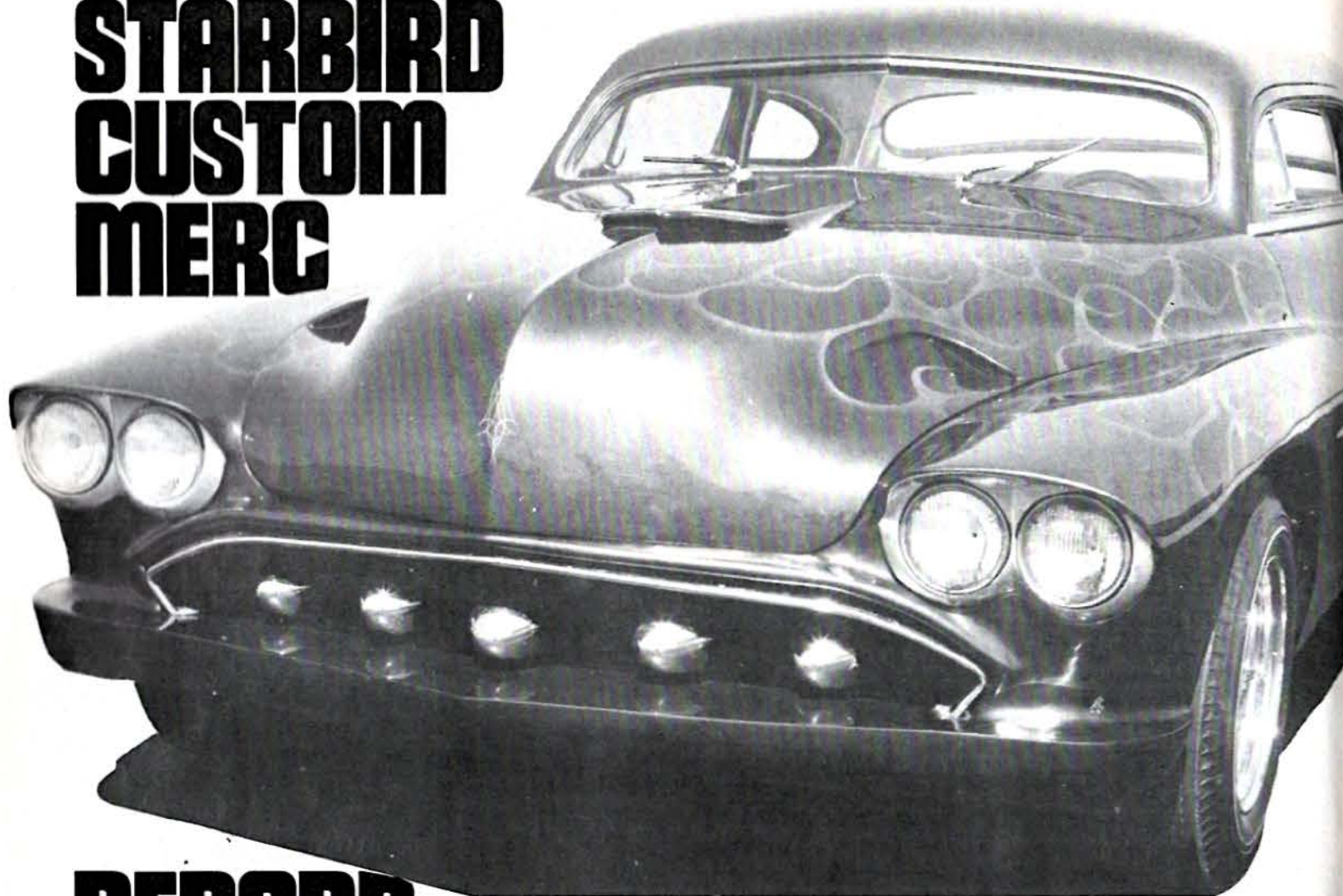


How about a pair of sharp roadster hiboys? Black one belongs to Dick Scritchfield, long-time member of Los Angeles Roadster Club. White one accented with flames is George Goodrich's MoPar-powered machine.



Talk about a car with lots of shiny chrome. This black four-door is owned by Steve Connor of Christensen Plating Co. Sedan is really a nice piece.

STARBIRD CUSTOM MERC



REBORN

You say you want a chopped Merc.
How about one that's been sectioned, too?

Story & Photos by John Lee

Tom Donahue of Scottsbluff, Nebraska, a collector of antique cars, early customs and rods, found this rare, sectioned 1951 Mercury in Boulder, Colorado, a few years ago. Later, he learned it was a creation of Darryl Starbird and the famed Star Custom Shop in Wichita, Kansas.

Tom restored the car, retaining all of the character built into it by the original master. Like many customs of the era, this Merc is chopped four inches, but Starbird also performed a four-inch section job, a rare operation on this model.

Headlights are from a '58 Chevy, and the grille is formed above the molded pan with a custom top bar and five chrome bullets. Starbird put the scoops in the sides of the hood, but the top scoop was added later to clear the air cleaners on a different engine swap.

Set into custom housings are cut-down '59 Cadillac taillight lenses mounted vertically on teardrop mounts. The rear pan is rolled with a license mount molded in. Trunk and doors are electric, and the hood is shaved with the




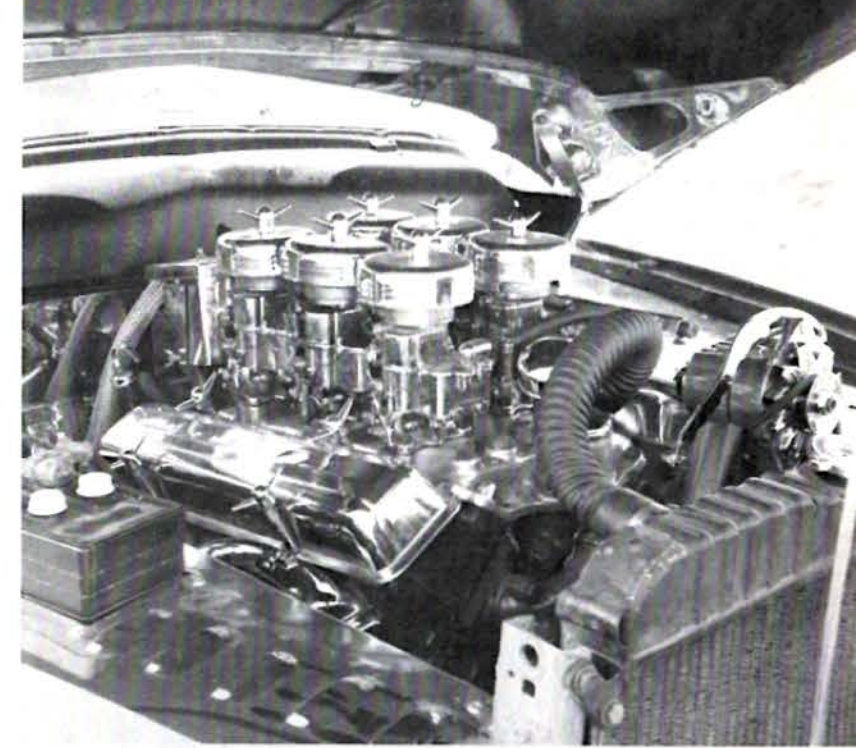
corners rounded. Side trim pieces are rear sections from a '55 Chevy.

The Merc was originally powered by a Chrysler hemi. A subsequent owner switched to Buick, but Tom turned to a dependable 350 Chevy Six Chandler-Grove 94's on an Edelbrock manifold help carry out the '50s theme. Transmission is a Chevy Turbo-Hydro.

A full custom interior features four individual bucket seats, custom-built by

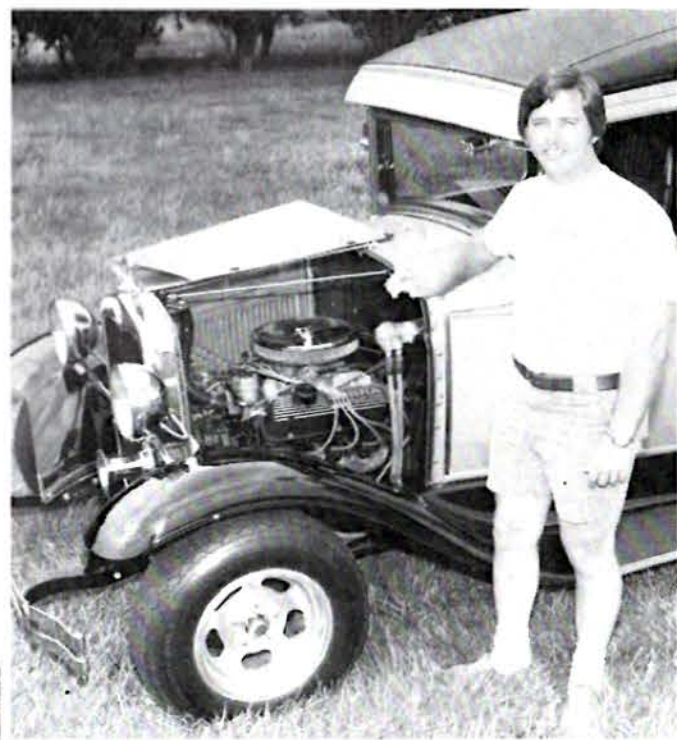
Starbird and upholstered in white vinyl. The console, running full length, has Stewart-Warner gauges, and the original dash is a clean sweep of padded white vinyl. Tilt steering is from a late Chevy, and the wheel's an accessory unit.

Tom had the car finished in a metallic purple with lighter-hued flames. He's made several area rod runs with his resurrected custom and as you can see, it's an attention-getter. 



1930 "JAGUAR" PANEL TRUCK

It is tall, yes, but this Model A has not been used to transport any pro basketball team to practice sessions or games. Not yet.



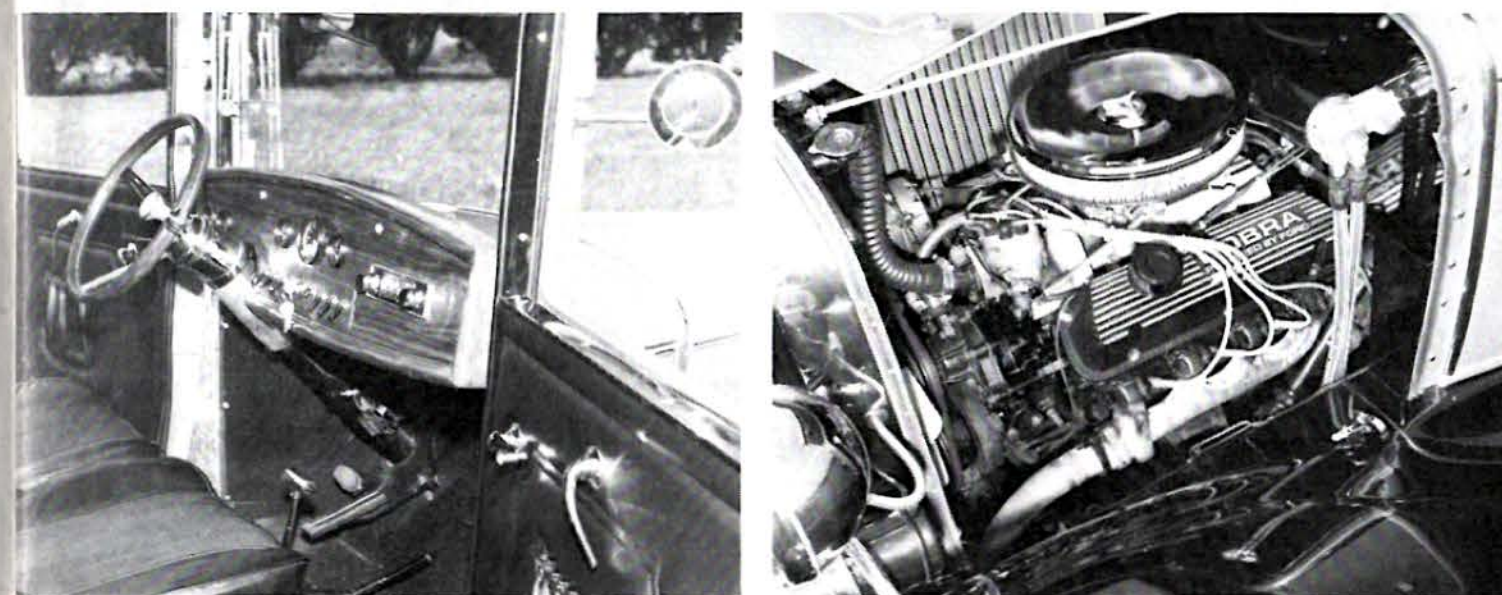
Mike Keenan's immaculate '30 Model A is unusual rodding material, and that's why he chose it. Body and trim have been restored with a combination of original and reproduction parts available at antique auto parts stores and swap meets.

Silver-gray body contrasts nicely with black fenders. Padded vinyl top covering adds texture. All body panel are stock, including sun visor. Stock nickel-plated radiator shell has been chromed, and all other plated parts on the car have been re-dipped.

There are chopped coupes and fenderless roadsters, low-boys and bobtail sedans, and we love 'em all. But once in a while it's nice to see a rod like Mike Keenan's 1930 Ford panel delivery that retains all the stock coachwork and proportions.

The high-sided, silver-gray and black sheet metal is restored to a fare-thee-well and subtly pinstriped to highlight the body contours. Except for the alloy wheels, outside she's as stock as a stove. Details like stock Model A taillights, chromed windshield wiper motor, gas rationing sticker on the windshield, side mirrors, and ahoogooga horn add to the vintage character.

But underneath . . . that's a different story. A boxed '30 Model A frame supports a wealth of

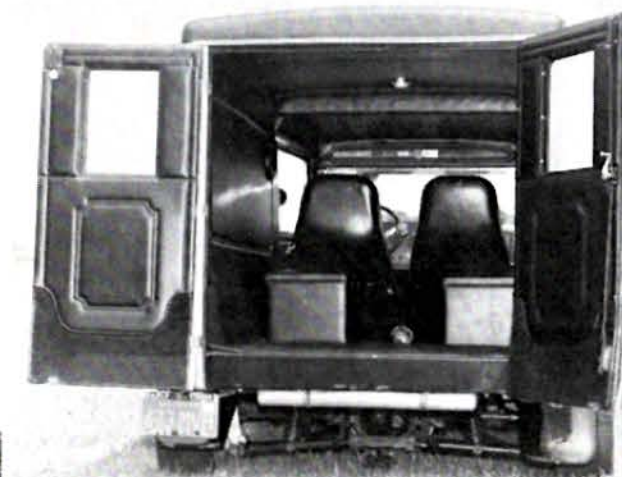


(Above) Mike and passenger cruise the boulevards of his hometown Orange County streets in comfort, atop Cessna aircraft bucket seats. Wooden dash mounts modern gauges, toggle switches, and radio. Buick tilt column is topped with a wood-rimmed accessory wheel and a touch from the past . . . a brodie-knob!

Ford small-block is stock, but is dressed with black-crackle painted Shelby Cobra aluminum valve covers. Remotely mounted oil filter on the custom firewall makes changes much easier, is fed by braided aircraft stainless steel oil lines.

Standing room only! Upholstered boxes provide extra seat and storage space for longer trips. Peeking from beneath is widened XKE Jag rear suspension and custom aluminum gas tank to replace stock cowl-mounted unit.

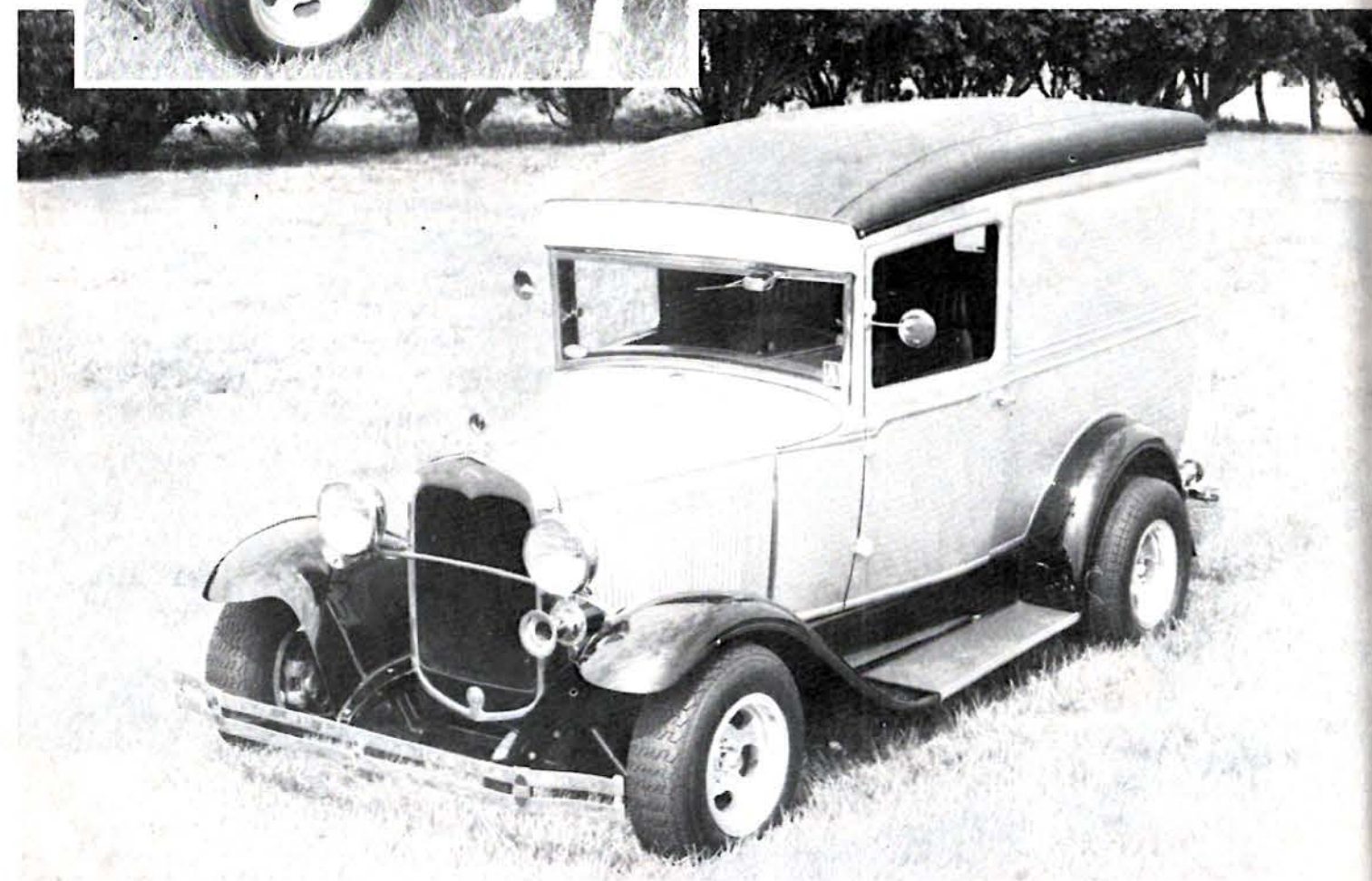
Is this the real meaning of "highboy?" Note that rear fenders have not been bobbed, which, in this case adds to overall proportions of body. The truck is beautifully detailed.



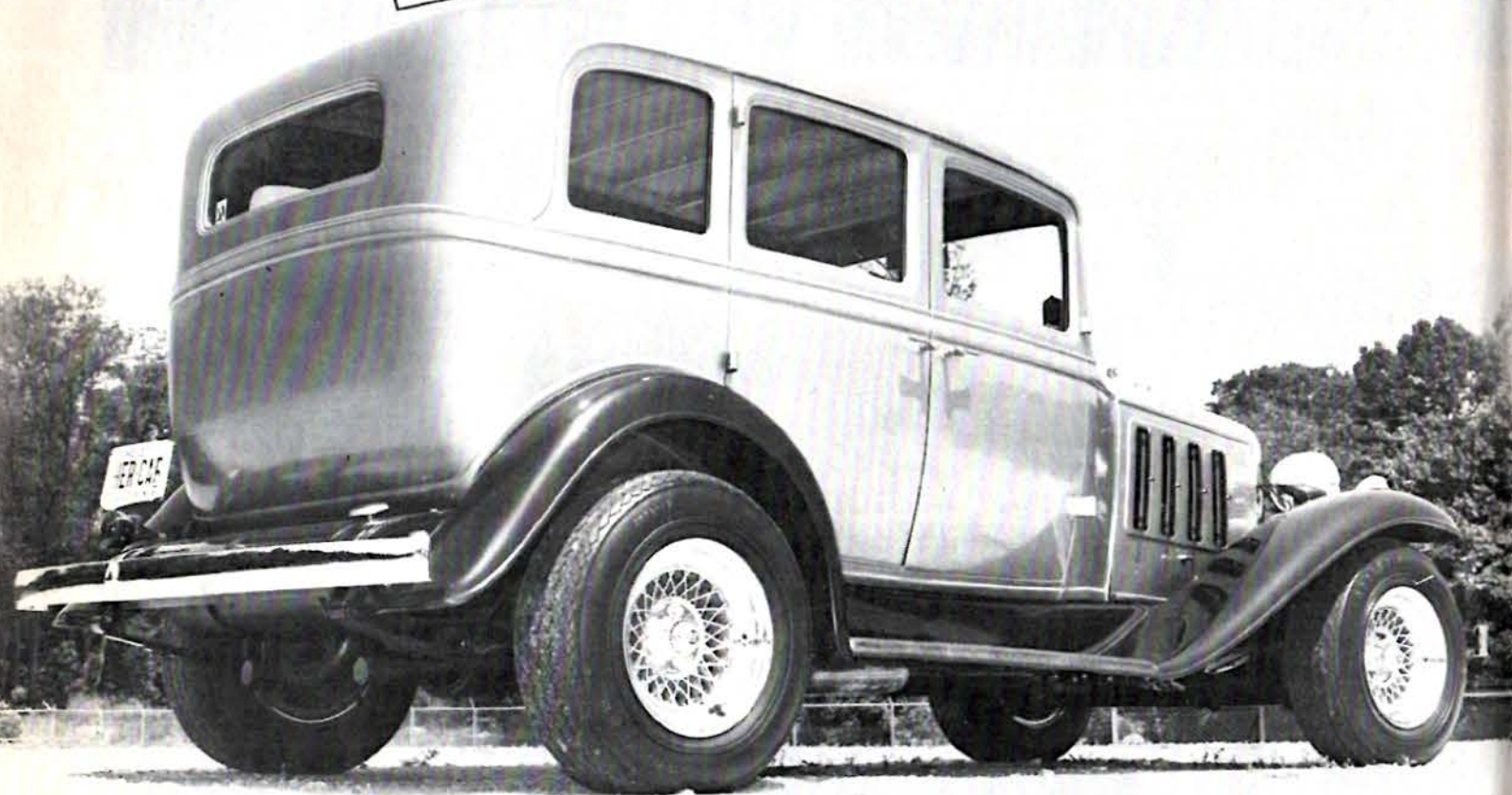
modern rod-building techniques and equipment, because this baby was built for driving in comfort. Fully independent Jaguar front and rear suspensions provide plenty of that, in addition to much improved braking and handling. Jaguar rack-and-pinion steering takes commands from a Buick Riviera tilt steering column. Front and rear hubs have been redrilled to a Chevy bolt pattern. Radial tires encircle aluminum wheels for low unsprung weight. A 1969 302 small-block Ford sends plenty of stock horses through a Ford C4 automatic transmission to a 3.50 ring-and-pinion gearset aft.

Early Times Club member Mike has the right combination for cruising to club functions and California rod runs. And if his fellow club members ever decide they need an upright piano at one of their outings, they know who to ask to deliver it.

1001 CUSTOM & ROD IDEAS/17



PONTIAC THREE- TWO



Born in the Depression, this Pontiac sedan is now a rare street rod classic!

Photos by Steve Reyes

As is frequently the case today, in 1932 Pontiacs were little more than gussied-up Chevys. However, not nearly as many Pontiacs were built in those days as Chevys, so to own one in 1977 makes you a member of a pretty exclusive group.

One of the best resto/update jobs we've ever seen done on a Depression-era Pontiac is

illustrated on these pages. This '32 four-door sedan is owned by Norman and Joyce Lamphere of Lisbon Falls, Maine. We doubt you'll ever come across a more perfectly restored body on a rod sedan. The owner did the blue-on-blue lacquer himself and was responsible for slipping in a stock '70 Chevy 350-incher along with a Turbo 350 tranny. Many amenities, like power steering, tinted glass,

eight-track stereo, tilt column and CB have been installed. The owner says an A/C unit is in the works and he and his wife are hard at it trying to finish off all of the interior in royal blue crushed velvet.

If you look closely at the rear license you'll see that it reads "HER-CAR." The reason, according to Norman, is that he has something *better* in mind for himself. This we gotta see! 🚗



Darryl Starbird:

Photos by John Lee and Darryl Starbird

A personal look at one of the best known automotive customizers.

By John Lee

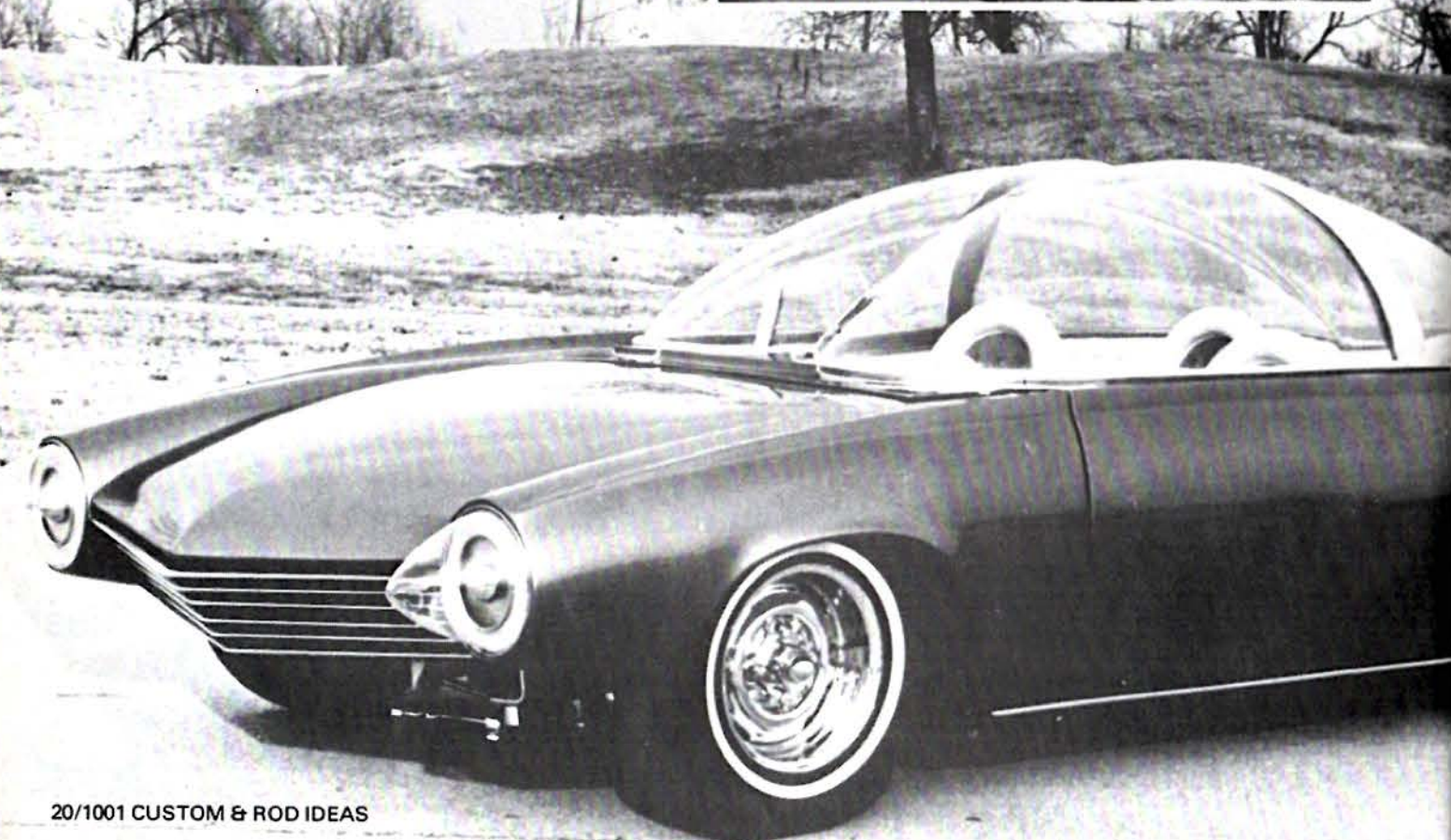
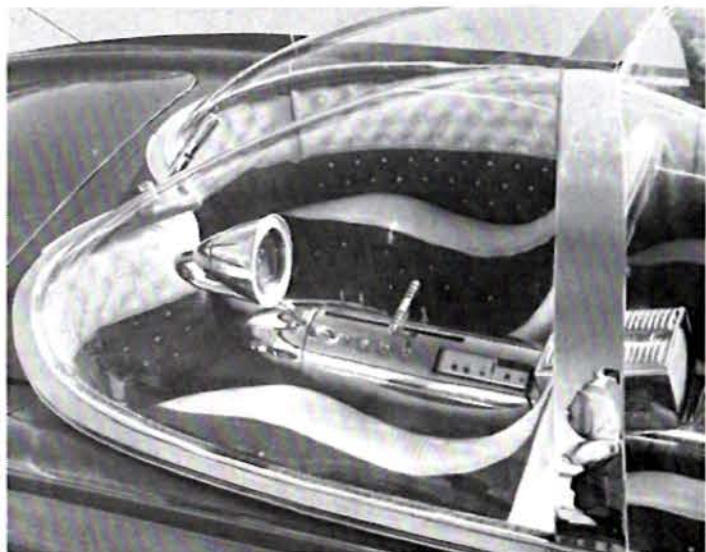
They still cruise in Wichita, Kansas. Up and down Douglass Avenue, every night when the weather's decent. Camaros, Roadrunners, 'Cudas, GTOs, an occasional classic '55-'57 Chevy, Boss Mustangs, Novas—all in style with wide wheels and tires, raised suspensions—and a few girls driving Dad's new T-bird or Bonneville.

The scenery may have changed, and the style of street machines, but the pattern of the teenage cruising-ritual in Wichita is much the same as it was a quarter of a century ago when a 17-year-old high school junior proudly wheeled his first custom onto Douglass Avenue.

It was a 1941 Ford convertible with filled hood and deck, a continental kit, skirts, single-bar flipper hubcaps and long rear spring shackles for the tail-dragging effect then in vogue. Little did the owner and builder envision at the time that this was the start of a customizing career that would make Wichita the custom capital of mid-America and Darryl Starbird a household word wherever custom car enthusiasts gathered.

Still crazy after all these years

Forecsta, the beautiful hand-formed custom of the late '50s, is considered by builder Darryl Starbird to be the best one he built. Bubble plastic top, radical fender fins, and tiller steering were all trademarks of Starbird's work. This car was built on a Corvair chassis, has flat-six aluminum engine in the rear. All sheet metal was hand-formed. A young Starbird (right) is shown fabricating a radical custom rear end using a pair of 1953 Studebaker grille pans, a popular late-'50s treatment.



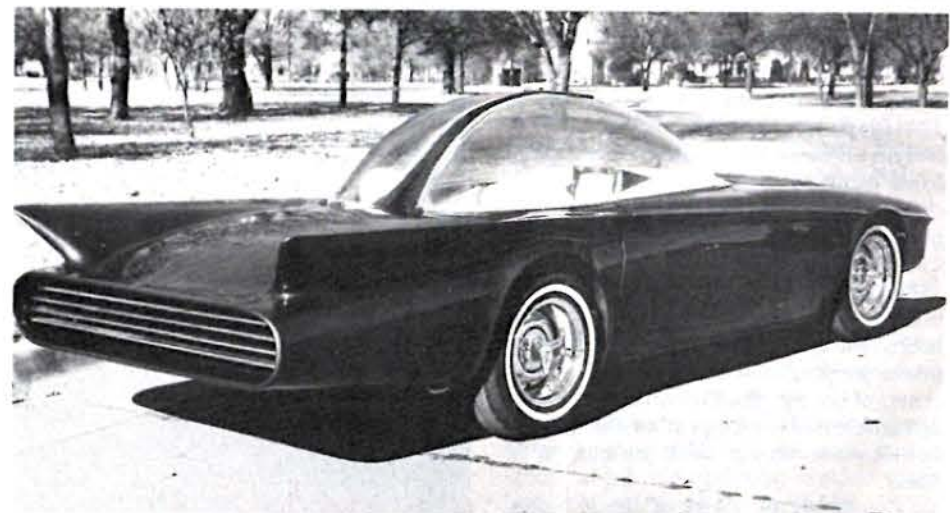
Darryl drove the Ford to East High School the following year and, after graduation, went to work for Boeing Aircraft. The ensuing two years involved a routine of classes at Wichita State University by day, work at Boeing on the night shift, and remodeling his own and friends' cars in the spare hours. Starbird's father, a mechanic, taught his son to weld, but from that point, Darryl's body-building skills were entirely self-taught.

"I did a lot of Chevys and Fords from the late 1940s and early 1950s in those early years," Darryl recalls. "One of the first was a '53 Ford that had been wrecked. When I got done customizing

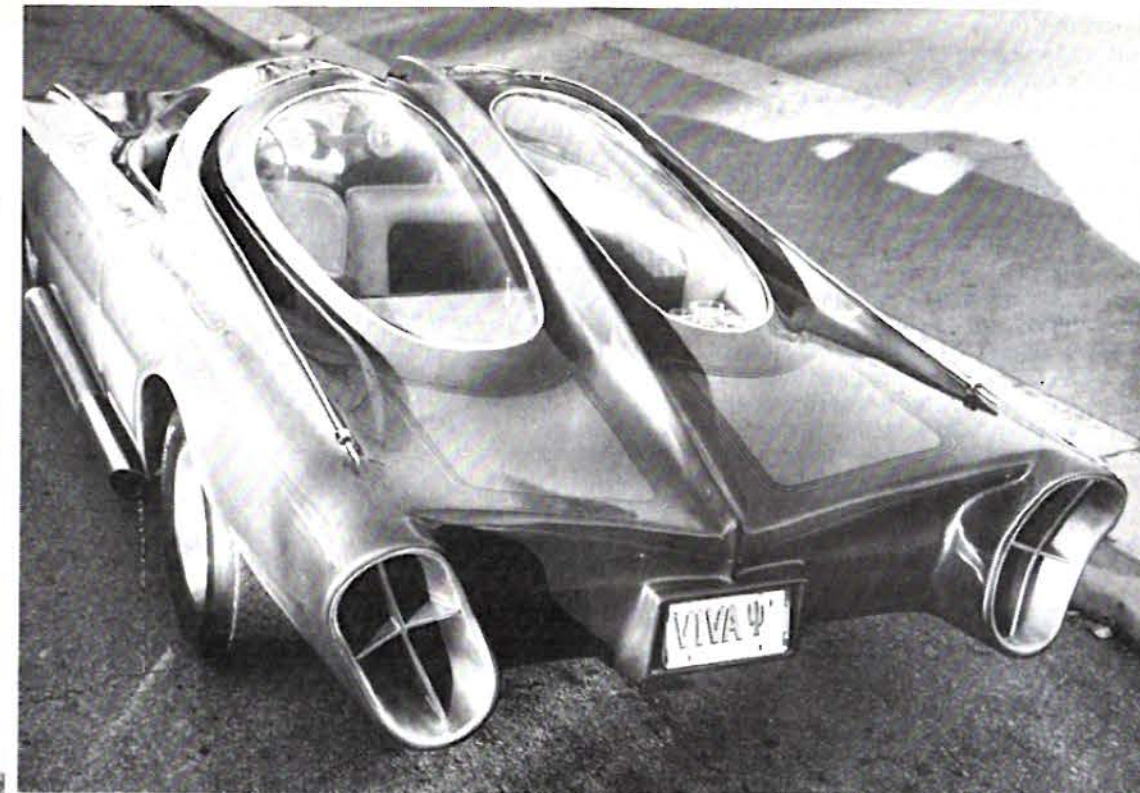
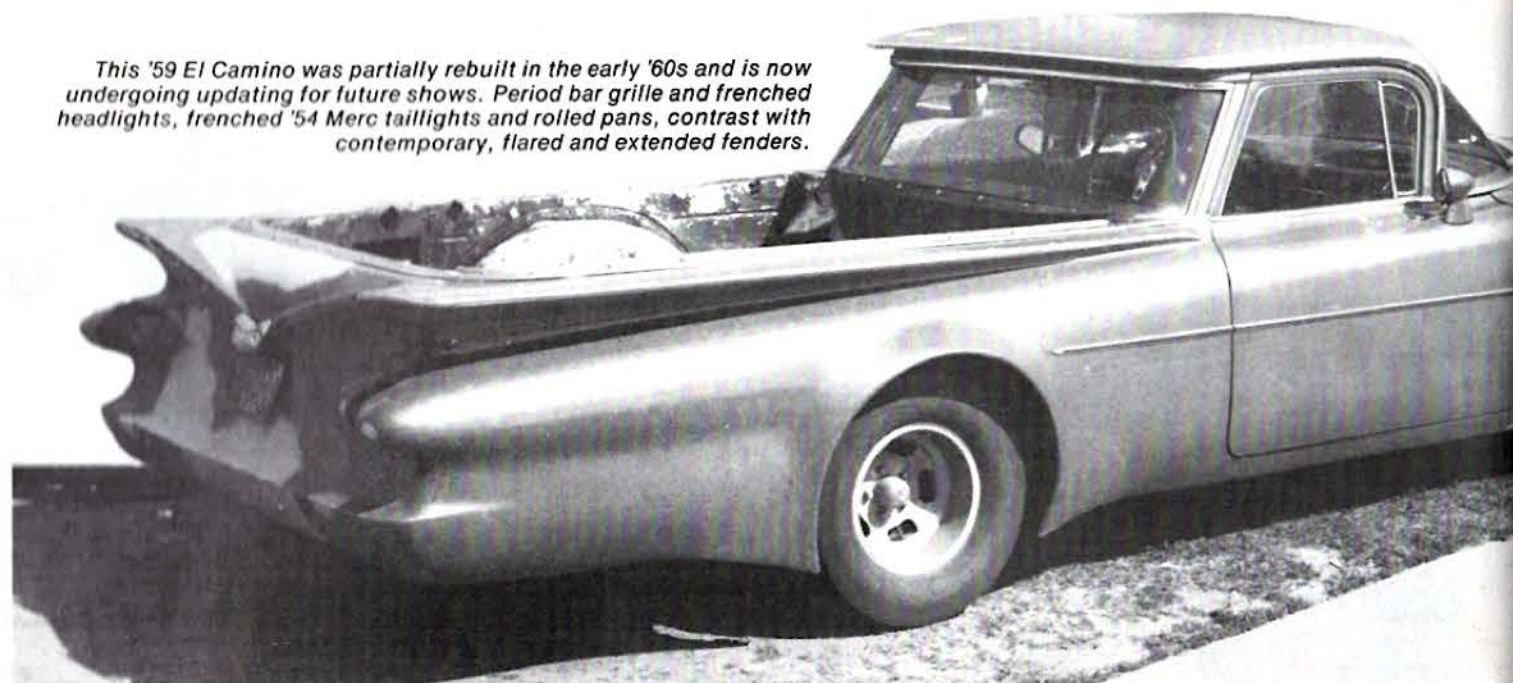
the front end, it was pretty radical for the time."

The first car he built for showing was a '47 Cadillac sedanette with frenched lights, filled hood and deck, all-around lowering and a full leatherette interior. Then for customer Jack Lindsey, there

Starbird's favorite is Predicta, which began life—unbelievably—as a 1956 Thunderbird. Metalwork was among his best. The 392 Chrysler-powered machine won many styling awards in 1960, is now back in Darryl's possession. Monogram produced a model of this car and it is currently on tour with Starbird shows.



This '59 El Camino was partially rebuilt in the early '60s and is now undergoing updating for future shows. Period bar grille and frenched headlights, frenched '54 Merc taillights and rolled pans, contrast with contemporary, flared and extended fenders.



was a new '55 Plymouth tudor, with custom tube grille, a feature that was to continue as one of his trademarks throughout his customizing career. The Plymouth, possibly the first restyled version of the "Forward Look" MoPars, also incorporated frenched '55 Chrysler taillights and modified '57 DeSoto side trim.

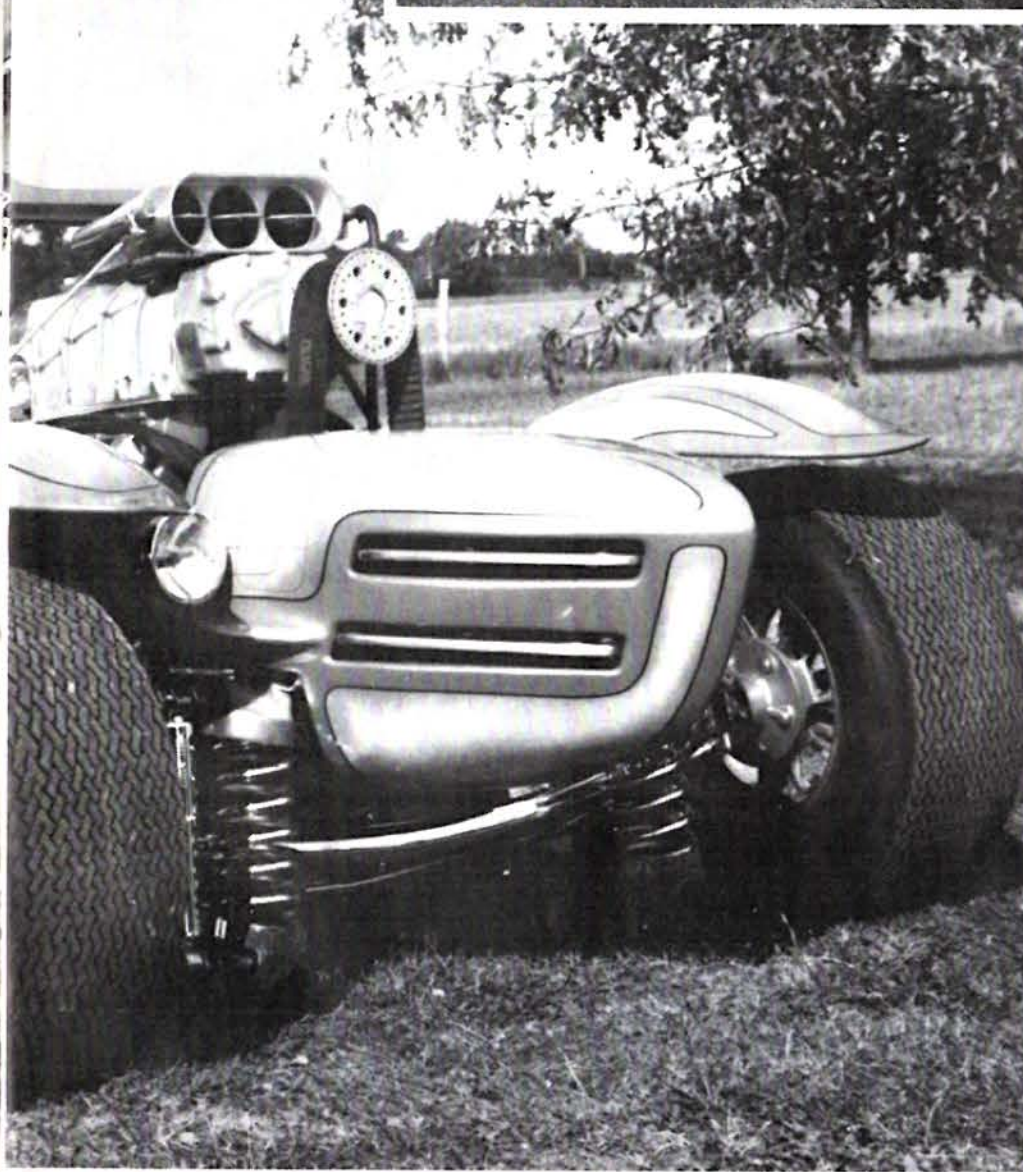
Darryl took the two cars to a show in Topeka in 1956, a move that gave his career its first big boost since quitting Boeing and college to open Star Custom Shop in 1953. The Cad was featured in a rodding magazine, and the Plymouth made the cover of *Hot Rod* in 1959. Other enthusiasts' magazines featured many Starbird customs in the years that followed, and the Star Custom Shop took on work from throughout the Great Plains area.

In 1959, Darryl built LaPerle, a '57 Thunderbird that was the first full-sized custom with a fully chromed undercarriage. It won Best Custom at the first NHRA National Custom Show in Detroit that year and the Body Shop Achievement Award for the business.

Then Star Customs set the customizing world on its ear when Darryl created the first bubble-top custom—The Predicta. The radical 1956 T-bird had an all-metal body with fins sweeping from front to rear, a chromed undercarriage and 392-inch Chrysler hemi for power. It was *Motor Trend's* 1960 Custom of the Year.

Predicta also had another futuristic innovation: tiller steering. Darryl engineered the system utilizing a '57 Chrysler power steering unit laid laterally in the center of the car, the Pitman arm in front and a reversed worm gear so the system would work with a stick instead of a wheel.

"I built six or seven of these," says



Wildly-styled rear end is hardly recognizable as a '59 Chevy Impala. This car is believed to be in the hands of the original owner in Kansas City.

Monkey Ward delivery truck was originally built as the Lil' Coffin, a channeled '32 Ford sedan with a cantilevered top. In rebuilding, Darryl added a delivery-style rear section, new engine and front end treatment.

Darryl, "and have done a lot of driving with them. They give complete hydraulic control and automatically return to center. It's a good, safe system." Predicta remains Darryl's favorite car. He re-acquired it some time ago and has restored it as a feature car for his rod and custom shows.

Many outstanding customs were to follow—some for customers and others to show off the abilities of the busy Star Custom Shop. Famous Starbird customs from over the years that will be recalled by many include:

The Forecasta was a four-seat, bubble-top creation on a Corvair chassis. "I spent six months, full-time, building it," Darryl points out, "and I still think it's the best custom I've built." It featured tiller steering and hand-formed metal body and cost the Ohio-based chemist for whom it was built \$11,000, a bundle at the time. The car was later rebuilt with an asymmetrical design, and Darryl has lost track of it.

Viva was a sectioned '59 Chevy Impala with the fins and top removed and a semi-bubble top and fully-molded front and rear designed for the body. Ralph

Garcia of Kansas City commissioned the work and still owns the car, to the best of Darryl's knowledge.

Ultra Truck, a sectioned '63 Chevy pickup was marketed in model form by Monogram as the Orange Hauler. It has a semi-bubble windshield and Buick powerplant.

Another that may be recalled is the 1951 Mercury club coupe in which Darryl went beyond the ordinary. Barris and others had turned out several chopped Mercs, but Starbird went them one better by also sectioning the bulbous body four inches. After going through a series of owners, the Merc has ended up with Tom Donahue, a Scottsbluff, Nebraska, collector who has restored it. This car is featured elsewhere in this issue.

While most Starbird customs were

built for show (although being fully-operational) a '58 Chevy Impala was one of the few built to drive. It was ordered by a hairdresser at the New Orleans Playboy Club. Darryl incorporated his famed bubble top on the sectioned body, built in four contoured bucket seats, a TV, and stick steering.

"I saw this car on the lot of a high-performance used car dealer in San Jose, California, just last year while I was in the area for the San Francisco show," says Darryl. "The top was broken and the car needed quite a bit of work. Since then I've heard from a guy in Northern California who has bought it and is in the process of restoring it."

In the early 1960s plastic customizing kits became a spinoff fad of the custom car industry, and with it Darryl Starbird's career took another turn.

Monogram Model Company made him a design consultant, sealing the deal by making a model of the Predicta. For the next four years, most Starbird designs were built primarily as the basis for model kits.

"I was the only one in the business building exclusively for a model company," says Starbird. "The Big T kit sold over a million, and with the Predicta, Lil Coffin and all the others, more than 10 million models of my cars were sold. George Barris is the only other one in the business who came close to matching this volume."

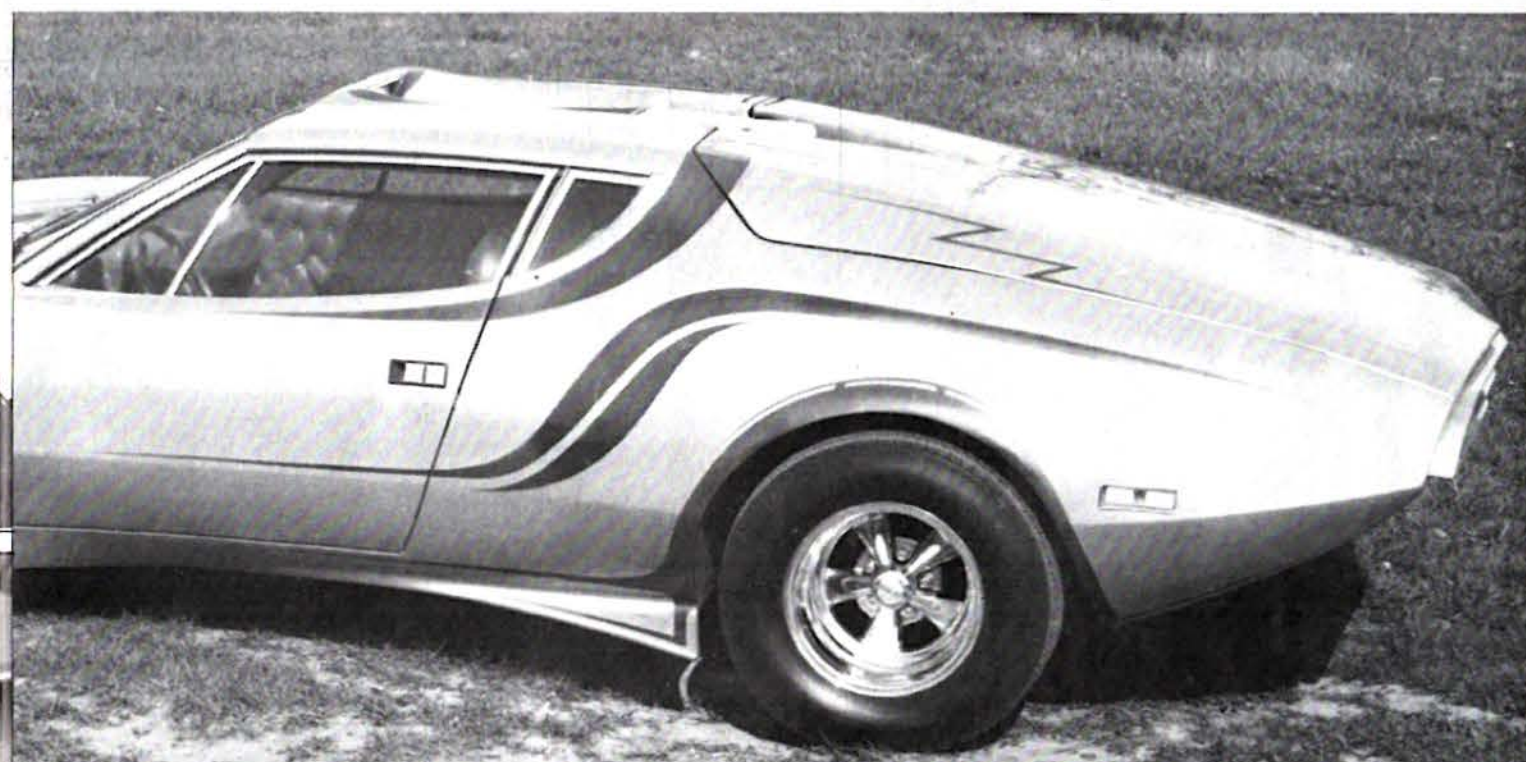
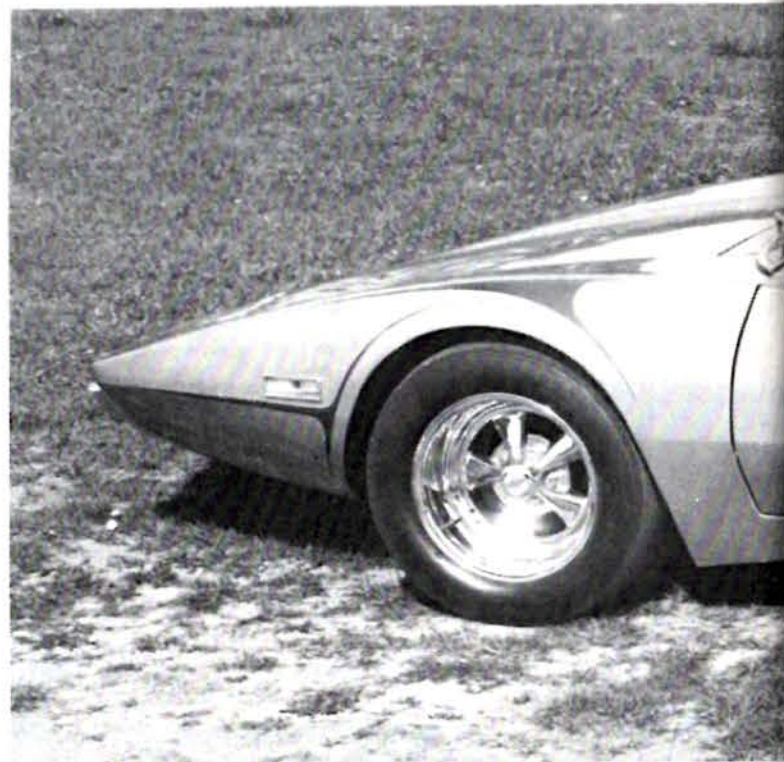
The work with Monogram continued until 1966. In 1967, Darryl closed his Wichita shop, stopped doing custom work for clients and turned his full attention to custom car shows and building feature cars for them.



Latest Starbird creation is a wild Panthera with much hand-formed sheet metal. Rear quarter panels have been widened five inches to accommodate wide rubber and reshape the quarter windows. Nose is extended a foot with a full-width aluminum grille and front fenders are also widened. Pearlescent gold, scalloped coupe is powered by a 6:71-blown, Enderle-injected 351 Ford engine.



Cecil the Diesel, a hand-built mini-truck that tows a show rod on a flat-bed trailer, is powered by a Mercedes-Benz four-cylinder diesel engine. Chrome Jaguar rear end, big stacks, jaunty cab, side gas tanks, and of course a CB radio, add to truckin' flavor.



It's not easy to pick out a single Starbird trademark. Bubble tops, tiller steering, extended front fenders and hand-formed grilles and bumpers of tubing all show up frequently on his creations. The bubble top is possibly the most outstanding feature, and he was the first to perfect its use.

"I got the idea from the Wichita aircraft industry," Darryl relates. "I saw an airplane canopy in an aircraft salvage yard and got the idea of adapting it to a car. The airplane canopy wasn't adaptable, but I discussed the idea with a guy who made them in Wichita. For the first one, on the Predicta, I did the tooling, and he blew the bubble for it."

Later, Darryl met a craftsman in California who made plastic bubbles for bowling alleys, and from that time, this was the source of bubble tops for 14 Starbird customs. They ranged from \$550 to \$1,400 at the time.

"They can't be formed in a mold," explains the customizer. "They have to be free-blown to retain the optics. They were made of quarter-inch Lucite, and the shape was determined by a bottom ring. I designed the ring according to how I wanted the top to be shaped, and then the plastic manufacturer blew the bubbles."

Another custom creator known for bubble-top cars, Ed "Big Daddy" Roth,

was having problems with the process like other custom pioneers in the early 1960s until, while touring with *The Outlaw*, he met Starbird and learned the secrets from him. Roth went home and produced four or five bubble-top cars of his own. "Big Daddy" also adopted Darryl's tiller steering engineering for several of his cars.

Starbird car shows now number 11 a year. The biggest is the historic Oakland Roadster Show, which he purchased three years ago in partnership with Harold Bagdasarian. Also on the tour are the San Francisco Cow Palace, Albuquerque, El Paso, Wichita, Oklahoma City, Kansas City, Nashville, Topeka,

Continued on page 63

A mock-deuce fit for a president

A '32 Ford Roadster, you say? Don't judge a street rod by its radiator grille shell alone. Masquerading behind that narrowed and shortened Deuce grille is a slick '29 Model A. But again, outward appearances can be deceiving. This little roadster is not a real '29, but a hand-made fiberglass reproduction that sports a hand-formed aluminum hood.

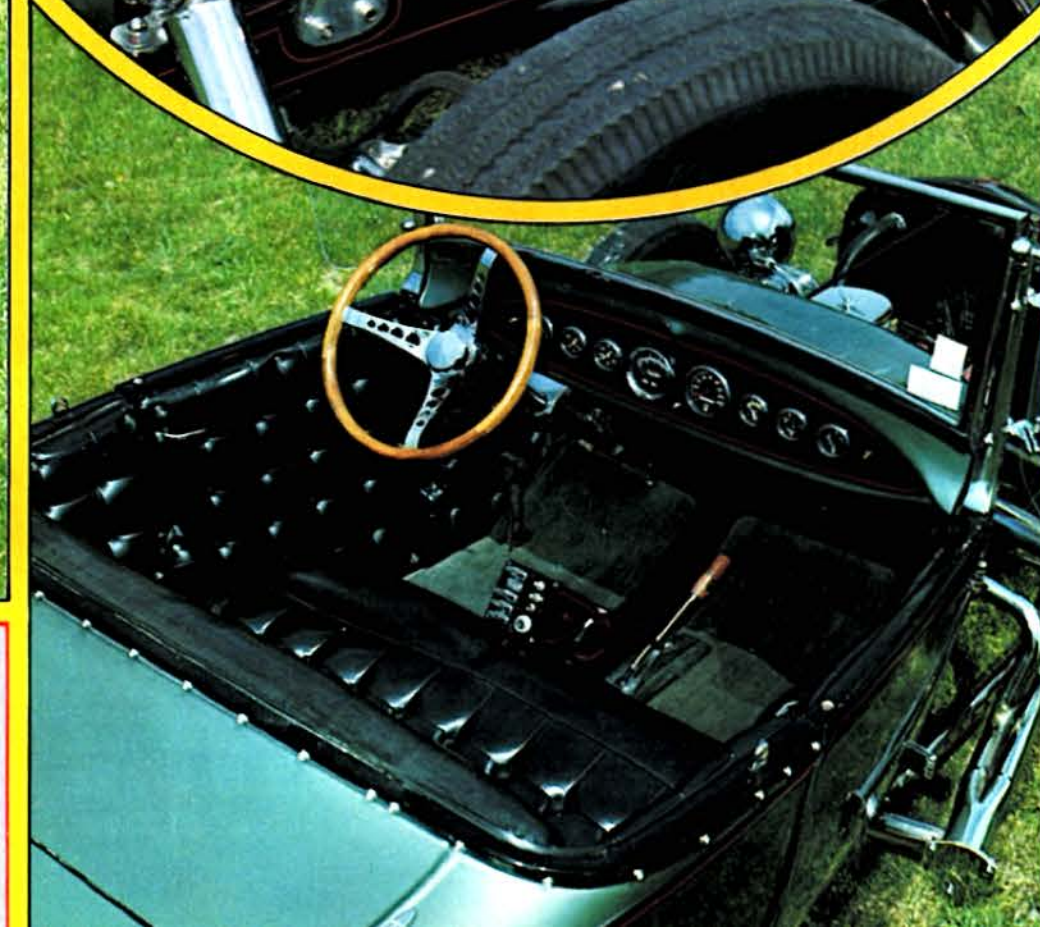
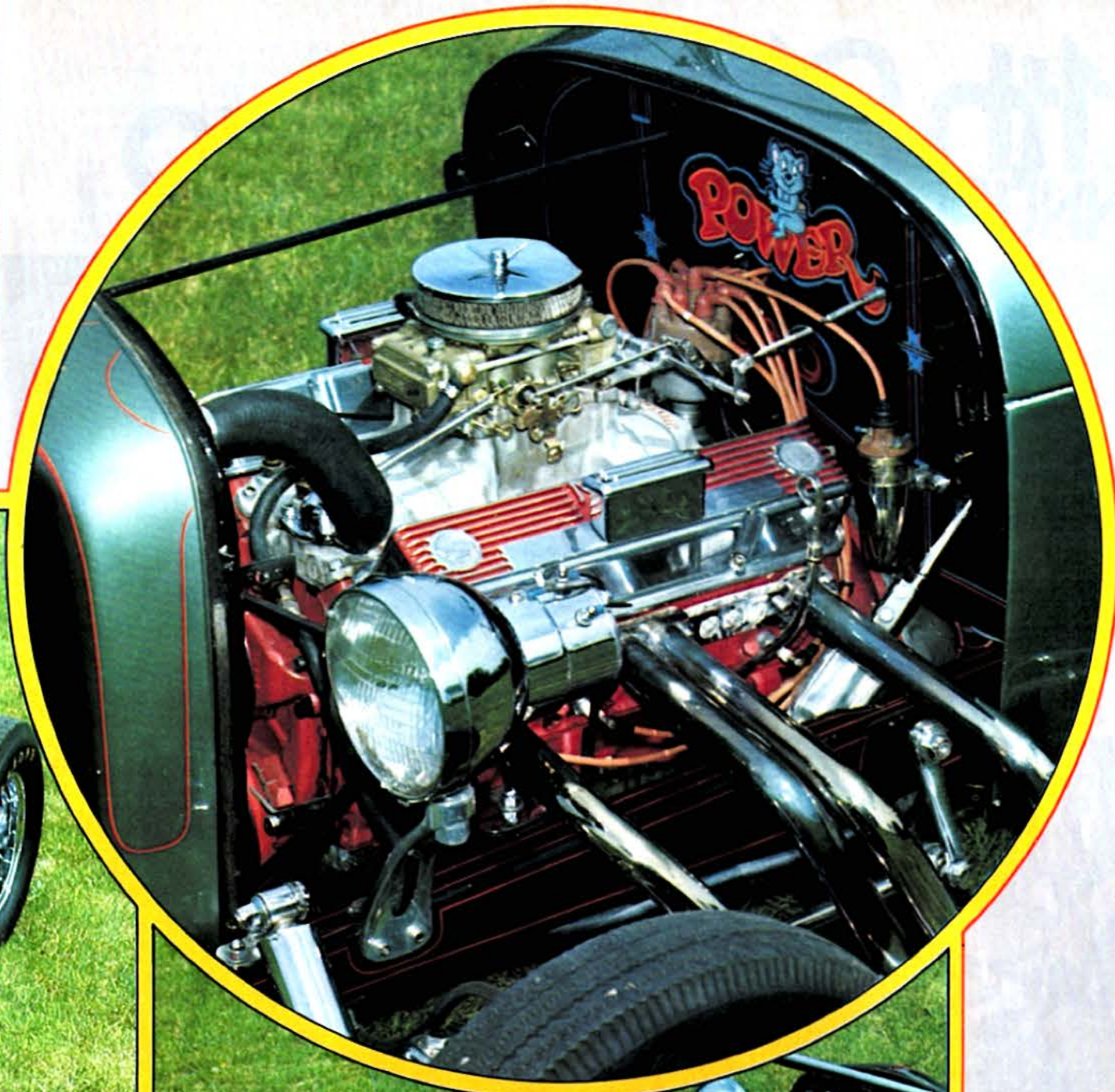
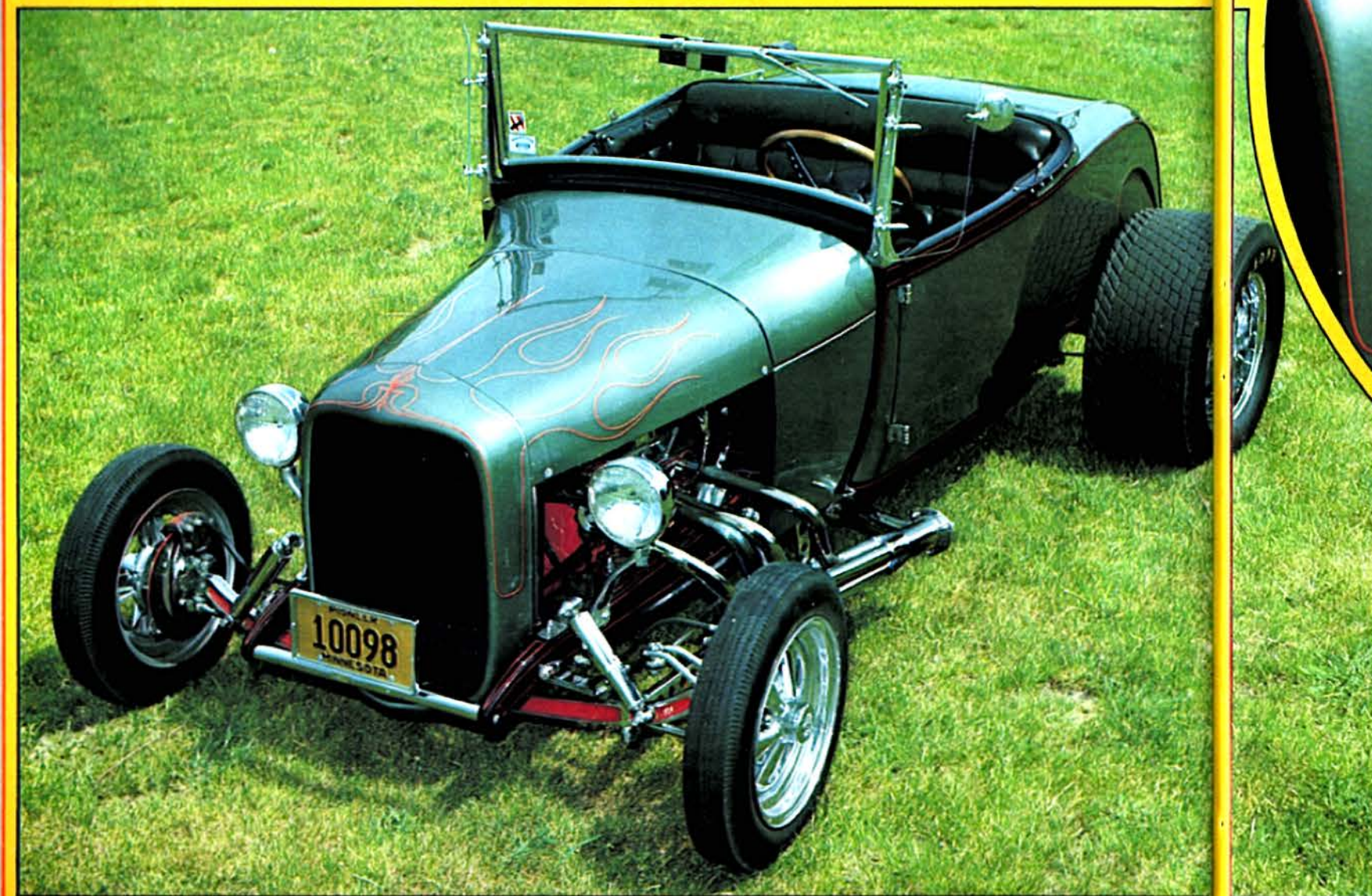
As for a powertrain, you'd probably figure there's a healthy Chevy motor beating happily between the frame rails. Well in this case, you'd be right. After the car's owner, Jim McGill of Fridley, Minnesota, finished building the

body, cutting the doors and trunk lid and spraying on his own steel gray paint mix, he bolted a '64 327 with Offenhauser manifold and Holley 600 carb to his roadster's '29 A frame. For a transmission, Jim chose a '64 Plymouth pushbutton Torqueflite. It is connected to a '57 Chevy rear end equipped with a 3.56:1 final drive. The mock-'32 is suspended by a pair of home-made ladder bars and Jag coil-over shocks on back and a '36 Ford axle with transverse multi-leaf spring up front. Airheart discs attached to '40 Ford spindles and Bulck drums on Buick axles provide more than

enough stopping power for the 2100 cc roadster.

Like the rest of this rod, the majority of the interior (upholstery, carpets and Stewart-Warner gauge installation) is the owner's own handiwork. He also took the trouble to have a good portion of the undercarriage chromed, the body pinstriped (by E.J. Eche) and a proper top attached to ward off the Minnesota rain.

Jim is president of the Roadsters Twin Cities Club, and it's only fitting that he should drive a first-class roadster. Photos by Steve Deane



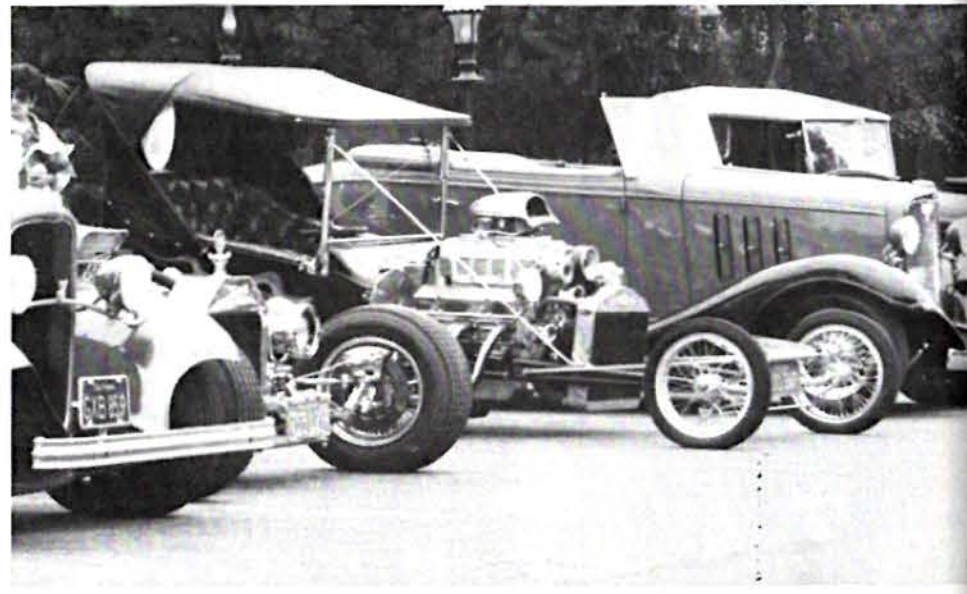
Twin Cities Roadster

11th ANNUAL ROADSTER ROUNDUP

Story & photographs
by Don Emmons

Torrents of rain nearly caused a name change for this West Coast rodding favorite!

ROADSTER

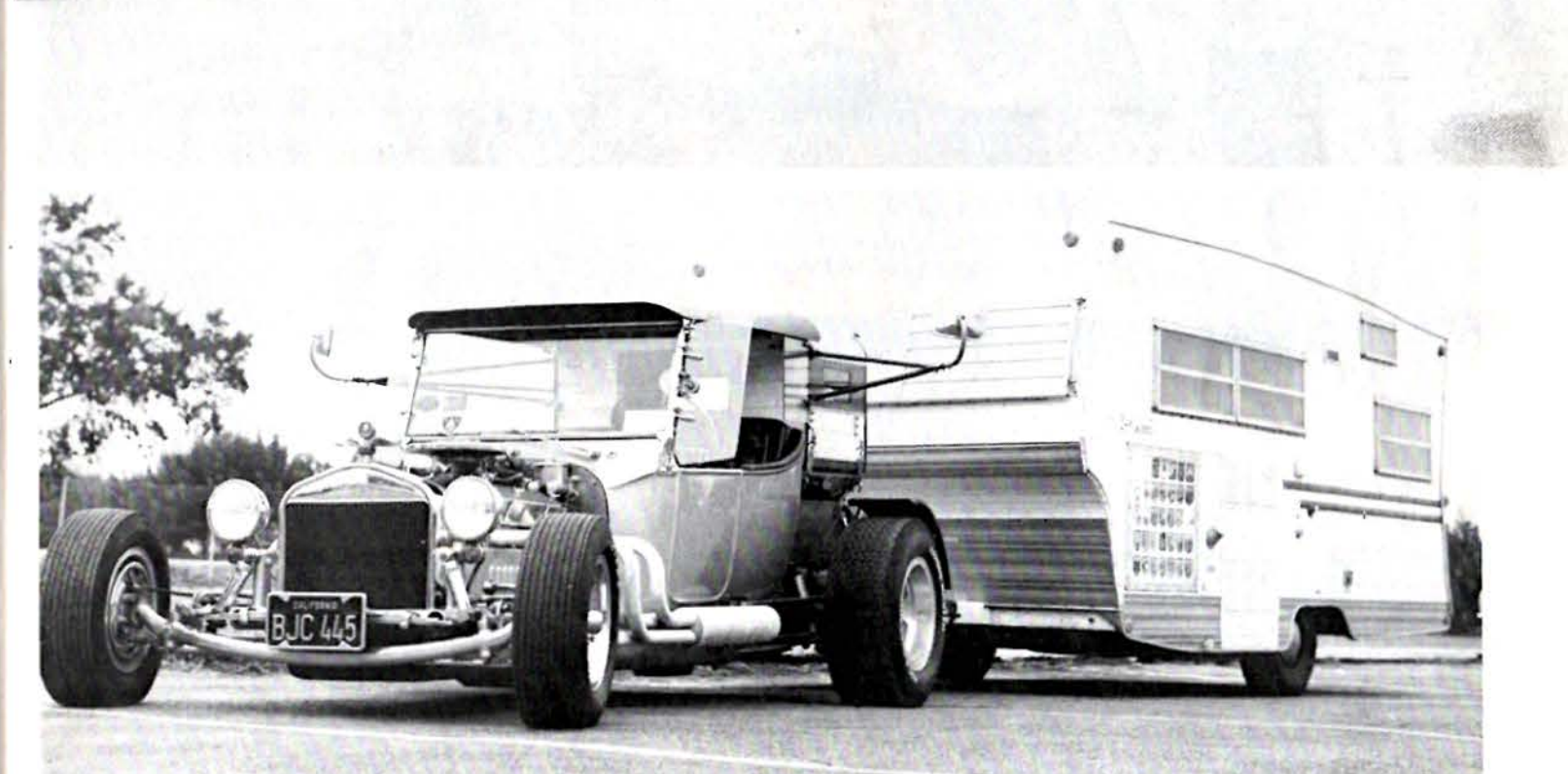
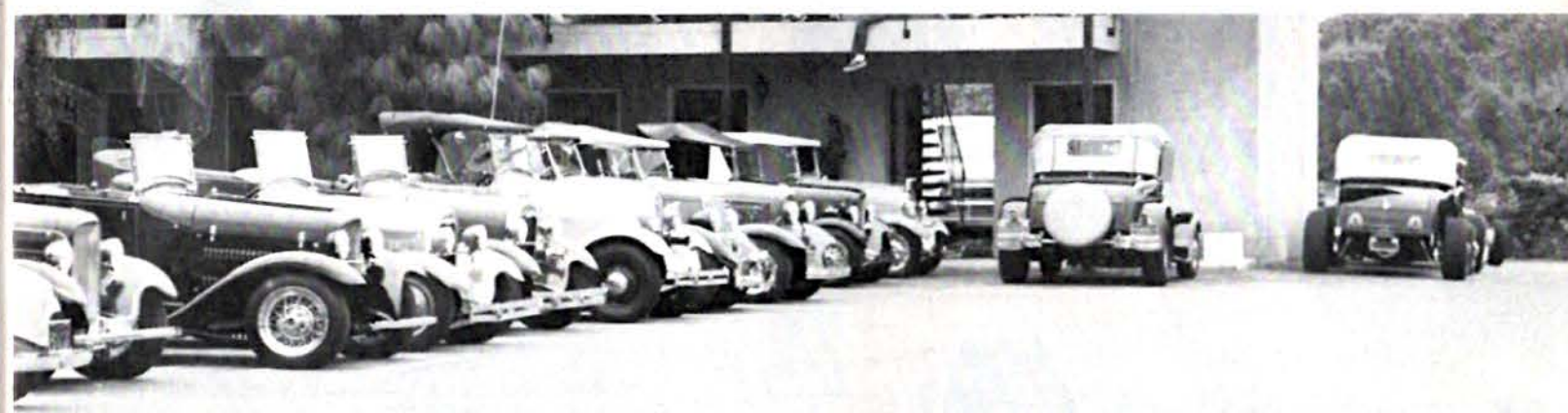
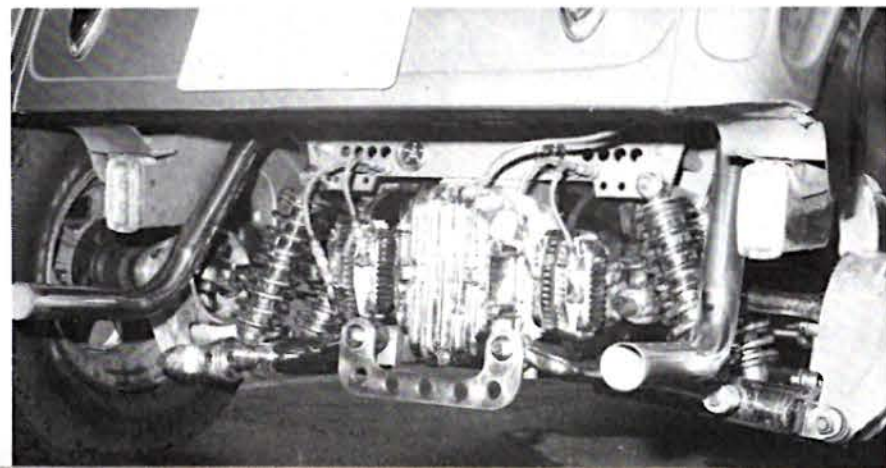


Gil Ferriera's '29 Model A was one of the meet's finest. Horizontal bar grille in '32 shell, aluminum hood, running boards, trick headlight bar, and twin-bar bumper were several of many construction details.

Warren Freedlun used to be into 6-jug Chevys. Sharp full-fendered '29 is now powered by Chevy II four-cylinder engine, dressed with a pair of Weber carbs on owner-built manifold. Warren has owned the car for a zillion years, it was a cover car in 1962.

Liza and Dick Eaton's '32 has a wild Frankland quick change center section, independent rear suspension, braided stainless brake lines sending fluid to Airheart discs, and tidy rear crossmember mounting two oil pressure gauges. (?)

28/1001 CUSTOM & ROD IDEAS



Your fad T has no room? Why not add a small camper and a full-size vacation trailer like Don Brousseau did? Chevy engine hauls the load, which has traveled many miles. Don has had the car a long time, he replaced the original steel body with a glass one.

Three members of Valley Roadsters pull out from fuel stop before Sunday morning tour. Leader is Steve Walker's candy orange blown Chevy T, followed by Jerry Burch, and John Weichman.

1001 CUSTOM & ROD IDEAS/29

Even tropical storm, Kathleen, a freaky rainstorm up from Baja, couldn't dampen the spirits of Roadster Club members hell-bent on attending Roadster Roundup No. 11 and having a good time. Some had to bail all the way, but they made it. Not since 1939 has California seen so much rain in the summer. For a while on Friday evening it seemed we might have to change the

name of the gathering to "Rag Top Regatta." But as if Someone smiled down on the group, the rain ceased, the sun showed faintly, and the festivities began.

This year's event took place in Visalia, hosted by the Valley Roadster Club. The Lampliter was focal point for the activities.

Those stout-hearted individuals who attended in 101 beautiful street rods had

Rodders gathered at the Lamplighter Inn, Visalia, to once again celebrate the annual meeting between Northern and Southern California open-top enthusiasts. As at all rodding events today, variety of cars was tremendous.

a ball. Like so many rod runs, the whole idea of the weekend is to visit with old friends, admire all the cars, and exchange ideas. It's a little like a family reunion as most everyone knows everyone else. Their enthusiasm for fine cars is the mutual bond.

Each year a different club is responsible for hosting the event. The location is chosen to be as centrally located for Californians as possible. The city of Visalia enjoys having the roadsters

come to town. They set aside a parking lot on the main street for a car show. It's more of an exhibit so the locals can get a close look at beautiful street rods.

The law enforcement agency did their share by directing traffic so the roadsters could tour without interruption. Even though the rain got the weekend off to a bad start, it was a good outing. Everyone seemed to enjoy themselves and departed looking forward to the next rag top run.



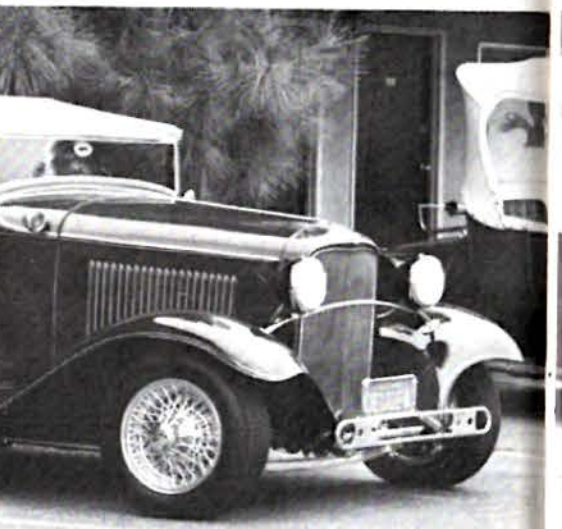
Gary Owen wheeled his bright school-bus yellow '29 roadster pickup down from San Jose and spent several hours (like most everyone else) cleaning the undercarriage.



Lee and Glenna Stauffacher enjoy their big '24 Dodge touring car powered by a 400 CID Ford engine. Buick Skylark wire wheels add sparkle and detail.



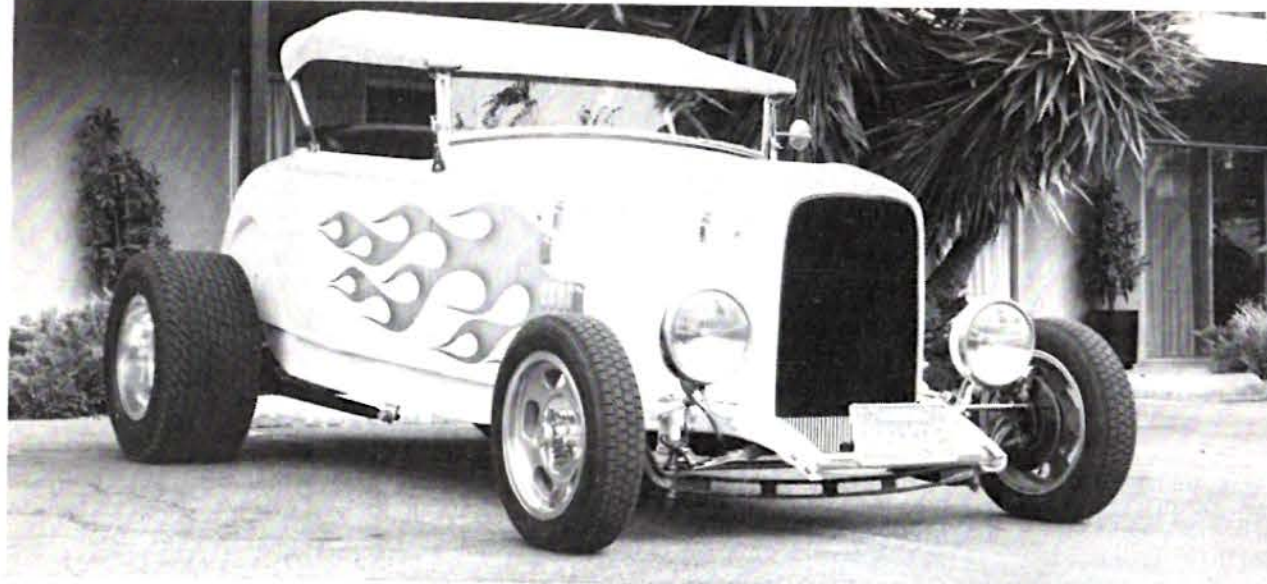
Mike Spangler stops his cherry '28 Ford phaeton for a chat with Wayne Henderson and friends before hitting the streets for a tour. Brown jewel is powered by a Capri V-6.



Dick Scritchfield's very clean '32 was equipped with side curtains to afford some protection from Friday night downpour. Note hood detail around headers, accessory turn indicators, front frame bar and louvered hood.



Lamplighter Inn provided great place to park (safely away from door bangers) and sit back to bench-build with pals. Local police cooperation aided those attending the event.



Unusual is this '31 Model A body on '32 Ford frame. Though fenderless, rod uses stock, large diameter headlights. Car is owned by Harry Craycroft, Daly City, California.

Ralph Ferreira (Gil's brother) is one of many rodders who are equipping their hardware with CB radios. Antenna is giveaway.

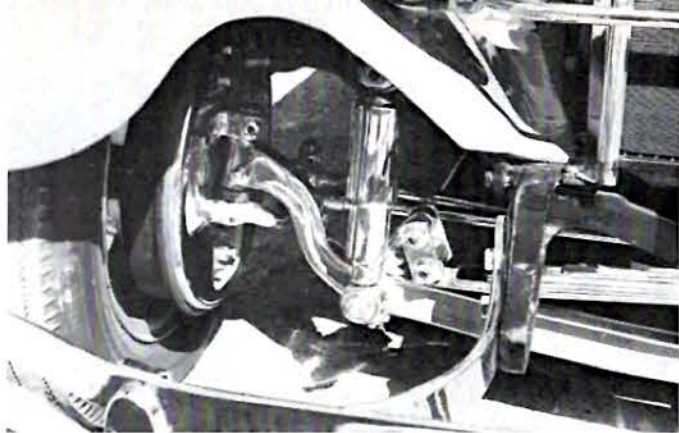
FAMILY TOURER

This '27 T is plenty class and all 'glass!

By Don Emmons

When you're seriously into rodding, it's difficult to back out. Denny Thorp is a rodder in a big way. He's built six different rods ranging from coupes to roadsters, all of them of show quality. Things were fine until his family started to grow. Before he knew it, he had a couple of kids who were big enough to want to accompany him and his wife when they went rodding. Unfortunately, the rod he had at the time wasn't large enough to hold the brood. He had two alternatives: forget rodding or find a larger rod.

When he heard about a friend, Bill Smith, putting his fiberglass T Touring body up for sale, the Fontana, California-based rodder wasted no time in buying it.



Front axle is a 4-inch dropped item fitted with Ford spindles and hydraulic brakes. All are early items. Entire front end and all the other chroming was done by Hoak Brothers Plating in San Bernardino. Headlights are stock T items fitted with 12-volt bulbs.

The Touring also came with a Model A frame that had been boxed and equipped with a new crossmember. The '29 frame needed only the Model A front suspension, early Ford four-inch dropped front axle with early Ford spindles and brakes and a trip through the chroming vat before it was ready to be slipped under the '27 T body.

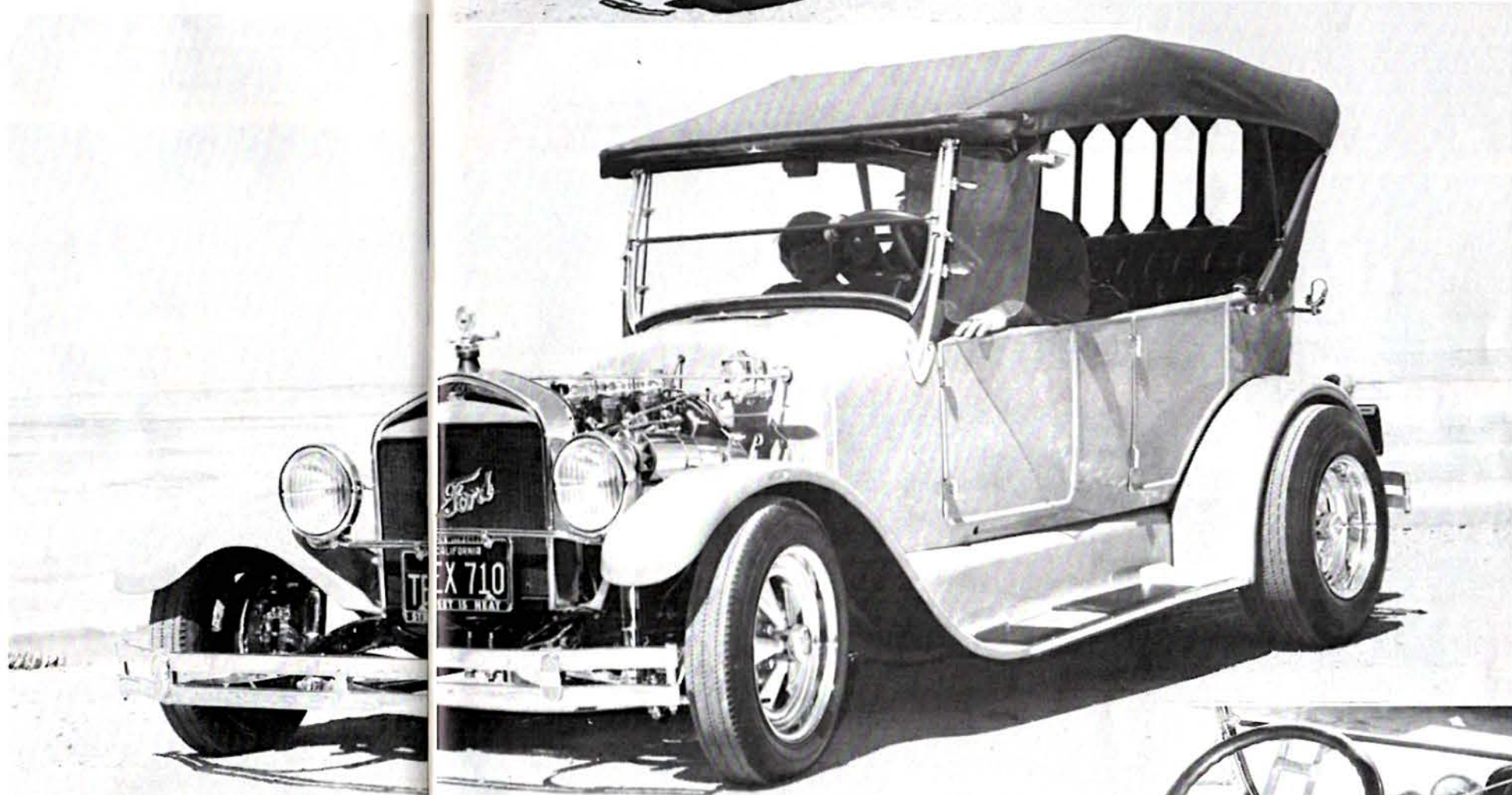
The rear end that Denny chose for the T came out of a '56 Chevy and is fitted with 3.55:1 gears. In addition to the Chevy differential, and A leaf spring, there's also a set of square tubing traction bars out back. Denny felt these were needed to help put the power from the 301-inch Chevy small-block to the ground.

The Mouse Motor started life as a tame 283. In addition to upping the displacement, Denny also installed Jahn's forged pistons, Perfect Circle rings, a 30/30 Duntov cam, Edelbrock manifold and three deuces. Stout Automotive in San Bernadino gets credit for balancing the motor. Denny feels the two-speed Powerglide tranny from a '64 Chevy is plenty sufficient to handle the loads imposed by the engine.

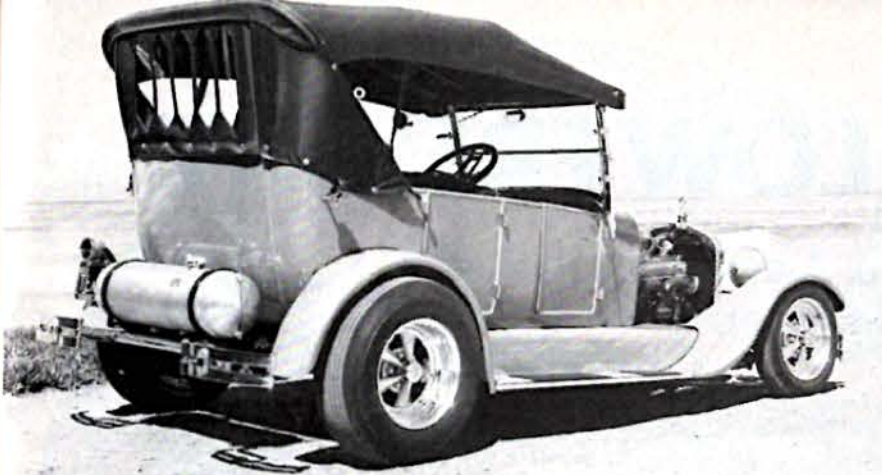
The most interesting thing about Denny's T is its body. Though it looks like it's made of sheet metal, everything from the fenders to the doors is fiberglass. Of course, the body was well braced in order to give the Touring the rigidity of the car it was patterned after. Denny enhanced the "stock" look by installing a stock windshield, radiator shell, cowl vent, headlights and top bows that he found at swap meets. There are also a number of hidden original T components, such as the fender braces, door latches and hinges. A set of Model A bumpers afford a decent amount of protection and fit the A frame rails without having to rework the brackets.

For paint, Denny turned again to his friend Bill Smith. Bill owns Smitty's Auto Body Shop in Rialto, California and it was here that Bill did all of the bodywork and sprayed on the poppy red paint. Bob's Auto Upholstery in San Bernadino did the beautiful diamond tufted black leatherette upholstery.

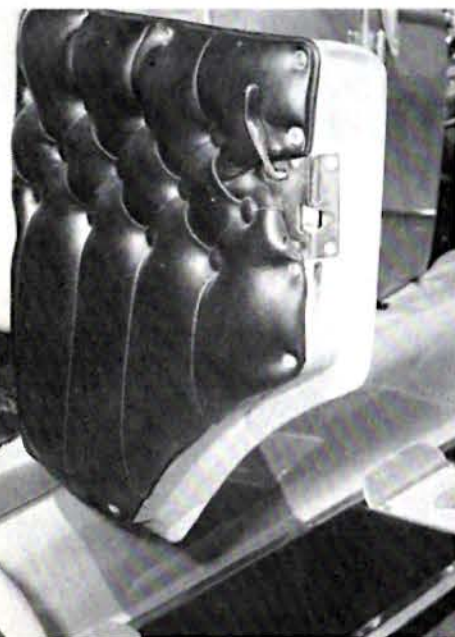
As you can see, Denny's '27 T is both practical and fun. You couldn't ask for more from a street rod!



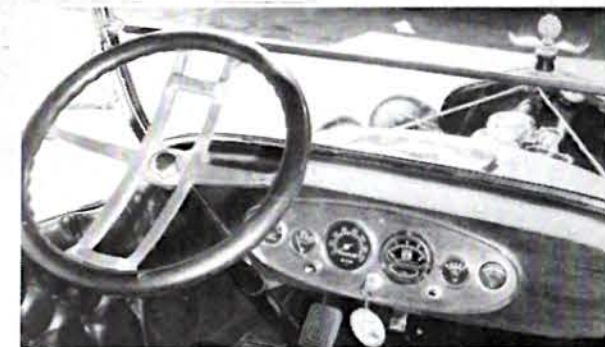
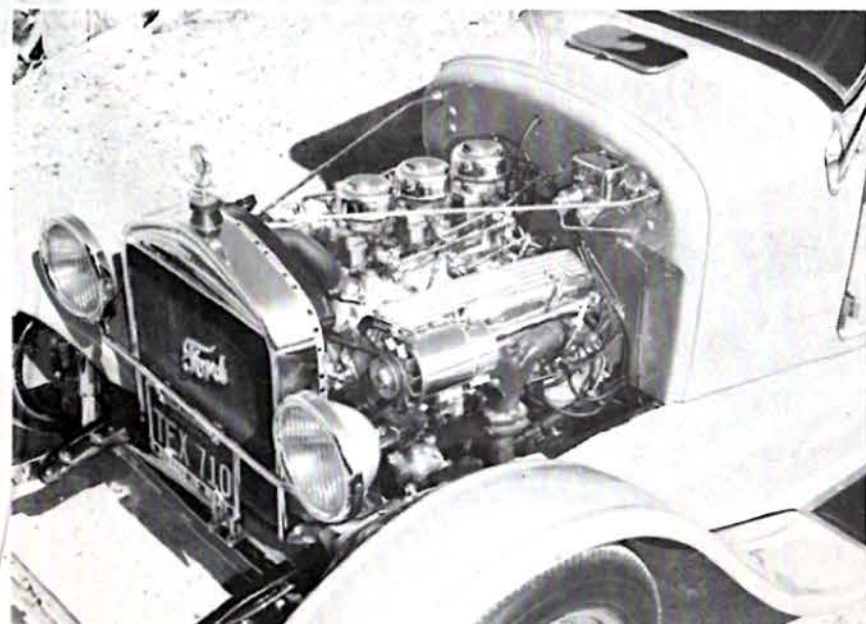
This bright '27 T Touring is skinned in fiberglass, though the stock T hardware makes it difficult to detect. Front bumper is a '29 Model 'A' unit.



"Down in front" is current California fad. Dropped axle and H76-15 rear tires get it there. The 10-gal. Moon tank out back looks great and fits nicely above the '30 A rear bumpers. Doors are all operable.



Fiberglass body was solidly reinforced, ensuring proper fit of 'glass doors. Running boards are metal. Hinges and door latches are stock T items.



Owner Denny Thorp made up a wooden dash panel and metal cluster with Stewart-Warner gauges. Odd-looking steering wheel is an old accessory item that allowed heavy-set drivers easy access by pushing the wheel forward. Shifter is from a '65 Mustang.

The 301 Chevy was rebuilt by owner using Jahn's forged pistons and Perfect Circle rings. It runs a 30/30 cam and a Powerglide tranny. Heavy-duty radiator fits the stock '27 chromed shell and gives plenty of cooling.

MARYLAND LOW FREIGHT

One quick way to lower a Model A sedan six inches is to whack that amount out of the top

This month's *Custom & Rod* cover machine is a chopped A Ford tudor sedan belonging to Butch Martin. The bright red rod cruises the streets of the Terrapin state on Corvette independent rear suspension, and the reliable Ford I-beam front axle. Disc brakes on all four corners assure safe stops, while Morris Minor rack-and-pinion steering directs the front radials. All chassis components are hung on a boxed Model

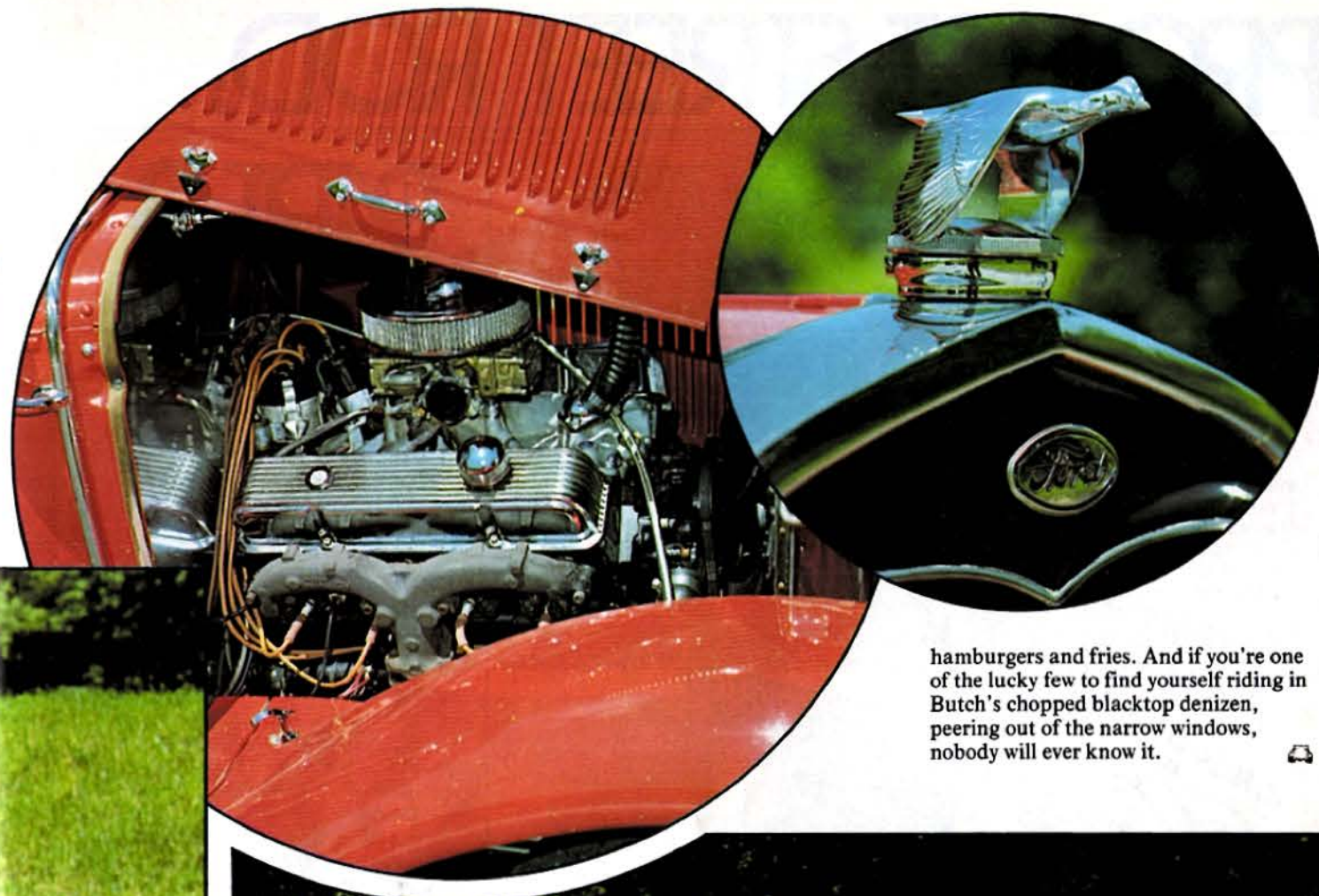
A frame.

The Maryland machine has all the character of a boulevard bandit with its six-inch top chop job, capping stock body and fender proportions and sheet metal. Late 15-inch wire wheels and low-profile rubber, plus lowered suspension reduce overall height to give that "down-in-the-weeds" look.

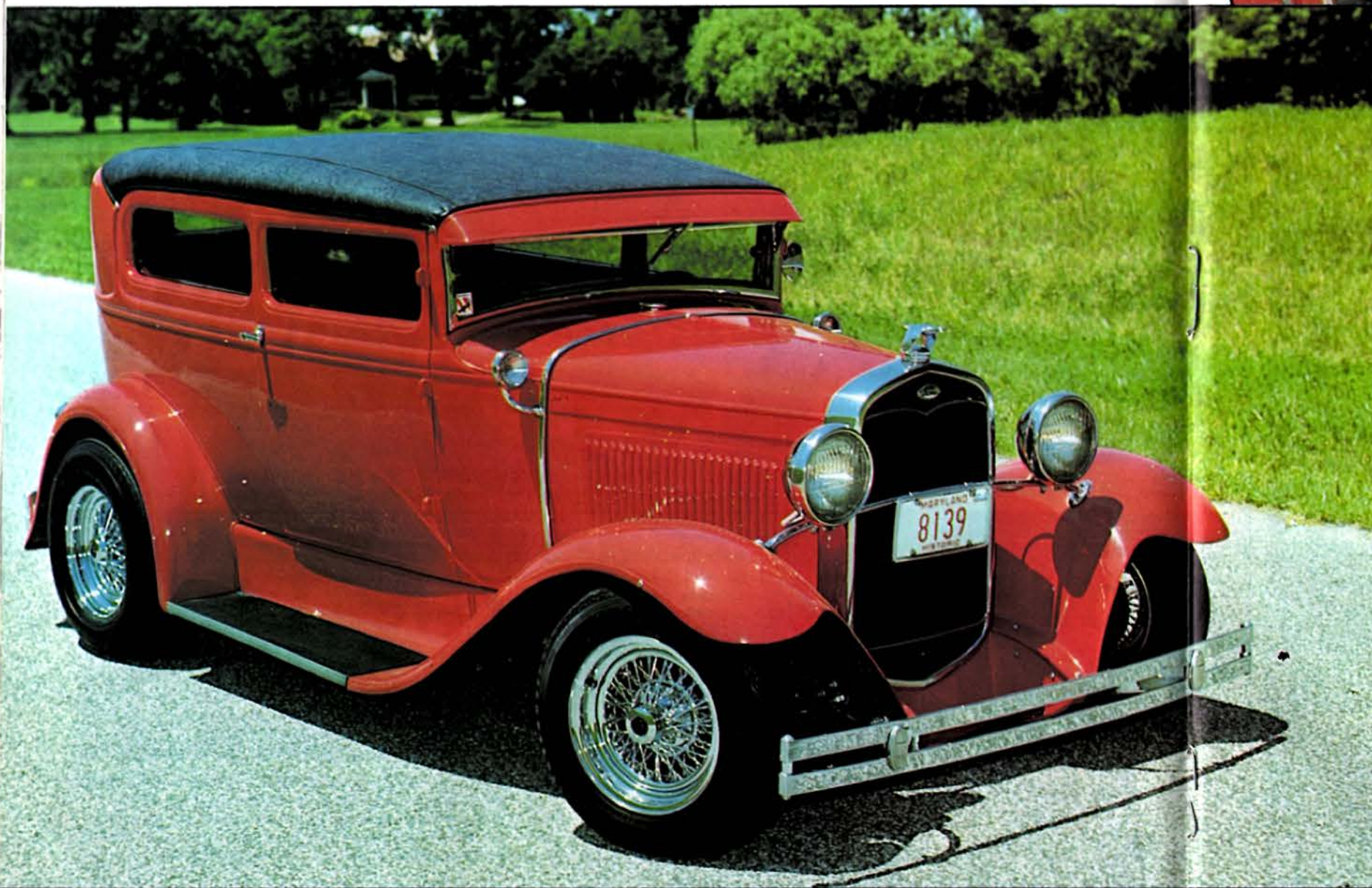
Power from a stock 307 CID Chevy small-block engine finds its way through

a 400 series GM Turbo Hydra-matic transmission to a 3.70 differential. The mail-slot windows suggest a '50s-style drag sedan, an attitude contrasted by stock Model A accessories such as cowl lamps, radiator ornament, Model A bumpers, and historic vehicle license plate.

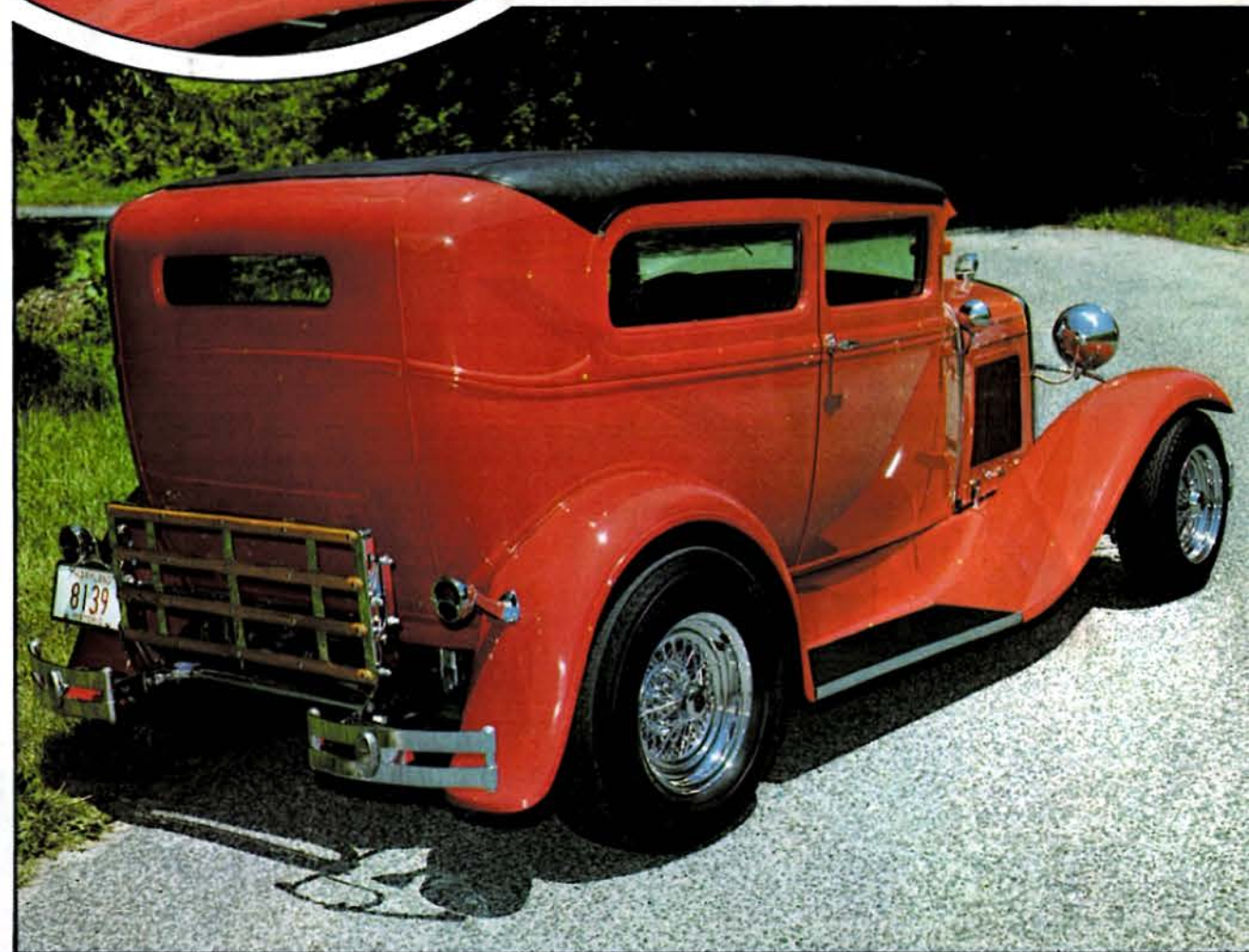
Sedans are fun because you can stuff six guys in one and spend a Saturday night cruising the drive-ins wolfing down



hamburgers and fries. And if you're one of the lucky few to find yourself riding in Butch's chopped blacktop denizen, peering out of the narrow windows, nobody will ever know it.



Photos by Mike Parris



PROJECT STREET ROD.



PART 3

By Tom Senter

Photos by Steve Reyes and Jim Kirby

With admirable courage, we resist the urge to call this 'Gimme a Brake!'

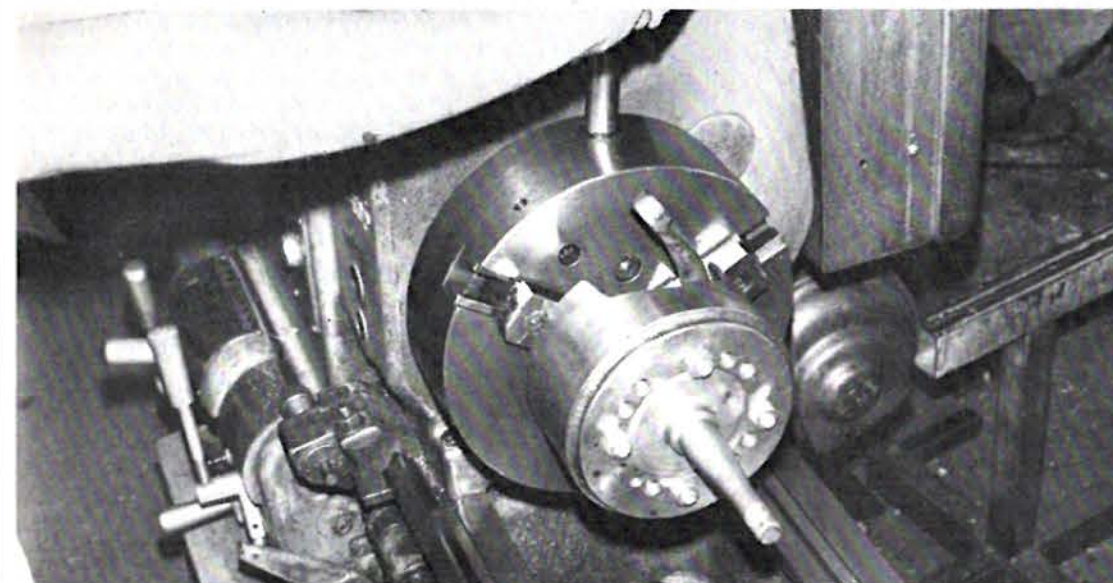
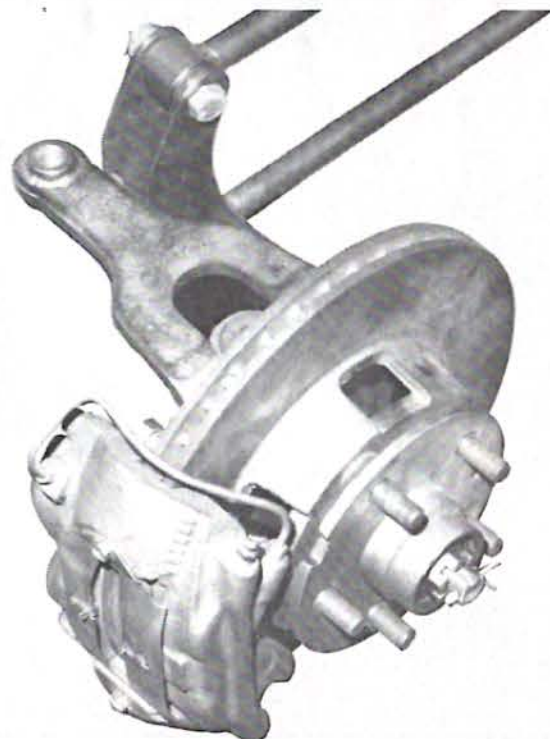
"I build them to go... not stop!" Ettore Bugatti—the French design genius whose race cars won more races than any other ever built of any type—is often erroneously credited with the above quote. As with all myths, this one dies hard because there is an element of truth in it.

Bugatti's supercharged jewel-like engines powered the lightweight machines to frightening speeds in the days of riding mechanics, tires narrower than O-rings, and hazardous track and road conditions. The cars' cable-operated braking systems were considered anachronistic on racing machinery of such sophistication. They stopped... but not as well as they went.

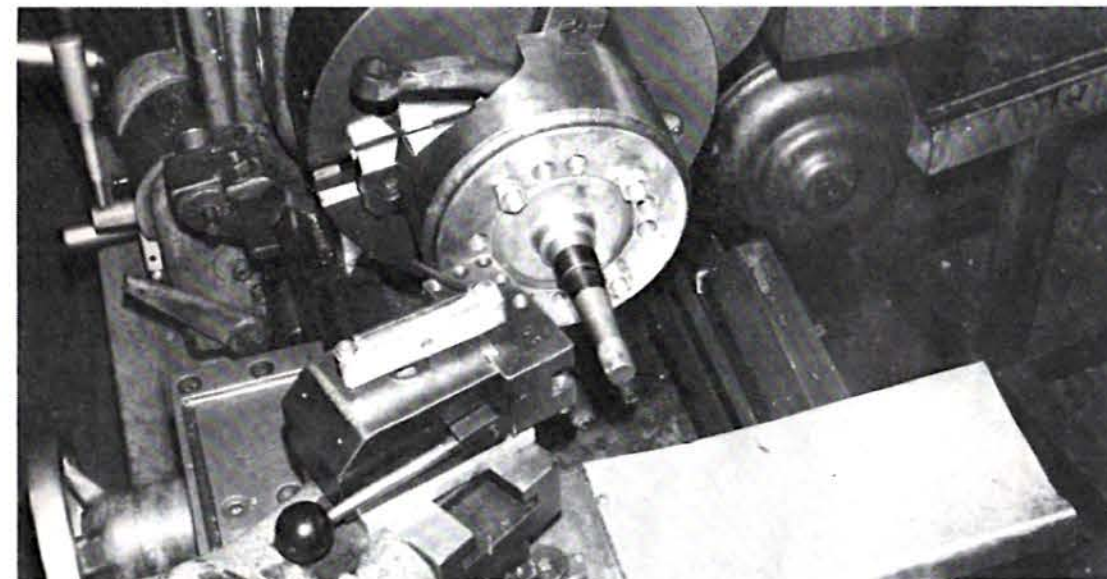
However, Bugatti was as aware of the necessity of good brakes as modern race car builders, and modern-day street rodders, too.

Today, there is no reason why any car should not stop well. It's foolish otherwise. The equipment is finally here after decades of sub-par braking apparatus on stock street vehicles. And it's been here long enough that wrecking yards are loaded with it at reasonable prices. Not only that, there are dozens of different braking systems that can be adapted to rod chassis of all types with little or no modification to the assemblies themselves. So, fellas, there's no excuse for poor brakes.

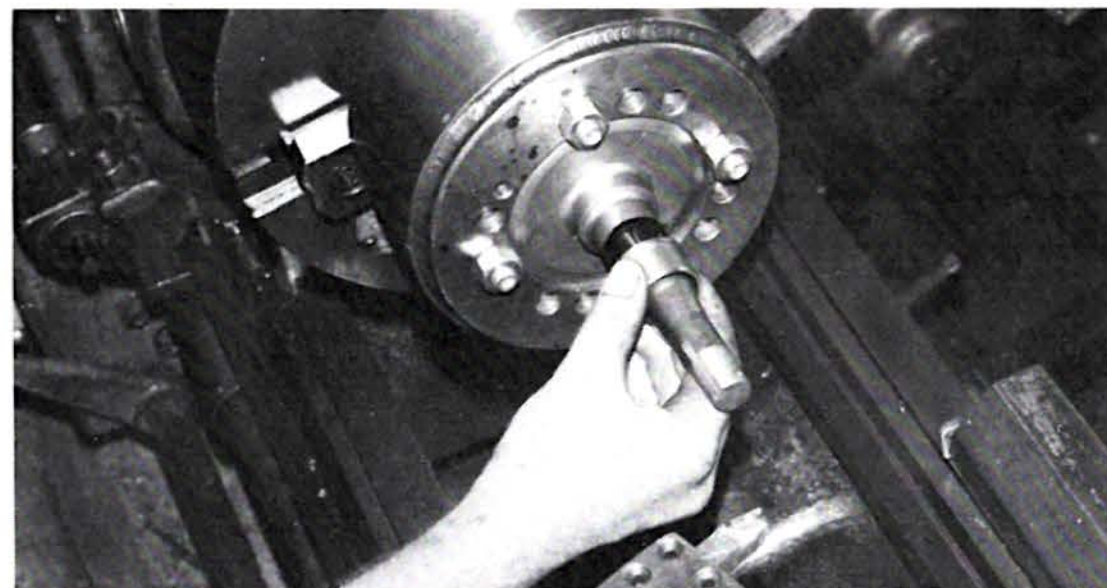
You remember last month we left Argus Publishing Company's ace photographer Steve Reyes (also known as "Billy the Mountain" and Jim Kirby contemplating the waxy yellow buildup on the firewall of Steve's 1931 Model A coupe, and the fact that when he bought it, while the brakes didn't slow the car down very well, at least they didn't make it go any faster. The bearded proprietor of Challenger Equipment Company, Azusa, California, had just finished installing new front and rear suspension under Project "Uncle Daniel" resulting in vastly improved safety and handling.



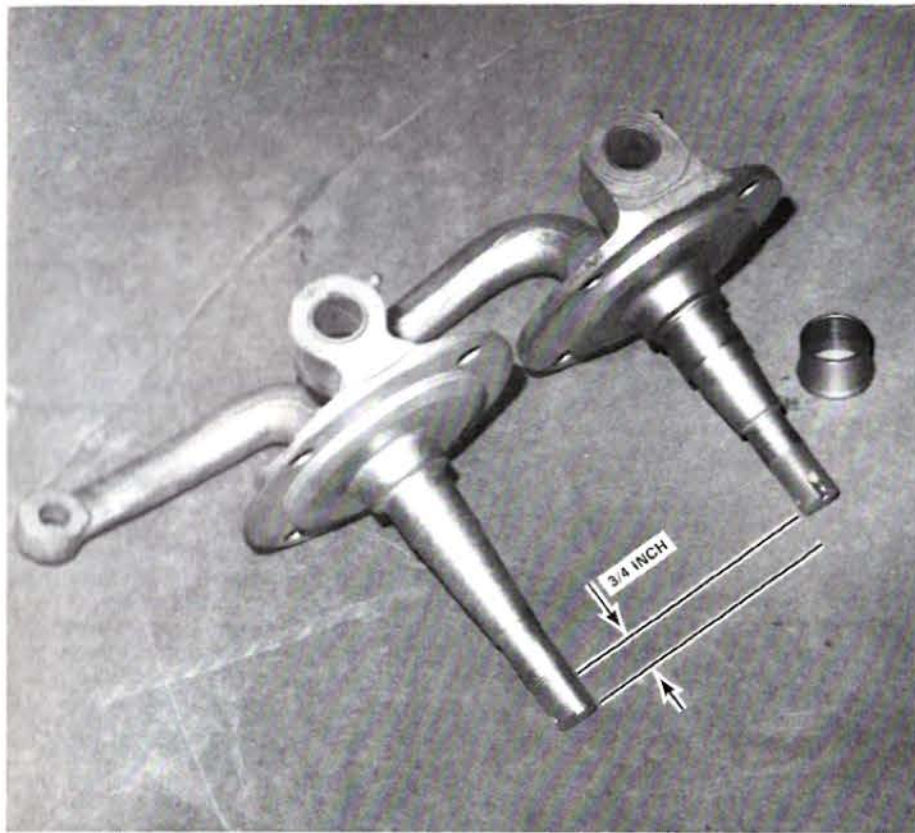
Spindle must be chucked into a lathe for turning to install bushing that allows stock 1965 Mustang inner wheel bearing to be used. Special fixture holds spindle for this operation. Spindle bolts to fixture so that steering arm is free of chuck jaws. Spindle shaft is checked for straightness at this point.



Spindle shaft is dyed with machinists' bluing before machining. Area blued will be reduced to 1.125-inch outside diameter...



... so bushing can slide onto spindle shaft. Outside diameter of bushing allows Mustang inner front wheel bearing to slip on in stock Mustang fashion. This makes wheel bearing replacement a snap, requiring no machine work.

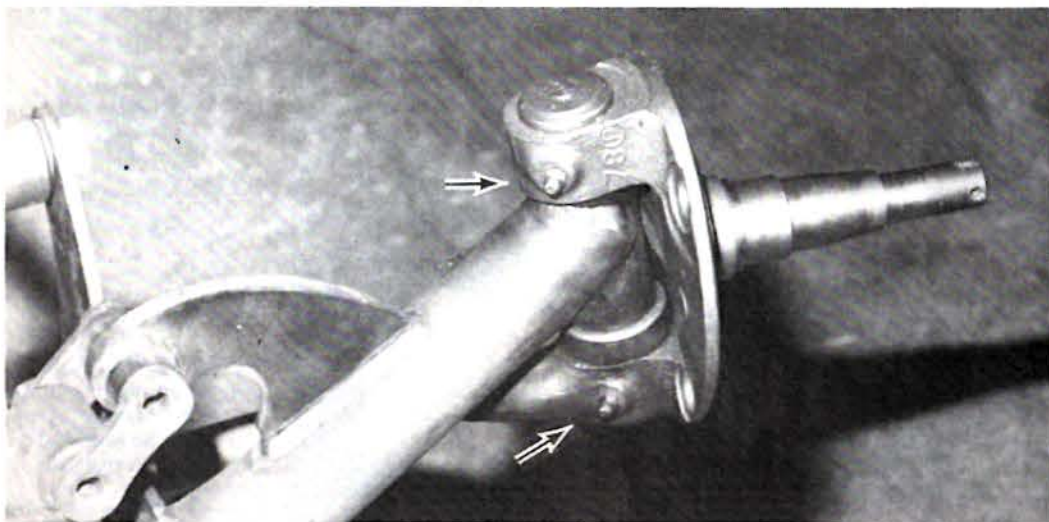


Installing of the Maverick rear end and brakes improved the braking aft, but 70 percent of braking effort is made by the front brakes so a wise choice was in order for those binders. A properly rebuilt set of stock early Ford hydraulic brakes are serviceable for a 2700-pound street machine (without Reyes aboard) that doesn't have a tire-waster motor in it, but Mountain and Kirby decided that one of Challenger's 1965 Mustang disc brake conversion kits was the low-buck, high-result ticket for Reyes' rolling dark room.

The Challenger front axle was fitted with early Ford kingpin bosses to take '37 to '41 Ford spindles. Adapting Mustang rotors and calipers to these spindles is a snap, and therefore, very

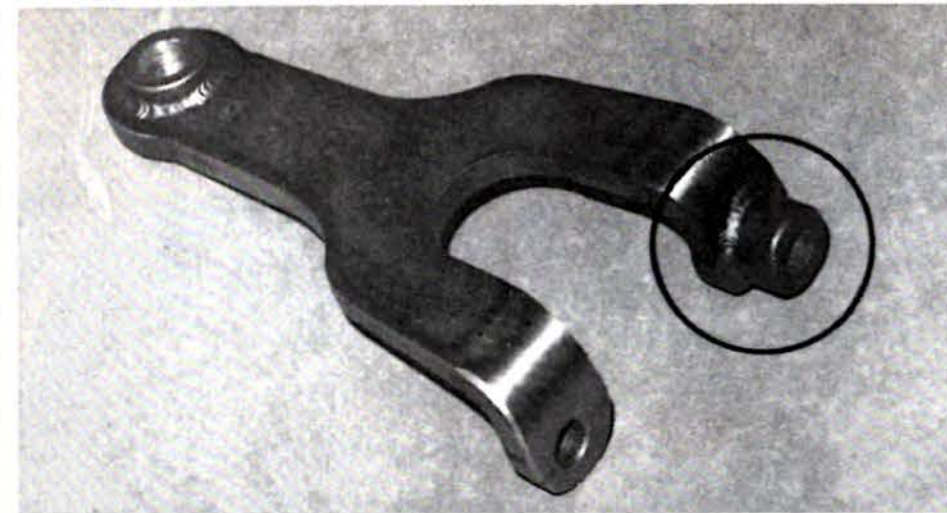
Continued on page 66

Outside Mustang wheel bearing has a smaller i.d. than stock early Ford spindle so no bushing is required. Shaft must be shortened 3/4 inch, and turned to 3/4-inch outside diameter to take Mustang outer front wheel bearing. Bushing is shown at right. New threads must also be cut into spindle to take wheel nut and new cotter key hole must be drilled.



Modified spindle is mounted to axle with stock Ford kingpin parts. Arrows indicate stock zerk fittings for greasing kingpin bushings. Don't forget to lubricate assembly before driving.

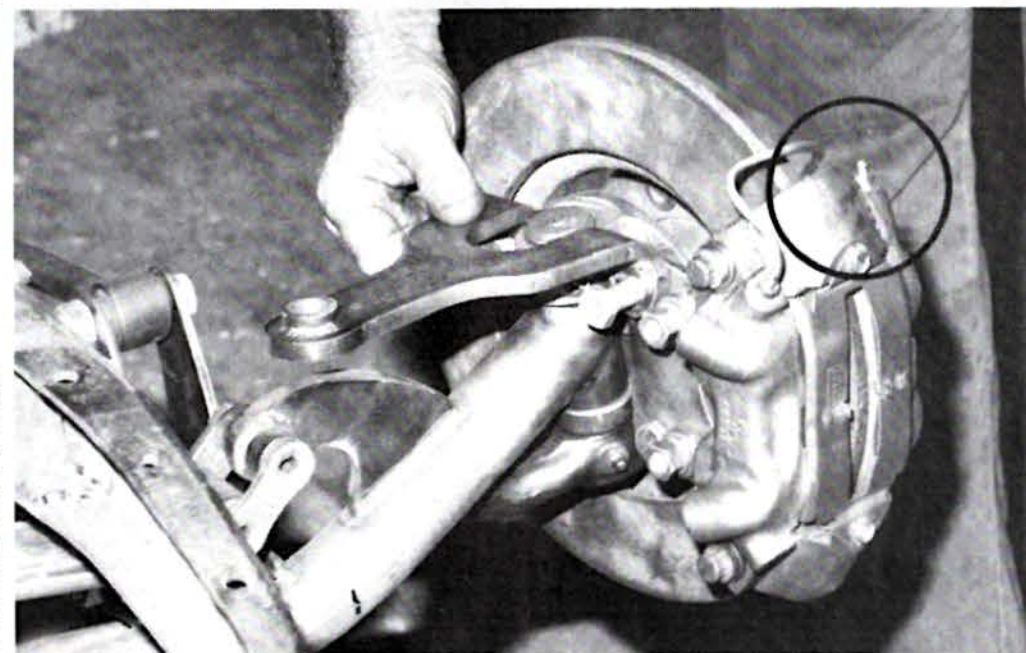
Stock 1965 Ford Mustang 4-piston caliper assembly is bolted to bracket available from Challenger. You could also make your own. Caliper is unmodified to make replacement and service easier. Whenever possible during adaption of modern parts to early chassis components, try to avoid modifying parts that may later need replacement.



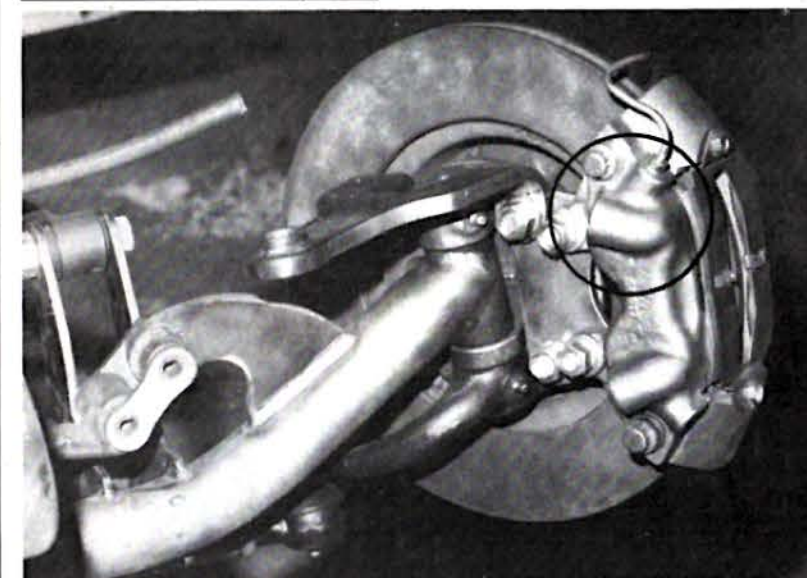
Mustang disc brake conversion included a new steering arm. Bushing (circle) compensates for thickness of caliper-mounting bracket. Same steering arm can be ordered to replace obsolete or damaged unit for use with any brakes. Challenger component is plenty sturdy enough for the job.



Mustang rotor and hub (sometimes called a hat-section) is installed and spindle nut is tightened. Rotor (or disc) is vented type which means it is really a sandwich of two discs connected by a system of cooling fins to promote flow of air between discs.



Caliper is mounted facing front with bleed screw upward (circle) for removal of trapped air during bleeding process. Note position of steering arm. If you make your own mounting brackets, make sure caliper and steering arms clear all chassis components, and that spindle travel is limited by a positive stop-bolt like that used on early Fords.

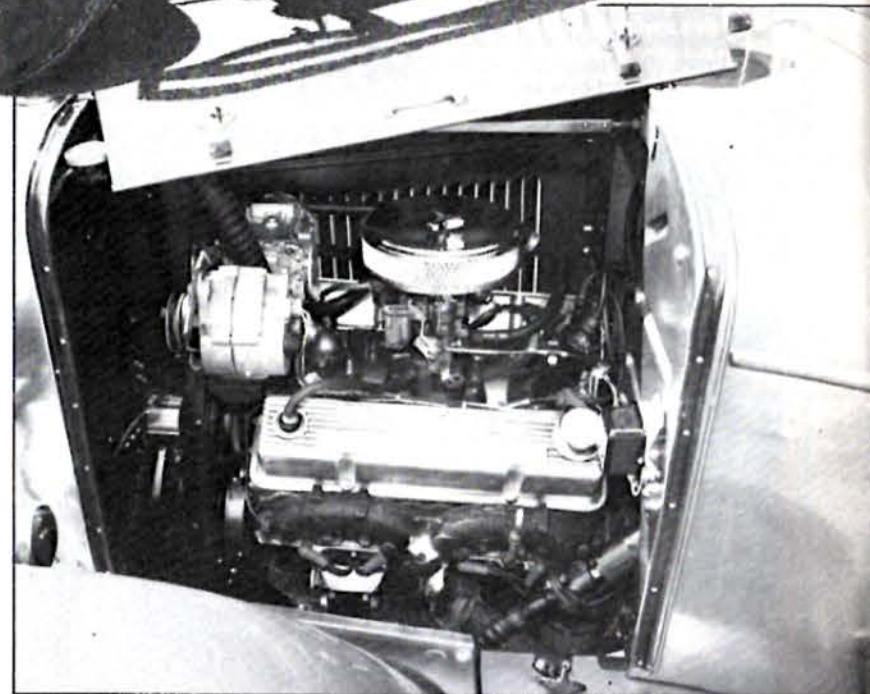
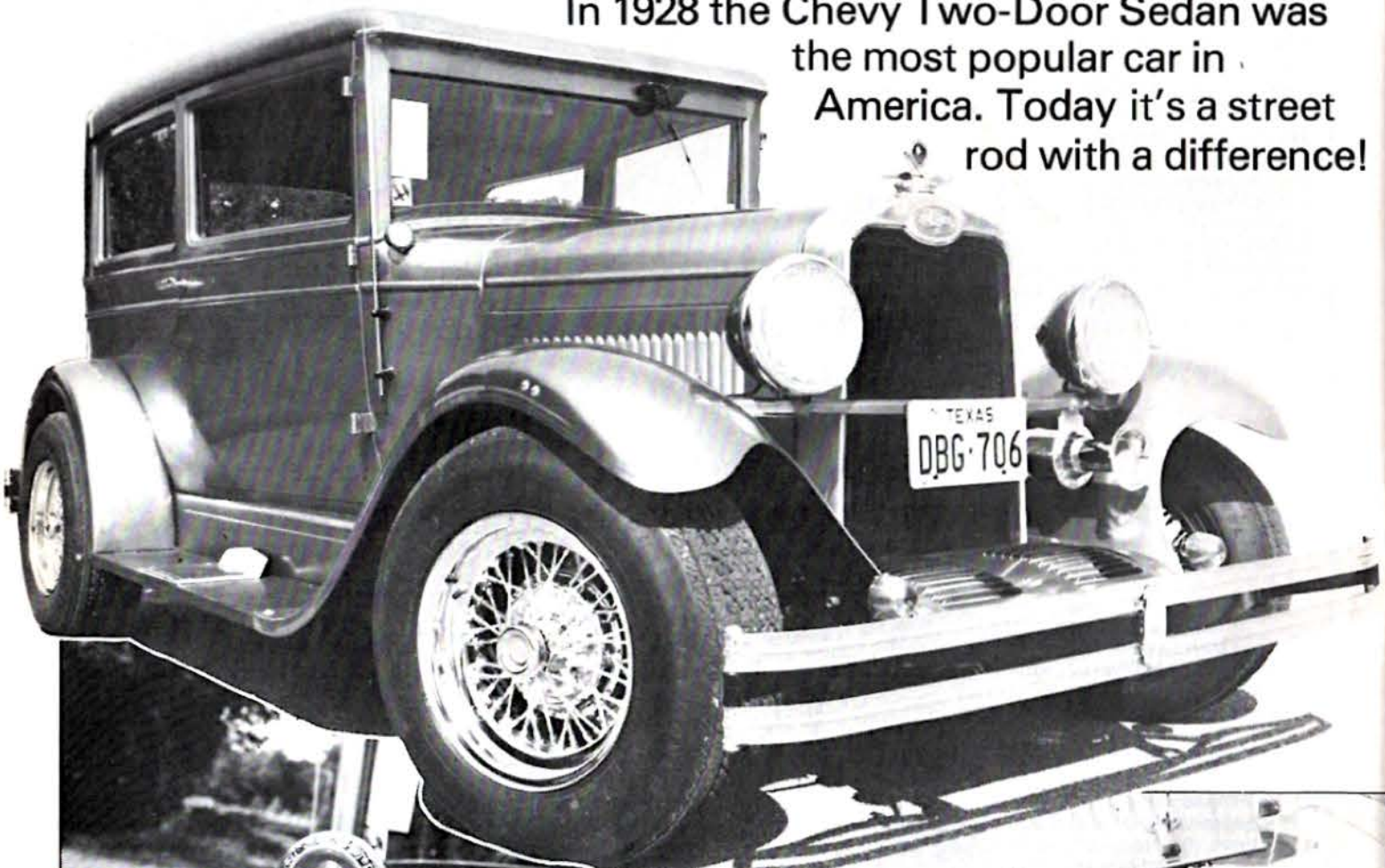


Completed assembly awaits connection of drag link from steering arm to steering box. Stock Mustang brake line will connect to caliper at boss (circle). Use high-grade bolts and nuts to attach hardware. Now, Reyes' Model A stops better than it goes, but that will be fixed in the future!

BY POPULAR DEMAND

Louvered apron head of radiator covers A/C condenser. Seal beam headlights have been placed in original housings, Honda turn indicators mounted to bumpers and B.F. Goodrich radials fitted to Tru-Spoke wires.

In 1928 the Chevy Two-Door Sedan was the most popular car in America. Today it's a street rod with a difference!

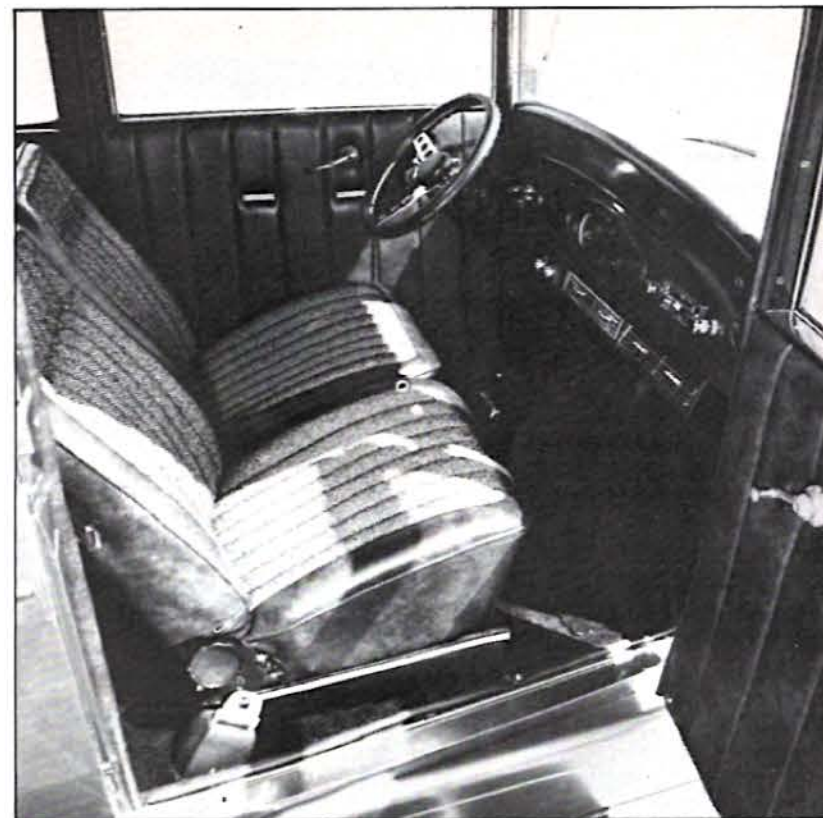
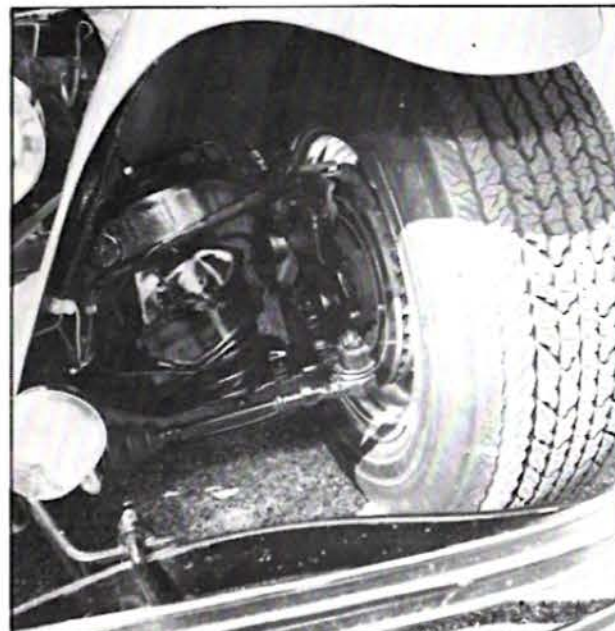


Stock '72 small-block Chevy looks like it belongs. In '28, the National Series came with four-cylinder motors, though a wheelbase lengthening that year was to make room for a six in '29.

Photos by Jay Amestoy

Owner did all of the upholstery work and installed Opel reclining buckets up front. Creature comforts abound.

Monte Carlo spindles and discs are mounted to Corvair A-arms. Seventy series steel-belted radials provide excellent traction.

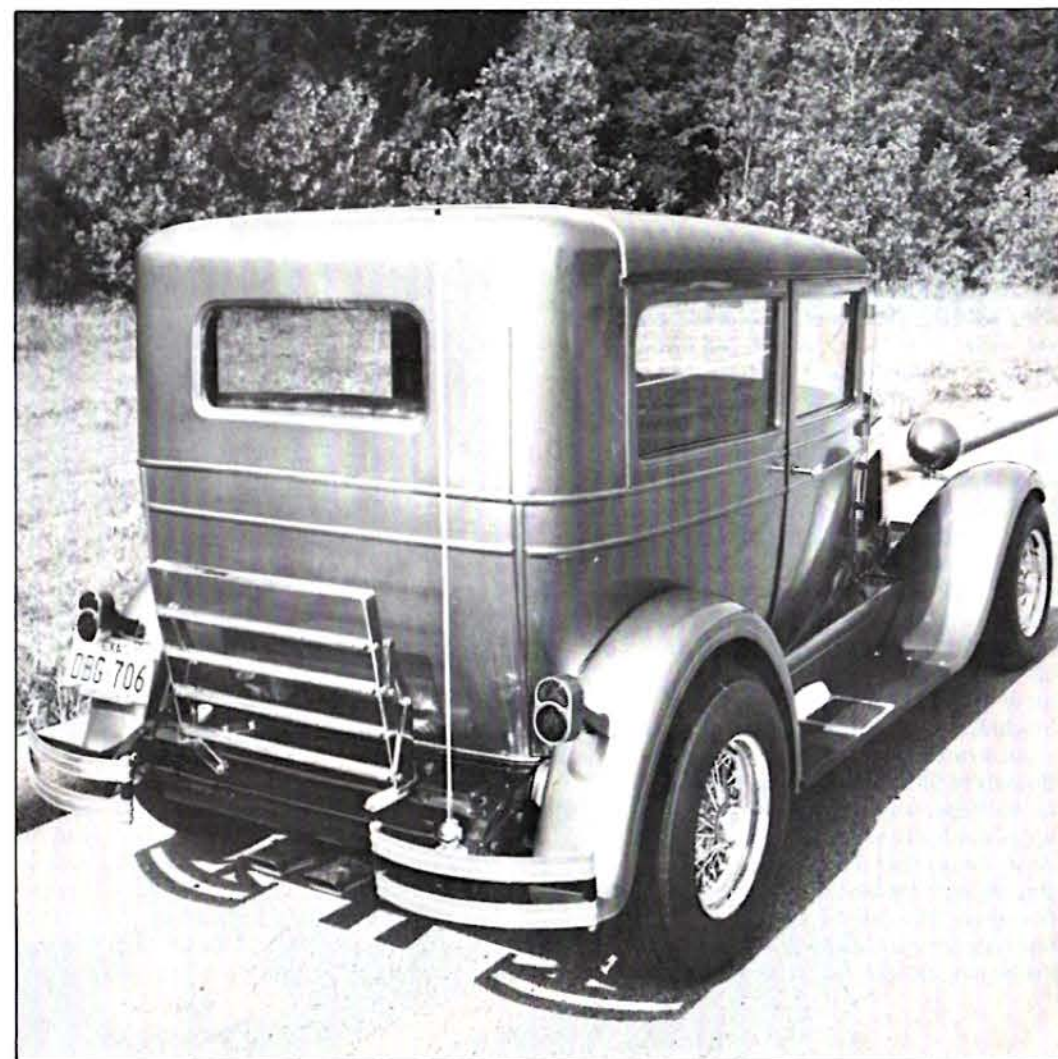


We see so few early Chevy rods we are often amazed to find out how many of a particular model were produced. For instance, this beautiful '28 Chevy two-door sedan, owned by Bob Mabry of Bedford, Texas, was the most popular car in 1928. Almost 350,000 of these National Series AB two-door Coaches were sold for less than \$600!

Bodywise, Bob's '28 is a faithful restoration, right down to the tiny painted cowl lights, headlight housings and bumpers. Underneath however, resides up-to-date running gear. Up front there's a dead-stock '72 Chevy 350 small-block, Corvair front suspension with disc brakes and Pinto rack and pinion. Out back, hung from the fully boxed frame, is an all-chrome Corvette independent rear suspension with discs and a stock differential that sports a 3.38 final drive. A stock 350 Turbo is connected to the rear end via a 36-inch driveshaft.

Inside Bob has used a nice blend of Naugahyde and fabric to cover the front Opel buckets, stock rear bench seat, door panels and headliner. A Cadillac tilt steering column is also featured along with an underdash A/C unit, Stewart-Warner gauges, CB radio and stereo.

As a super reliable, head-turning family hauler, they don't come much better than Bob's "popular" Chevy. 🚗



Though it looks stock, luggage rack was custom made by owner. Bumpers and taillights (only one was featured in '28) are original Chevy items.

"EASY PICK-UP"

With this yellow and black T, that's an understatement!

Remember the wet-look vinyl that was so popular a few years ago? You know, the stuff so slippery it was said that if you were wearing a parka or pants made of the stuff and fell while skiing, you'd end up at the bottom of the hill faster than you can say "sitzmark."

Well, we hadn't seen any for some time either, until Steve "Out-of-Control" Reyes brought back some photos of a T he'd shot while on one of his monthly pilgrimages to Texas. In these color transparencies was a very nice, though not terribly unusual, T bucket clad in jet black paint with fine yellow pinstriped flames. Of course it had plenty of chrome, but we wouldn't have given it more than a passing glance except for the brightest yellow interior we'd ever seen.

As it turns out, the T's owner, Jarvis Bounds of Shreveport, Louisiana, had James Pope, who we assume is a friend, upholster his street rod in a wild wet-look vinyl. To say that the yellow contrasts smartly with the black exterior of the fiberglass '23 would be an understatement. In addition to covering the bench seat and the bucket's sides,



Jarvus also had Pope upholster the top of his T's pickup bed with the vinyl.

Power for the roadster comes from a '72 Chevy 350 small-block equipped with Crane 310 cam, Holley 780 cfm carb and Weiland tunnel ram manifold. A Turbo 350 tranny transmits the motor's

estimated 400 horses to a '57 Chevy rear end that houses 3.70 gears. Bridgestone radials measuring 15 inches across put the power to the ground.

Though it is definitely an eye-catcher, we wonder how much slippin' and slidin' Jargus does when he's cornering his T? 🚗



Photos by Steve Reyes

Ford Econoline steering box, American spoked wheels and P.S.I. axle are used up front.

Rear suspension is straight-forward transverse leaves with axle-tube-mounted shocks. P.S.I. traction bars help locate rear end. Carriage light, pinstriping and lots of chrome are nice touches.

Wet-look vinyl interior is a real eye-popper. Solid wood dash houses Stewart-Warner gauges. Mustang shifter operates Turbo tranny.



For Early Rod Owners

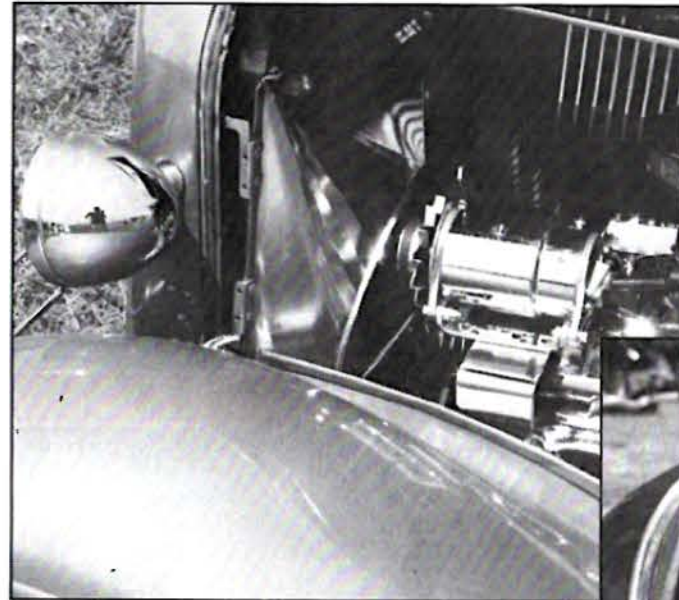


ONLY

How to keep your rod from losing its cool!

If you have an early car outfitted with a late engine, chances are fair that somewhere along the line you might have a cooling problem. With a little thought going into the project at the time the late engine is snugged into place, problems in this area can be solved before they have a chance to surface. Seen here on these pages are some of the ways rodders are keeping their cool. Hopefully, an idea or two will apply to your latest project.

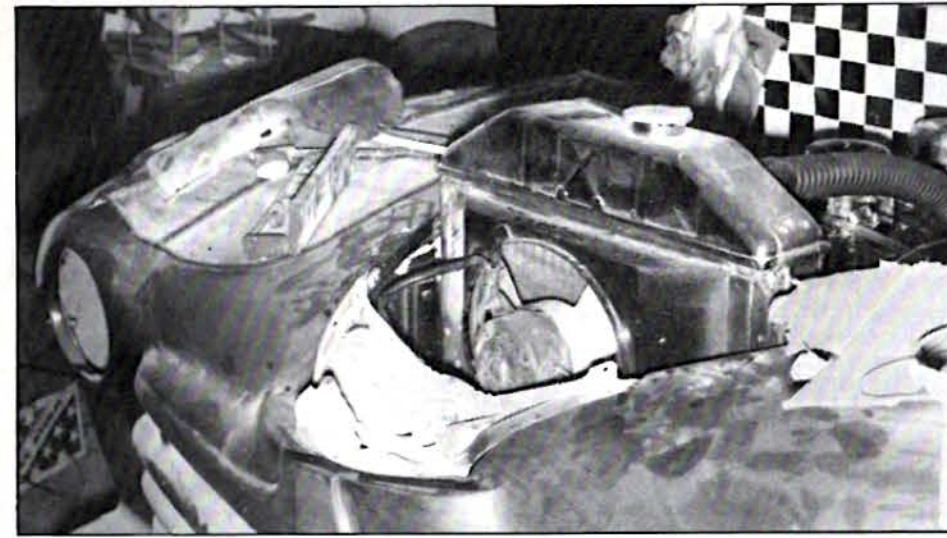
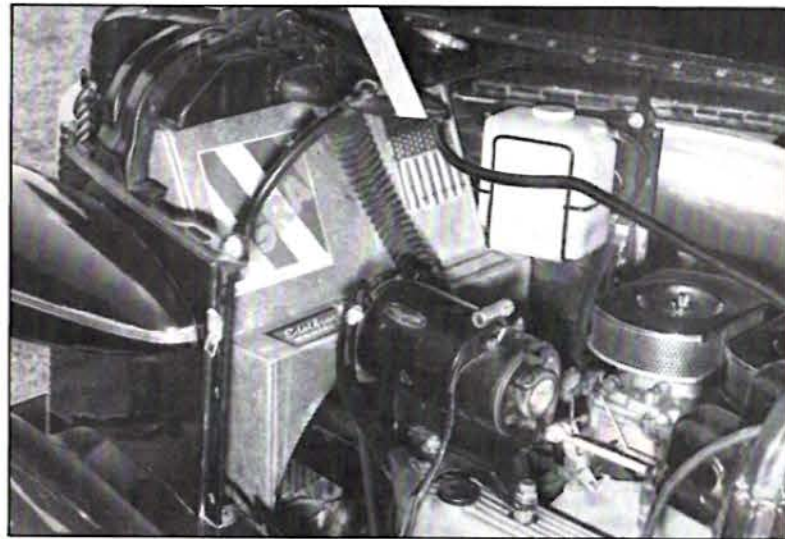
Fan shrouding is commonplace on late cars—for good reason. This sheet metal shroud is one example of how to do it on an early car.



Don't laugh. There is some real merit to a shorty shroud such as this on a car with an open engine compartment.

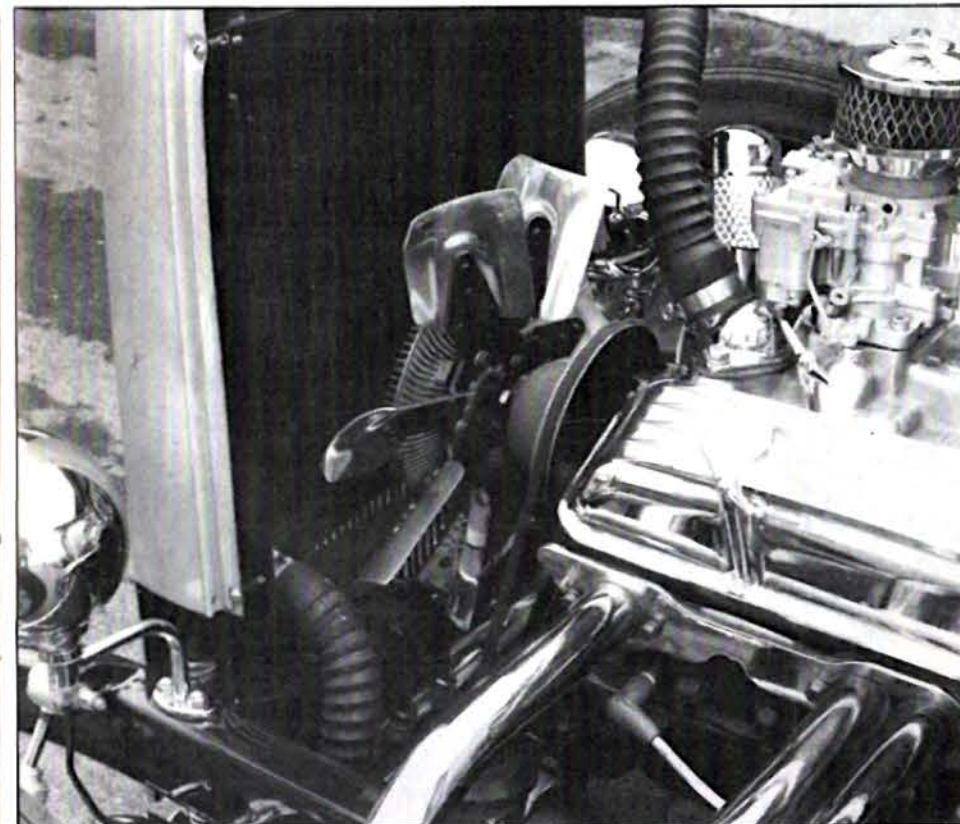
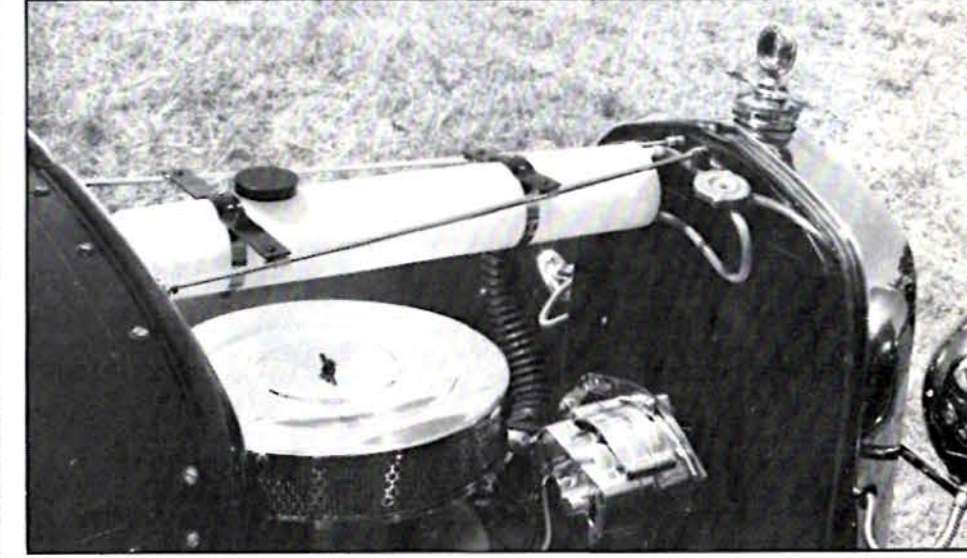
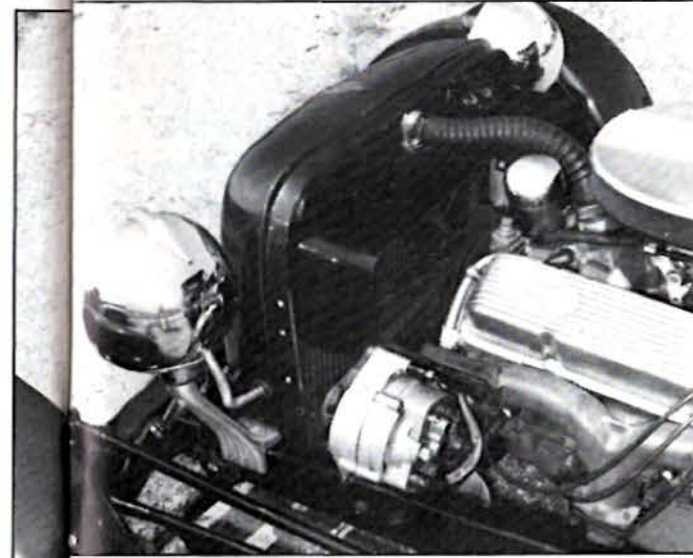
Here shroud, fan motor and brackets are contained in one unobtrusive package for a cool cruiser.

This is a different approach to a shroud found on an early Buick. Any sheet metal shop can break an item like this for you.



Here, an electric motor-driven fan is placed in front of the radiator—complete with shrouding—on custom running a full-house flat-head. Many foreign cars have hardware such as this.

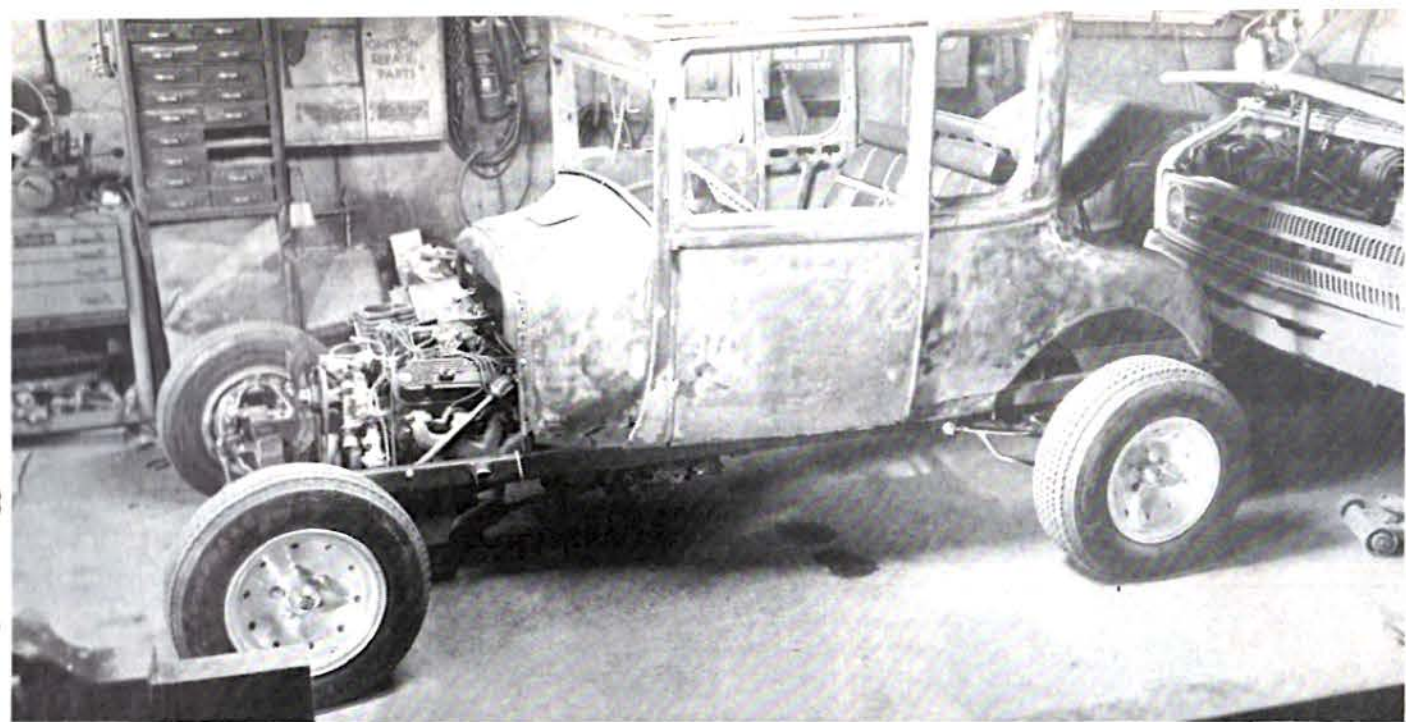
This is one sharp looking coolant recovery tank designed just for an early car. Very sanitary.



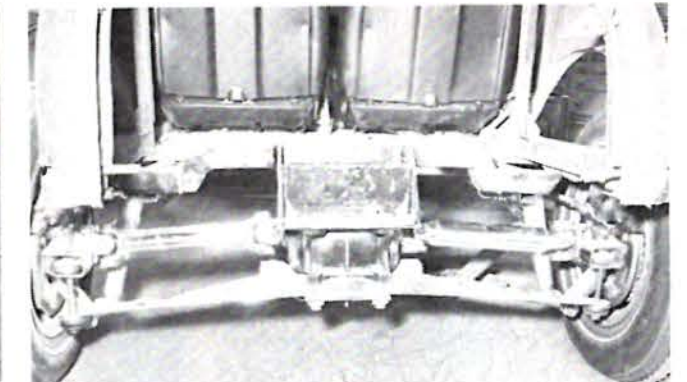
Hopefully this is enough fan to do the job on this early car. Fan placement to radiator is good, but blade length is a little shy. Fortunately, small-block Chevys run cool.

Viscous fan hubs are another item that should not be overlooked when noodling over cooling problems.

Photos by Robert Hegge



The custom-built frame required little modification to mate it to body. The firewall has been recessed so original full hood will fit over 302-inch '74 Ford small-block. Engine has been set back a total of 10 inches, also improving weight distribution.



Chrome '72 Corvette independent rear suspension utilizes heavy-duty Corvair shocks and is bolted to special step hung from 4130 moly 2x4-inch square tubing frame. Half shafts have not been narrowed.

A look at a tall T wrapped in metal!

In these days of fiberglass touring, buckets, phaetons, sedans and what have you, we were refreshed to learn about a rod that's being built around an all-steel body. Even nicer, the rod in question uses a rare '26 T "phone booth" coupe body.

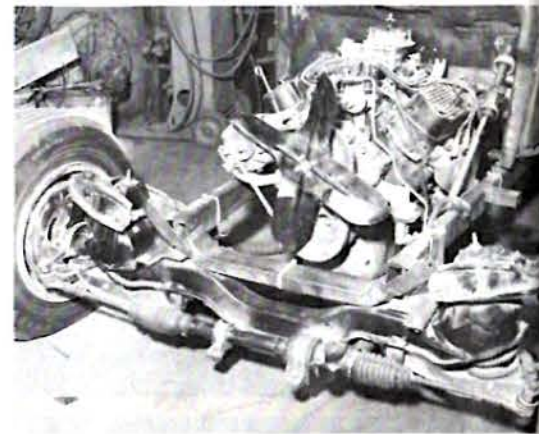
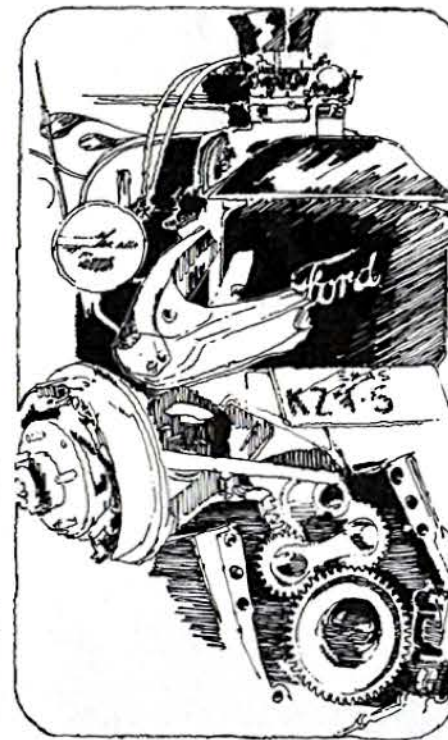
Robert Hegge, our man about the Midwest, professional shop scrutinizer and ace rod explorer, stumbled into a shop in Madison, Illinois to find Andy Economy (yes, that's his real name) in the midst of building this unique tall T.

Andy came across the body in a—would you believe?—corn field. Though it had been residing there for years (snakes were calling it home), the body was in extremely good condition. With the body safely back at his shop, Lee & Andy's Towing and Storage, he set about looking for a T frame. Only a T frame would do, as Andy wanted to retain the antique's stock wheelbase. He also wanted to use stock fenders and many other original pieces.

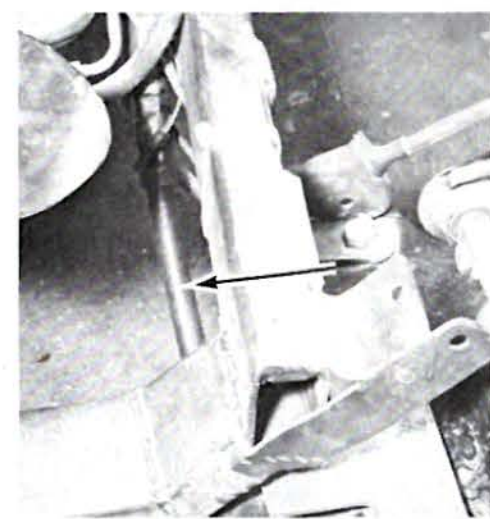
The search for a T chassis paid off handsomely. The frame he found had been modified by Lou Heitzler of St. Louis for another owner who, after losing interest in his T rod, offered the frame for sale. The good thing about the frame

was that not only was it built to take a V-8, something which Andy was looking for, but it also came with a Ford small-block already bolted between the rails. Since this was exactly the powerplant he'd planned to install, he couldn't have been happier.

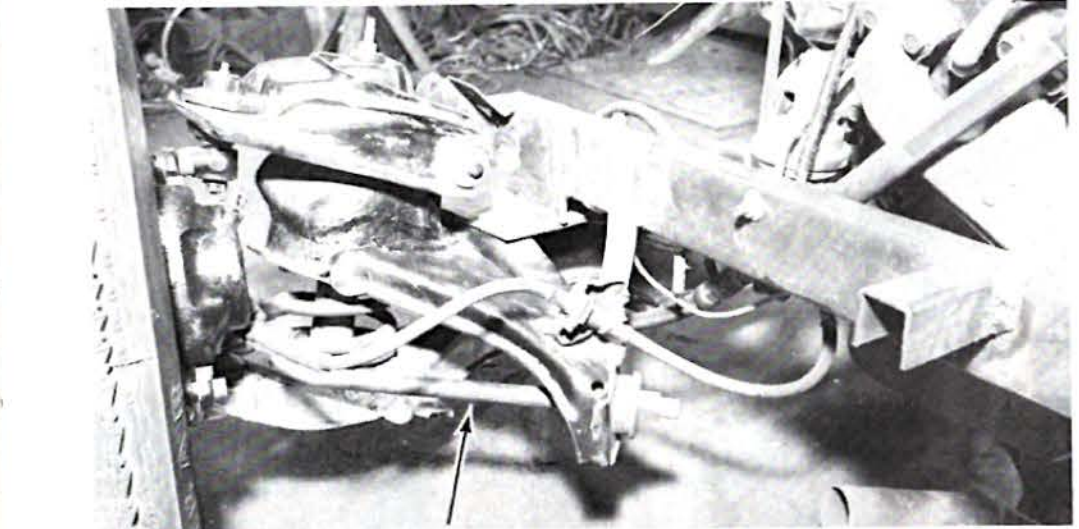
As you will see in the photos on these pages, the frame was attached to the T with little modification, and this street rod is quickly nearing completion. You can rest assured that as soon as this little two-door is streetable, it'll be featured again in *Custom & Rod!*



Rack-and-pinion steering from a '74 Pinto is used up front. Builder prefers the flex cable steering shaft over the double U-joints used in solid shaft design. Those are '65 Corvair A-arms and Chevelle discs and spindles.

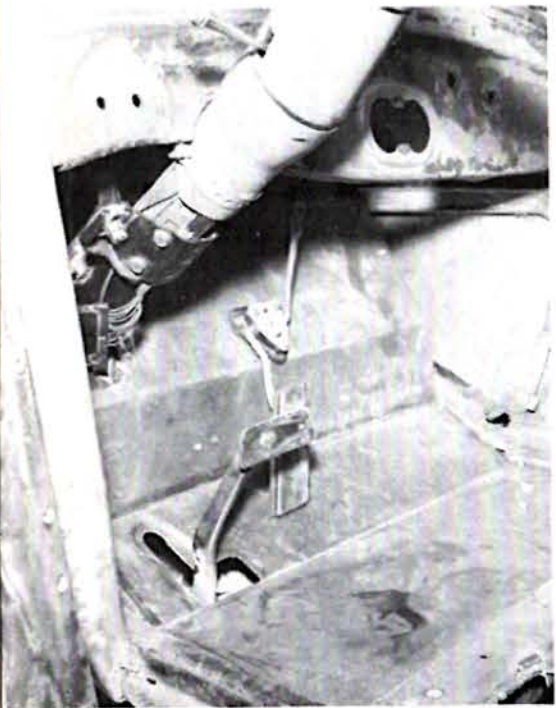


Here's a close-up of the flex steering cable (arrow). Corvair A-arms are chrome.

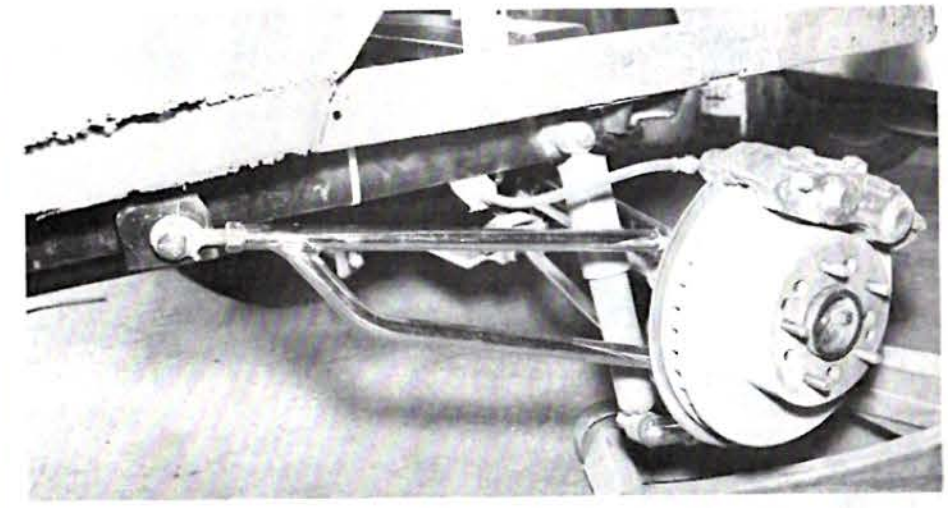


Though attachment points for Corvair front suspension aren't too attractive, front end should be plenty strong and work well. Braided stainless line will replace stock brake line. Note Corvair strut rod (arrow) and flex steering shaft. Channel brace on right of frame will support fender.

Custom traction bar can be adjusted at frame. Extent of bodywork needed on rocker panel can be seen here.

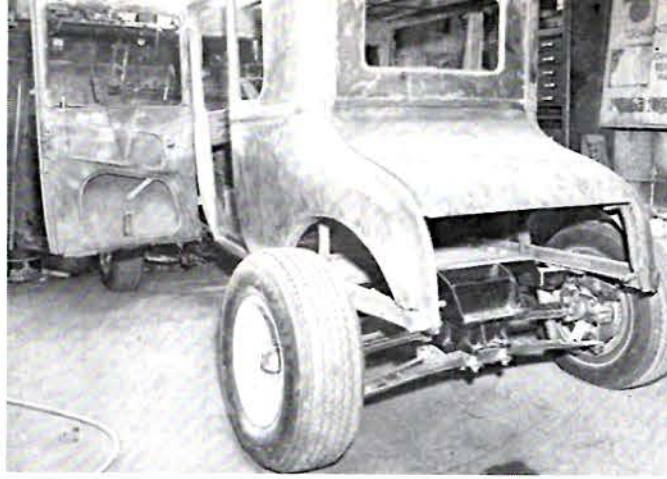


Tilt steering column (from a '69 Olds) was being checked out for fit when this photo was taken. Metal floorboards are all new. Mustang shifter protrudes from floor ahead of seat. Hole in foreground is for master brake cylinder.

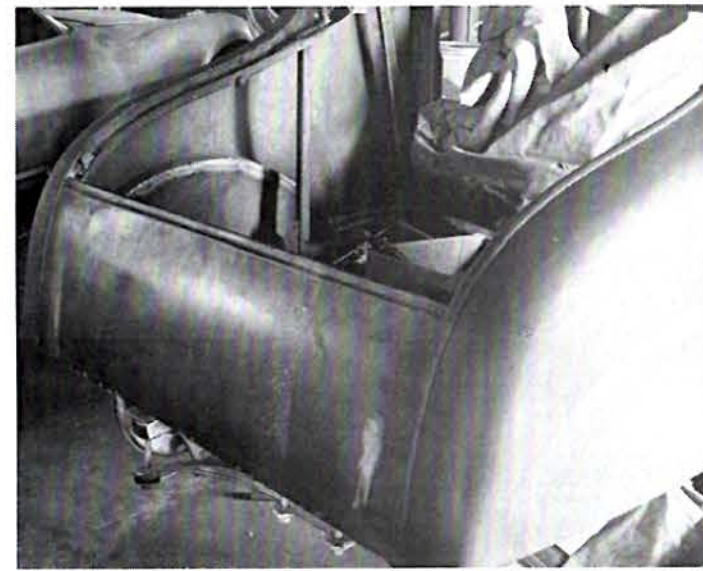


SHOP STUFF

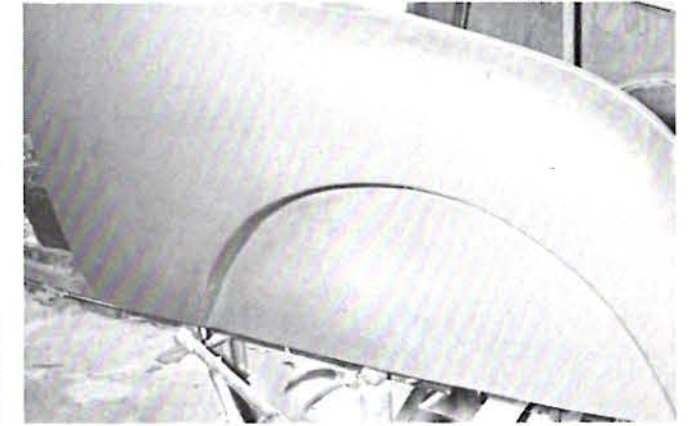
Body rot can be seen at corners. New sheet metal is required. Body has been stripped to bare metal and, despite rust spots, is in excellent shape.



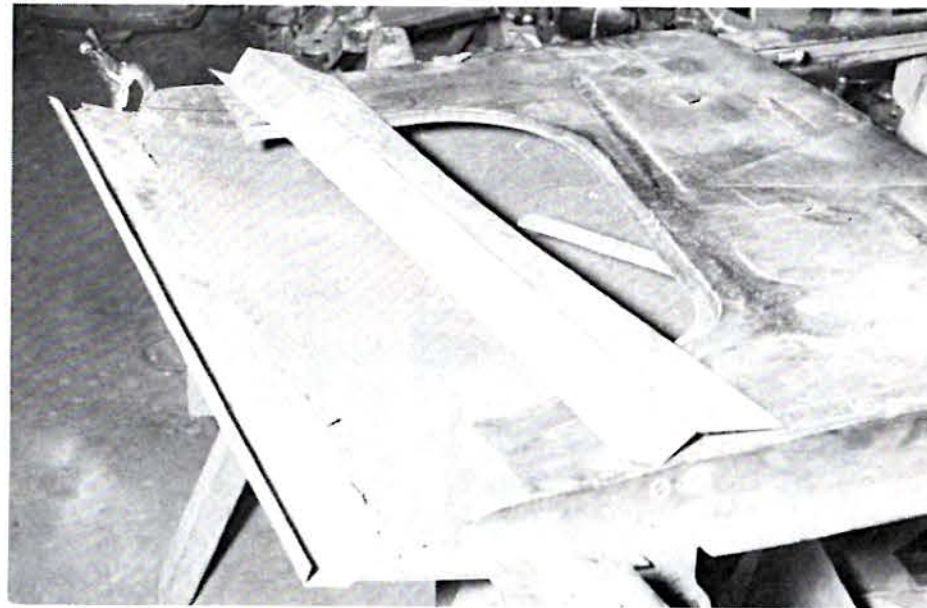
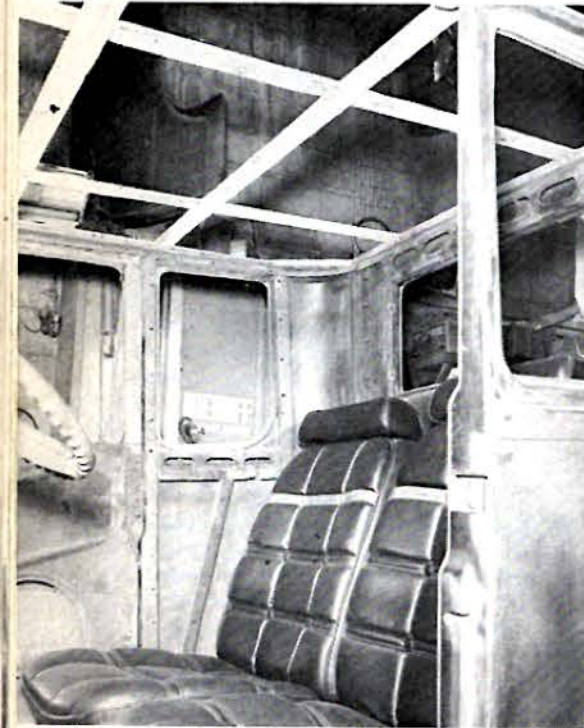
Expert bodyman Bob Barr lends a hand in the fitting of new sheet metal panel to lower portion of T's door.



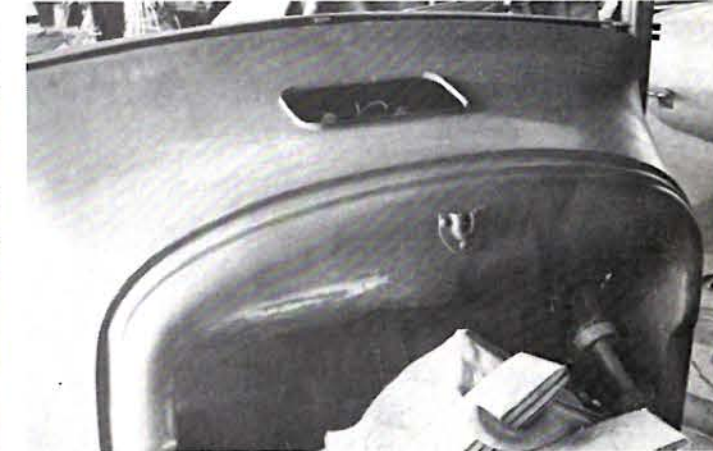
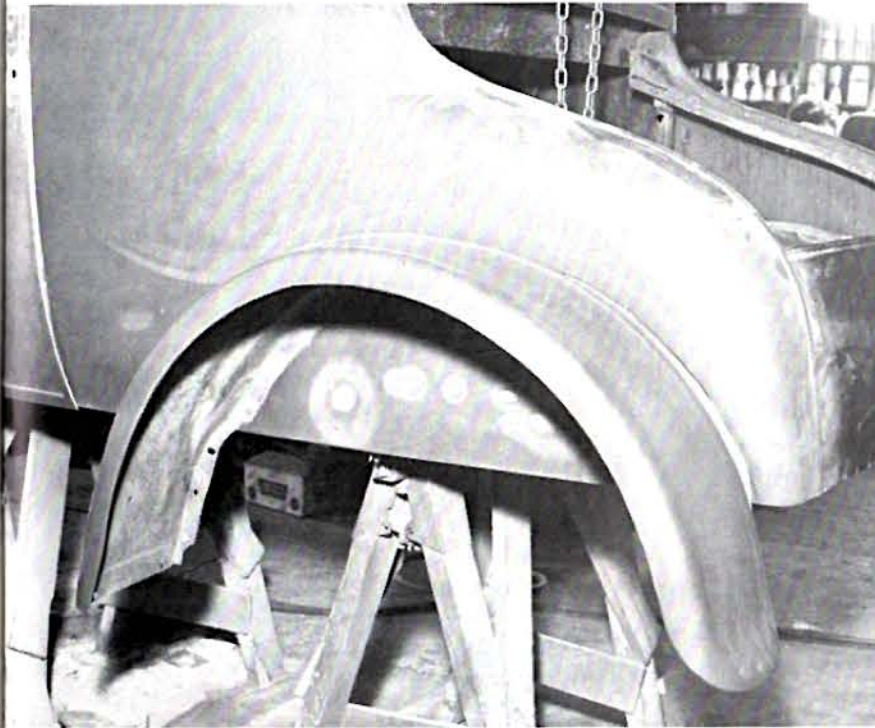
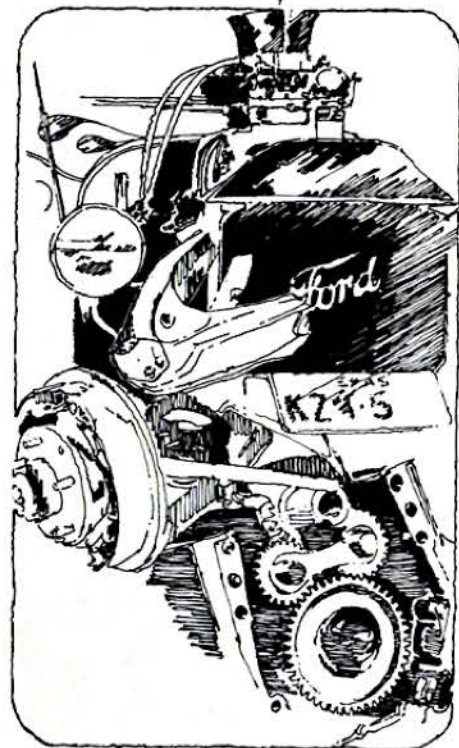
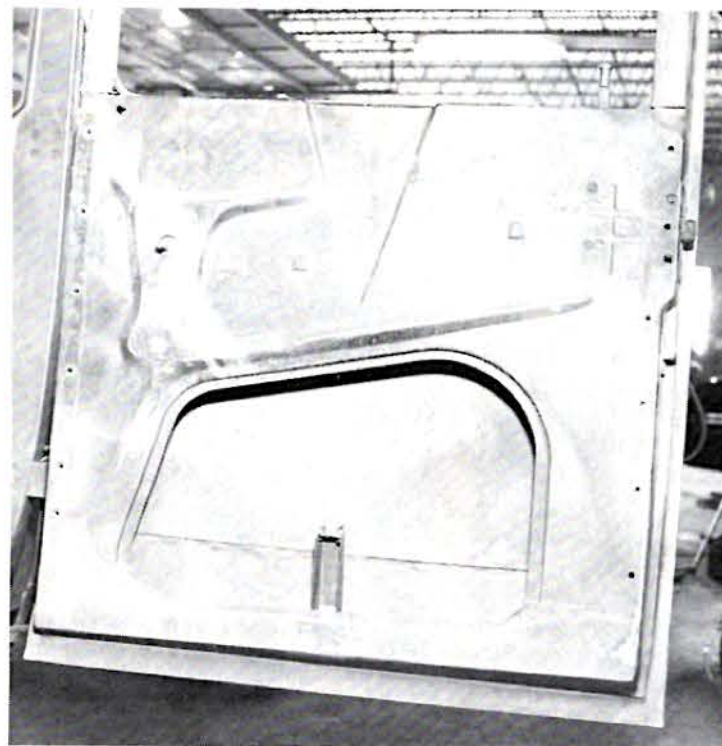
This is what rear portion of body and rear fender-wells looked like after bodywork was completed and primer sprayed.



Five months of work have brought the '26 T to this stage. Oak top ribs are in place, as are '74 Mustang seats.

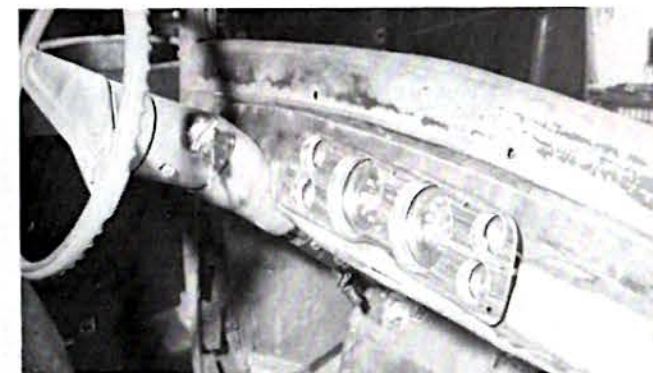


Special bending was required for the rebuilding of inner portion of door. Here's what the inner door panel looked like when it was finished. Bob really knows his stuff.



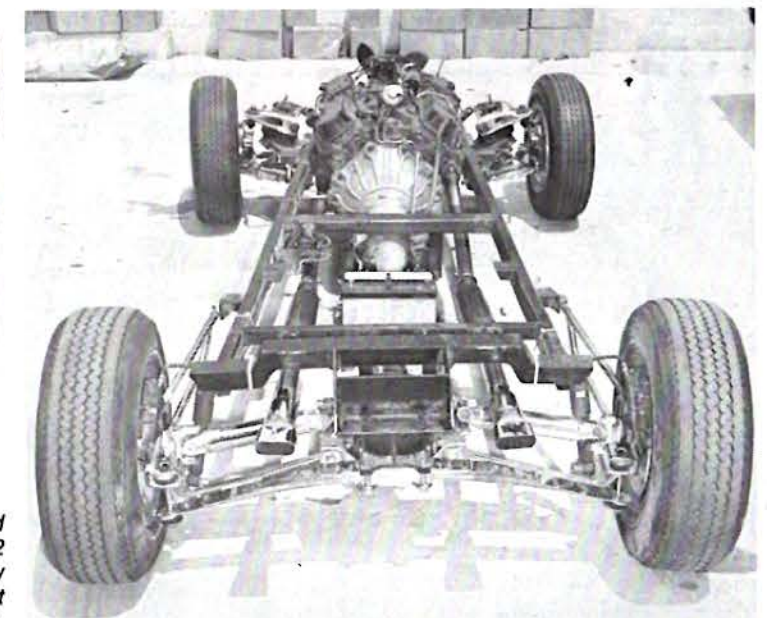
Cowl and firewall are about finished, though steering column is still not bolted in place.

After bodywork on stock T fenders was completed, they were bolted onto body to check fit. Sanding will come later.



Buick gauge panel will most likely be used in T's dash, though owner hasn't made up his mind yet.

For parting shot, owner Andy Economy removed body and rolled out the finished chassis and drivetrain. Stock 302 motor is mated to stock C-4 Ford automatic. Note how dual exhausts have been run. We can't wait to see what finished car will look like.



CALIFORNIA ORANGE



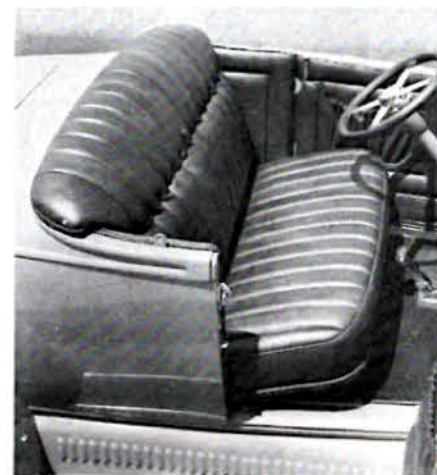
By Greg Sharp

It's finished! Our common sense hot rod project becomes a reality!

PART FOUR

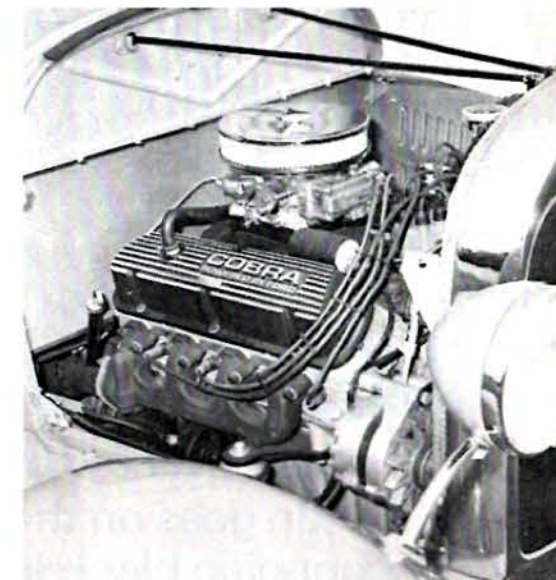
You step in, careful not to set foot on the new rubber running boards. You take your seat behind the flat four-spoked sprint-car-type steering wheel and shut the door with an authoritative click. A mere twist of the key with your left hand and California Orange comes to life! The sound echoing off the street from the turned-down tail pipes and turbo mufflers belies the fact that only 302 inches of stock Ford small-block lie under the one-piece hood in front of you. After a brief warm-up period and a glance at the gauges, you slide the Mustang shifter into Drive and move into traffic. It takes restraint on your part at this point because anything more than easing into the spoon throttle pedal results in smoke and squeals of protest from the 225SR-15 Bridgestone radials out back. Take it easy on driveways and dips because as low as this critter is, a "low-rider approach" to obstacles is almost mandatory. A quick glance at your reflection in a store front window tells you that it doesn't matter though because "the Orange" has that "just right" rake and there's no "gaposis" between the tops of the tires and the fender line.

Approaching a red traffic signal you notice that although the early Ford drum brakes take more pedal pressure than your power-braked stocker, they are still quite capable of bringing things to a



halt in a straight and sure manner. You can't help but notice the stares you're receiving from those unfortunate enough to be surrounded by more mundane sheet metal, and as the couple in the Vega pulls alongside, they ask, "What year is it?" Your simple response, "Twenty-nine," brings the first of several versions you're likely to hear: "The one we had was exactly like that only it had a hard top and four doors."

As you reach the top of the freeway on-ramp and give a quick check over your left shoulder, you have no trouble at all getting up to traffic speed. Now just cruising along at 55 (more or less) with the wind in your hair on a crisp and sunny day, you discover what this thing we've chosen to label "street rodding" is



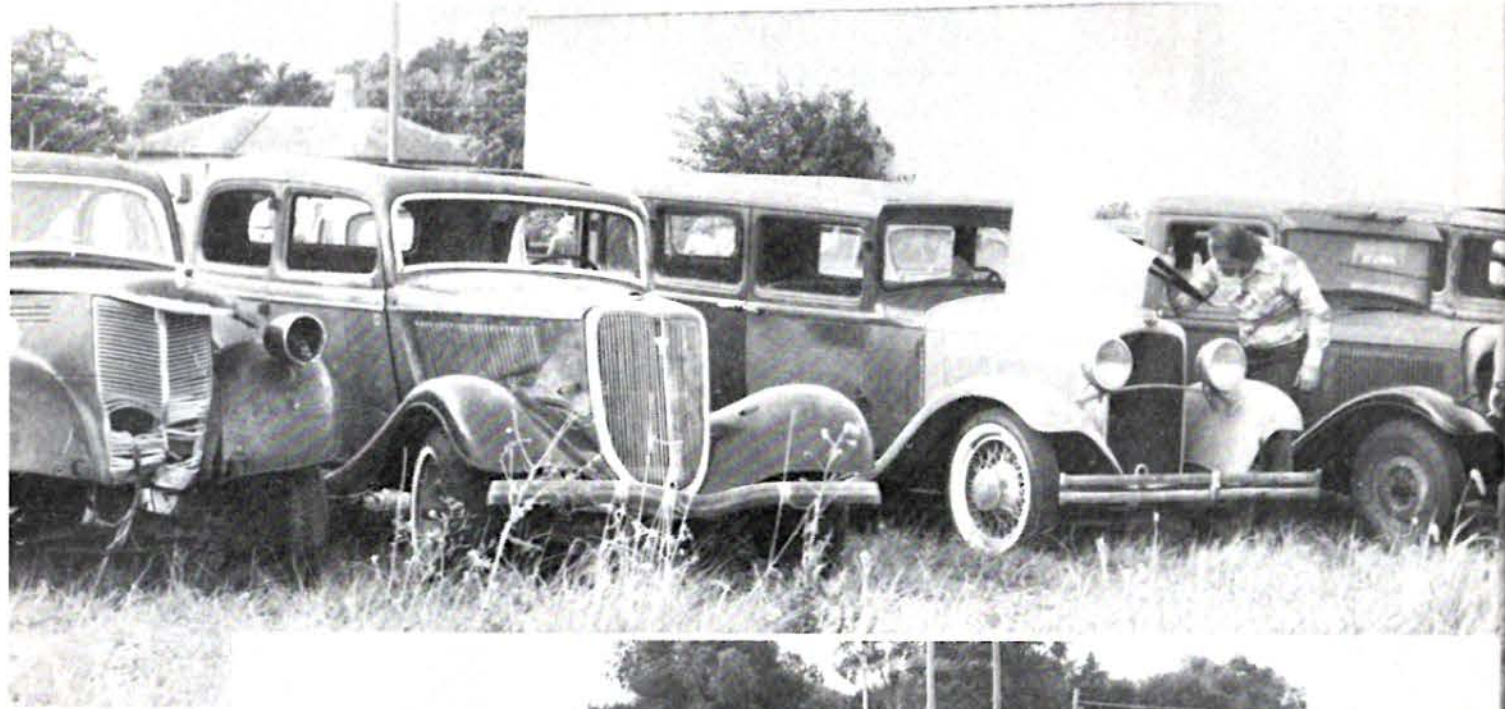
all about. As you pull into Gary Simon's driveway with a grin on your face and reluctantly return the keys, you know that the time, effort and money Gary expended were well worth it. You've made mental notes to yourself that the exhaust resonance is a bit loud, the click of the electric fuel pump in its present location is a bit unnerving and the rear suspension a little stiff. But you realize that these are only teething problems that seem pale compared to the fun of driving such a fine piece of machinery.

Continued on page 65

Rodders have a field day at

midwest auction

Photos by John Lee



Shoehorned between early Fords were a couple of Chryslers, one of which was this rare '46-'48 eight-cylinder New Yorker Town & Country ragtop.



The 1932 Ford roadster at left brought a healthy \$3,200 at Gibbon Body Shop auction. Other potential rods for sale included '29 roadster pickup and '30 roadster.

few craftsmen in the business working wrinkles out of rusty bodies with a hammer, dolly and lead. About 80 percent of the projects that came to the shop, some from hundreds of miles, were original restorations, the rest street rods.

Dwight can swing either way. He never questions a customer's decision to rod or restore. His own cars include a bone-stock Model A roadster and a '40 Ford coupe he customized in the early '60s.

A few years ago he built up an authentic Model T speedster powered by a four-cylinder Opel engine and four-speed. When another now-defunct rodding magazine needed a quality top chop on their "new angle Anglia" in short order, they shipped the car to Dwight, then flew a photographer to Gibbon from



A wide variety of tin goes on the chopping block in Gibbon, Nebraska!

By John Lee

"Awright now, here we go. Whadda ya gonna give for it? Two-hundred, gimmy two—I got two, now four-hundred, four, four, four—I got four, now six, gimmy six . . ."

It was a holiday for hot rodders, and restorers too, when the Gibbon Body Shop held its one and only dispersal auction.

The dingy, 40-year-old garage building beside U.S. 30 in the farming town of Gibbon, Nebraska, has become known far and wide by old car fanciers. There were always a few early cars in various degrees of completion parked in front, and the lot around back was a veritable vintage tin treasure trove.

Owner Dwight Bond scoured every pasture and draw for miles around to accumulate the bodies and parts for his restoration projects. He was one of the



Another view of the well-preserved '32 Ford roadster.

Bidders had their choice of pickup cabs, one stock, the other chopped.



This 1931 Model A panel truck needed a lot of work, but could make a neat rod.



Duane Viglicky of Hastings, Nebraska, drove over in gold and black small-block powered '34 Chevy coupe.



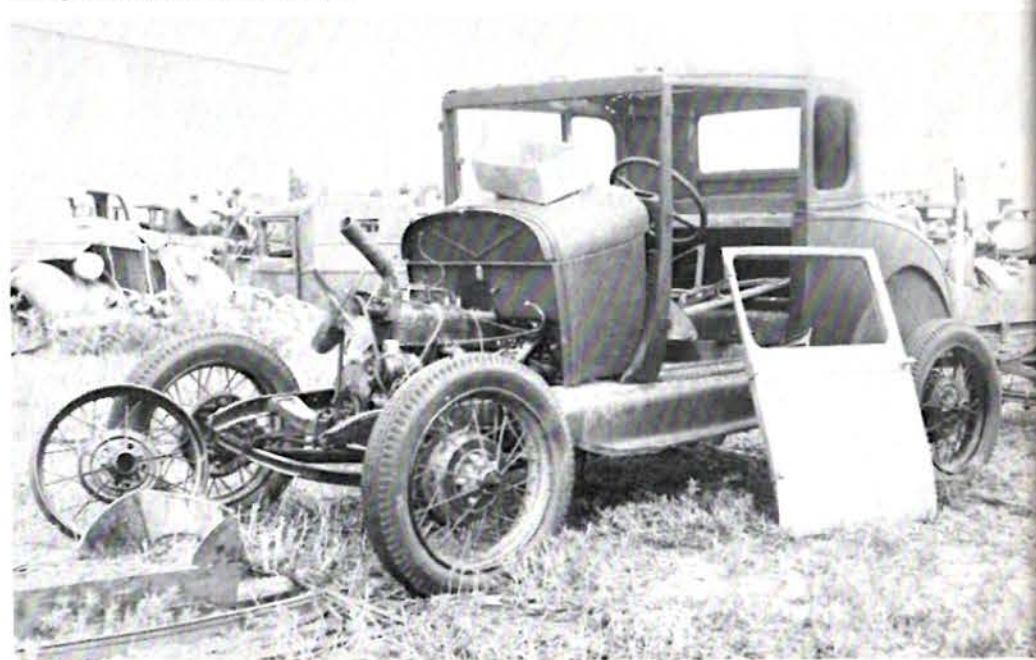
Los Angeles to record the procedure.

Dwight realized that the growing custom craze created more demand, especially for early Ford components, than he could supply from his personal boneyard. Neither were there enough who could afford to pay for the time and skill his craft requires. The answer was volume.

Dwight began to make fiberglass molds from bodies and components after he'd restored them to perfection. One of the first was a rear door to convert a Model A Tudor into a sedan delivery that was so popular among rodders. He also reproduced the double-barrel seat and cylindrical gas tank from his T speedster.

That end of the business has expanded to such a point that Dwight finally decided to devote full time to it. The auction was held to get his collection of parts and project cars into the hands of those who could use them. The proceeds will help expand the fiberglass operation

Model A coupe was fairly complete and straight. Gibbon shop produces fiberglass replacement fenders.



The auction attracted many street rodders. Gary Coleman of Des Moines, Iowa, stopped by on way to Yellowstone run with cherry '36 cabriolet. Chevy small-block, wire wheels, 'Vette IRS are featured.

and more for 50 cents, while another paid \$24 for some '32 Ford rear frame horn covers. A filled Deuce grille shell sold for \$40, and Model A shells in various conditions went for \$6 and up. Fenders ranged from \$2.50 to a high of \$410 for a pair of restored '32 coupe or roadster rear fenders.

Early Ford potential street rods were numerous. There was a '32 chassis set up with a Buick V-8, a chopped Model A and stock '32 pickup cabs, two A Victoria bodies and a '29 roadster body.

A rough but nearly complete '31 Panel Delivery and a '36 Sedan Delivery promised to offer someone a good start on a street rod. Also sold without engines but with Dwight's new fiberglass fenders were a '26 roadster pickup, '32 and '34 sedans and a '33 pickup.

The most sought-after car to go on the block was a Deuce roadster with a sound, unrestored all-steel body. It had a running four-cylinder engine and most of the original equipment except top and interior. The new owner, who didn't reveal whether the Deuce will wind up stock or modified, had to go to \$3200 to get it.

By the time the auction ended that evening, a lot of enthusiasts went home with new projects or vital parts needed to complete current labors of love.

Cliff Shiers towed chopped '28 tudor in from Kearney, Nebraska, in hopes of finding a buyer. Gene Paist built the yellow, Chevy-powered rod several years ago.



in a larger building in Gibbon.

Currently the line-up being marketed nationwide by Gibbon Fiberglass Reproductions includes 1932 Ford roadster and phaeton, 1929 Model A roadster and roadster pickup, 1930-31 Model A phaeton and 1934 roadster bodies and all associated parts. The offerings are being expanded all the time.

It took nearly 12 hours on a cloudy Saturday to auction off everything. Nobody cared much about who was who as rodders vied with restorers for the right to own the prized possessions. Many will be able to get their projects closer to completion with genuine parts from the hundreds of fenders, radiators and shells, roadster doors, small parts and accessories.

Prices varied widely. One bidder got two steering wheels, a license bracket

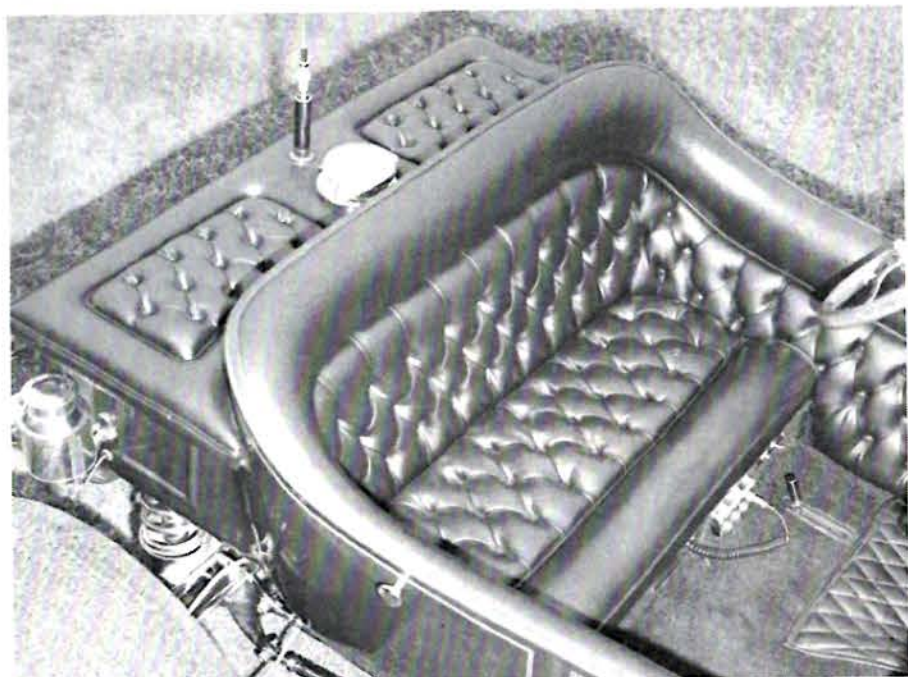


Over 200 fenders were sold at prices from \$2.50 to \$140 for a pair of deuce rears.

Threads for a "T"

How to go about upholstering a T bucket the right way!

Fiberglass body is fitted with stringers and a reinforcing band around the inside top edge. This is all cut from 3/4-inch plywood and 'glassed' to the body.



Story & photographs by Don Emmons

Next to paint, the interior of a rod has the most visual impact. A good interior is as important as good body work, proper chrome plating and, of course, a high quality paint job. But finding a good upholsterer can often be just as tough as finding a good body shop or chrome plater.

Jerry Van Wormer of Arcadia, California found himself in just such a predicament when he went out in search of someone to do the interior of his T bucket. You'd think that upholstering a T would be a cinch and almost anyone who knew which end of the needle to hold could do it. But that's not the case, especially if you've invested great sums of money in your T already and don't want to end up with a ruined interior. Though small, the interior of a T requires just as competent a craftsman as the interior of a Rolls Royce. There may not be as much work involved, but the craftsmanship has got to be there or it won't be worth a damn when it's finished.

We had told Jerry that if he came across somebody he could trust with his T to let us know, as we wanted to show exactly what is involved in upholstering a T bucket. After a thorough search of the Southern California area, Jerry selected Mr. Bob & Son Upholstery Shop at 4826 1/2 Olympic Blvd. in Los Angeles. Bob Mercado, the shop's owner, and an upholsterer since 1952, consented to have us pester him with our camera and tape recorder while he put together an interior for Jerry's street rod.

On these pages we've illustrated step-by-step the work that goes into finishing off the inside of a bucket. We intend this only as a guide to assist you (providing you know how to sew) in upholstering your own T. For those of you not into sewing, it should serve to at least familiarize you with the art of upholstering and help in your search for a qualified professional.



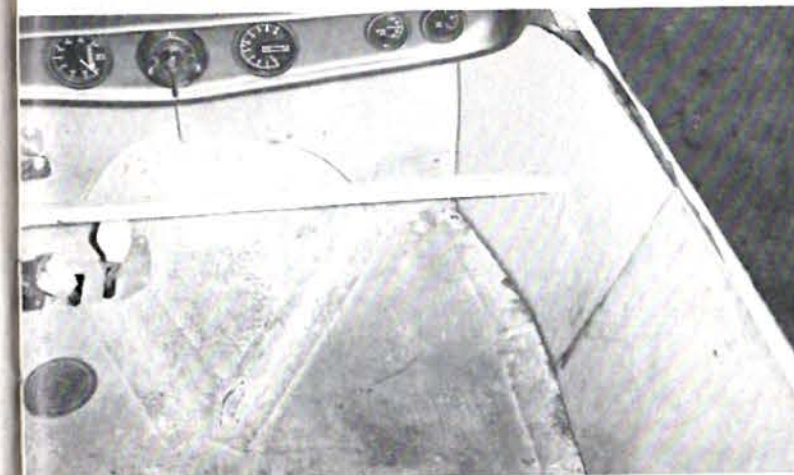
A cardboard pattern has been cut out and fitted down into the body. Bob Mercado of Mr. Bob & Son lays out the pattern on the template. If the body has already been painted, he masks it off along the top edge to protect it.

Bob's son "Merc" lays out pattern on a sheet of 1/8-inch plywood. This is thin enough to easily conform to the inside of the body.



After plywood has been cut out with a Saber saw, the fit is checked. A second piece is cut 1/4-inch smaller than the first one and glued to the first one while in the body. Both pieces must be soaked in water before placing them in the body.

With the two wet pieces glued together, the unit is pushed into proper place. Usually it won't go quite all the way down and is clamped down and screwed to the stringers for a couple of days to dry completely. It can be marked at this time for proper fit.



A piece of wood is cut and wedged in to hold the plywood against the body for a good fit up front.



The wood insert is pulled out after it's dry and is now ready for upholstery. Leatherette diamond back portion was made up while this was drying in the body.



Foam is made up for the top roll from the original cardboard piece where the pattern was laid out. Here it is checked for fit on the wood insert.



A piece of 1 1/2-inch foam is cut to the size of the diamond pattern sections. It is glued to a cardboard backing that is also the right size. The diamond pattern is laid out on the foam and where the lines intersect, a 1-inch hole is cut with a #22 button hole cutter. Only the foam is cut, not the backing.

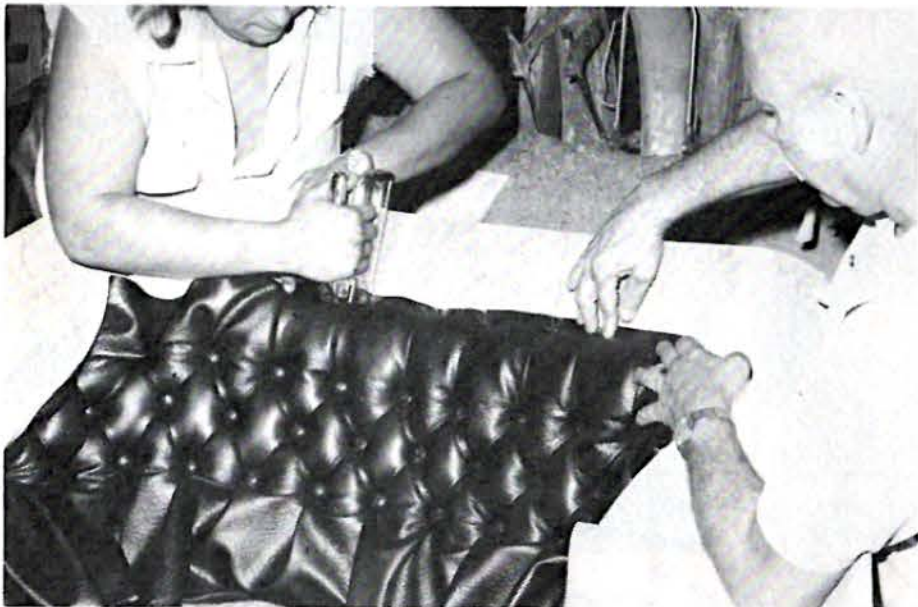
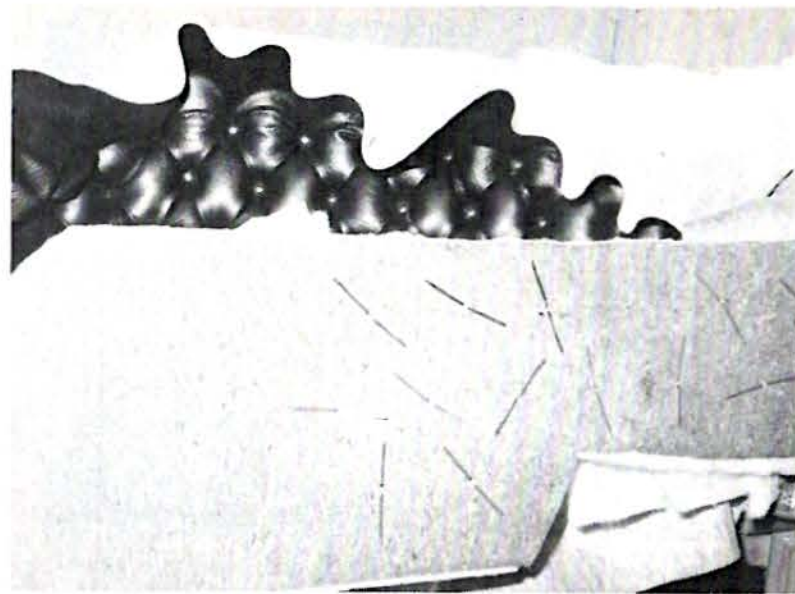
Here Bob is doing the diamond pleats. One piece of leatherette is used for the entire section. It's important to know how much the folds will take up to ensure allowing enough material. Start in the center and work each way.





After the Dacron filler is in place, a #22 prong type button is shoved through the material and a hole in the foam with the prongs bent over the backing. This is done for each diamond pleat.

On the backside a cardboard backing is bent over the button prongs.



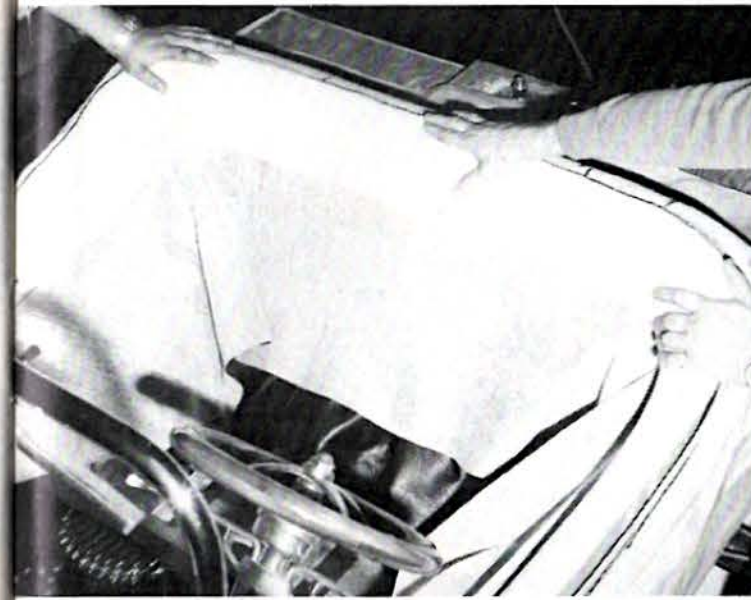
When the diamond-tufted portion is in place, a piece of Naugahyde is cut for the top roll. It is stapled with a length of welting to the top edge of the tufted section.

After the back panel is finished, it's glued to wood insert and the top edge is stapled firmly to the insert to make sure it's held tightly all along the top because this finishes off the top of the diamonds.



Carpet should be installed before the insert is placed into the body. Edges of the carpet are hidden which gives a better finished appearance.

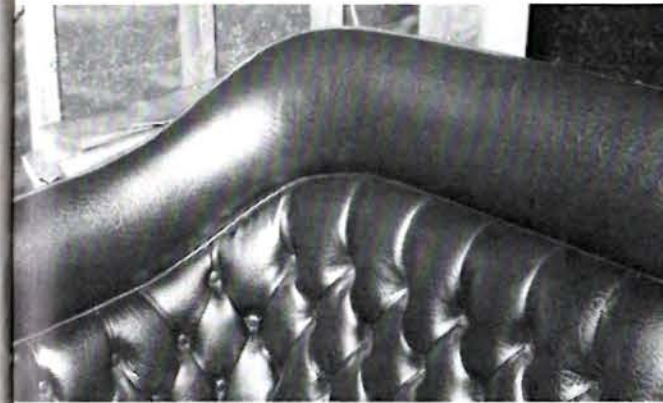
It goes the insert with the tufted section all finished. Take care to get the insert bound up going in.



The foam roll that was made up earlier is now ready to be glued in place. The roll should not be too fat so as to extend away from the tufted section. That not only looks bad but is uncomfortable.

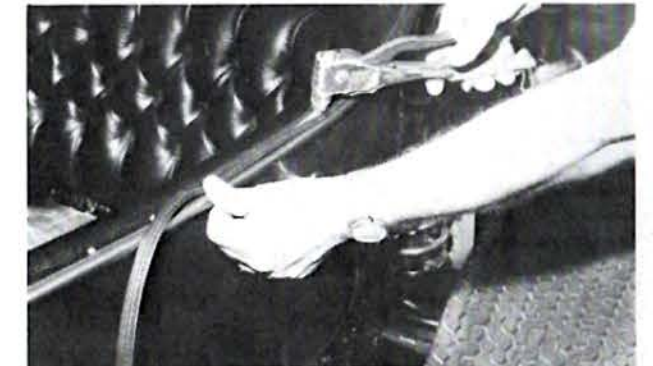
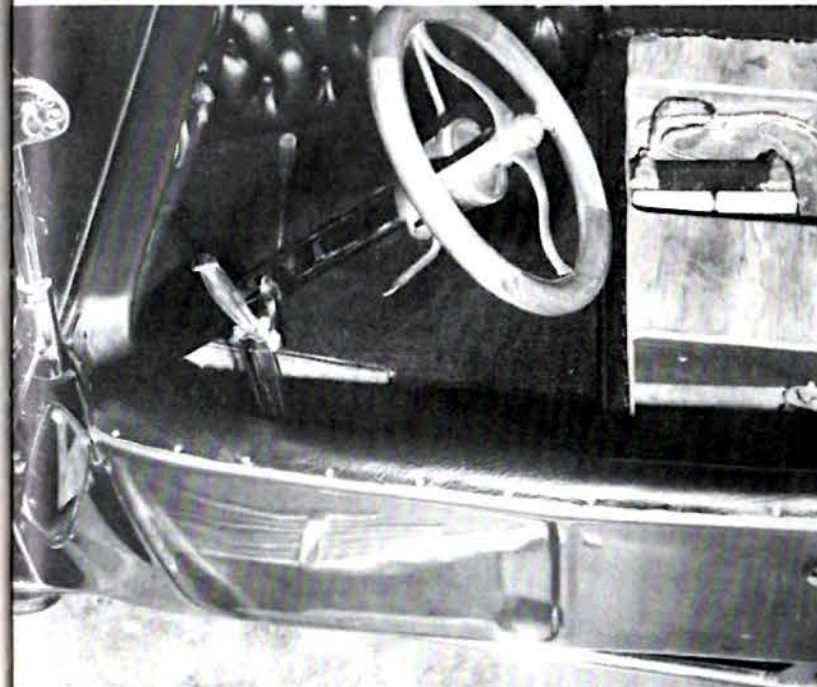
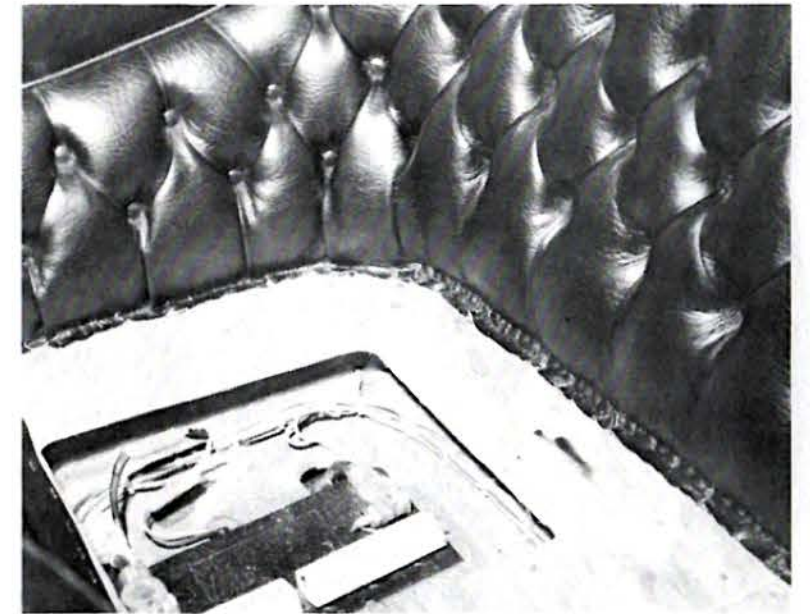


Start at the corners when pulling up the covering material for the roll. This area is the hardest to fit. Work out the folds with a hair dryer gun to heat up the material and make it pliable.



Corners fit neatly after it was heated and worked. The rest of the material is worked and attached along the top of the body.

Lower portion of the tufted area is now stapled to the wood seat riser. This finishes off the lower tufted section so work carefully. Notice how well shaped the diamond pattern is around the curved portion.

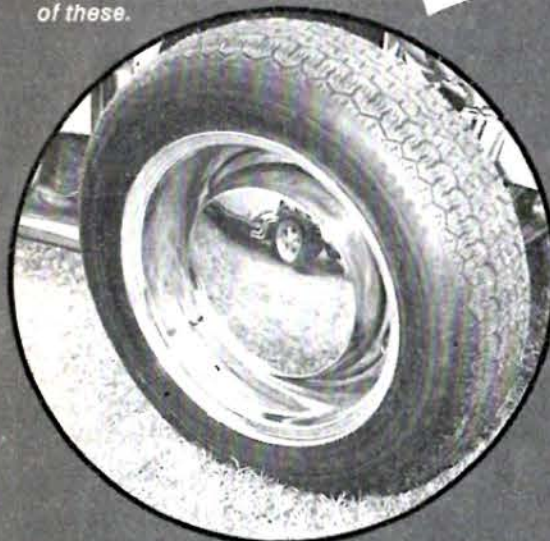


Finishing off the top edge is a piece of small top "hidem" that's pop riveted over the edge and rivet heads. This "hidem" is a material that opens up to allow the rivet head to be placed inside and covers them after it is secured.

The top edge of the material is fastened to the body with small 1/8-inch pop rivets.

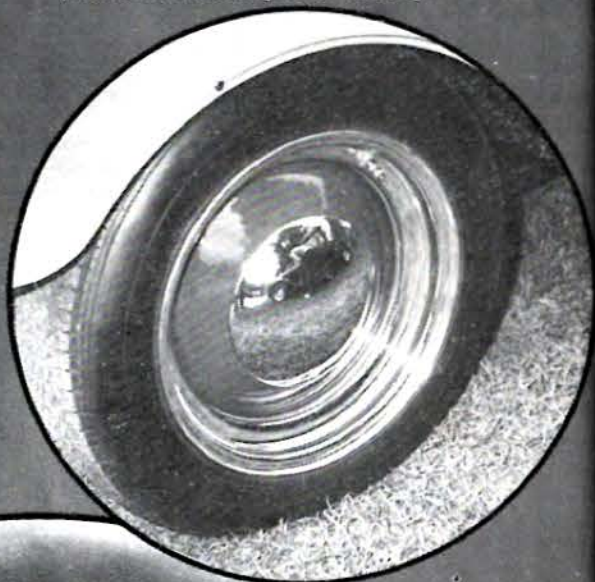
ROLLING ALONG FACTORY WHEELS

Old favorite chrome reversed wheel is shown here. Different appearance comes from use of '50 Merc hubcap. You'll probably have to look long and hard at swap meets for a set of these.



By Greg Sharp

Hey, buddy! Think you've seen enough slotted dish "mag" wheels to last you a lifetime? Frankly, so do we. Granted, the right car with the right paint job, sitting just right looks pretty darn neat with a set of "slots" glittering in the noonday sun. But it's getting to the point where you see the same type wheel on everything from T coupes to brand new mini-cars on the showroom floor. Enough is enough. So where do we go from here?



Modern "smooth center" chrome wheel takes on different look when center is painted contrasting color to body.

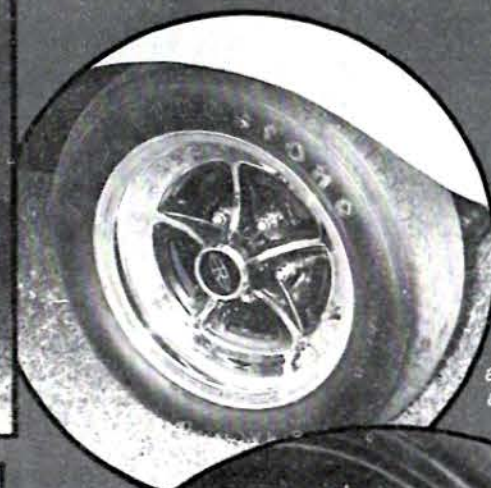


A set of unique, sturdy and very inexpensive wheels may be as close as your local junkyard!

One of the many rallye wheels offered on late-model Chevys is this design. Idea of using contemporary wheel on late '30s Chevy coupe looks great, blends well with rod theme, and keeps things all-Chevrolet.

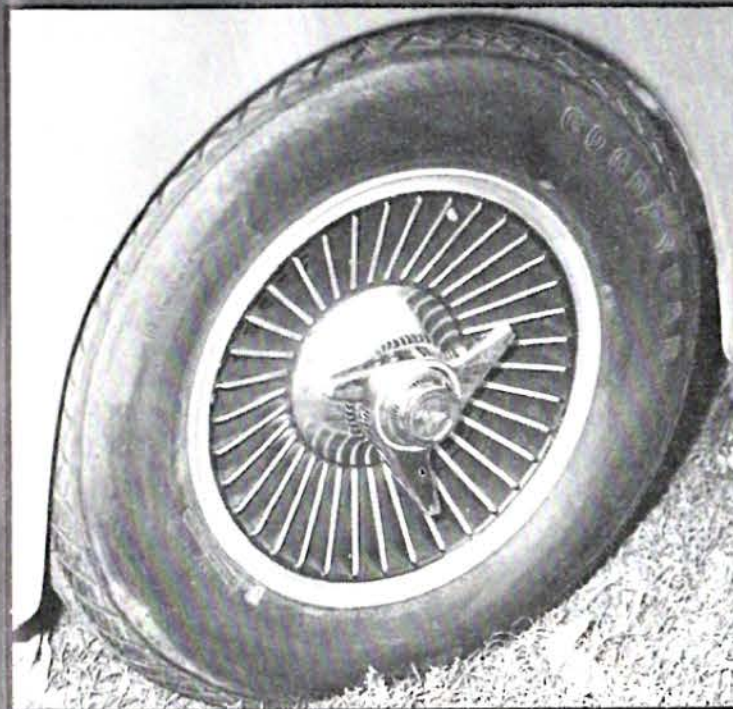


All-time favorite is painted '40-'48 Ford steel wheel with small hubcap and matching beauty rim. Similar hubcaps are available brand new over Ford parts counters.



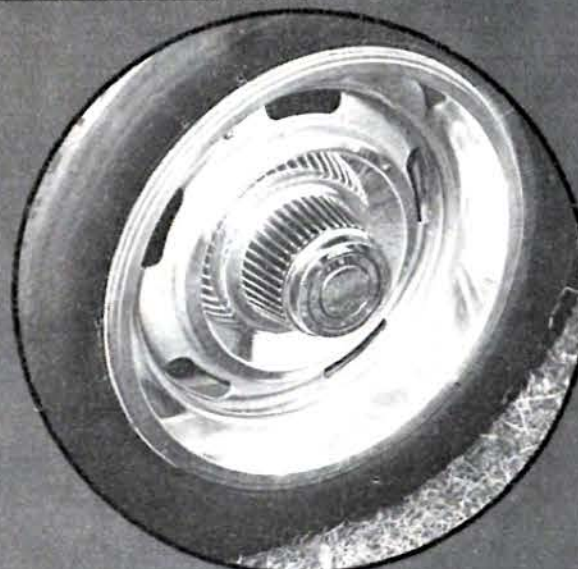
This styled steel wheel has been offered by Buick since '64 so should be readily available from wrecking yards. Center portion could be painted to match or contrast with body color.

Simplest treatment of all is painted wheel with accessory "baby moon" or "baldy" hubcap. Pinstripe adds classic touch.

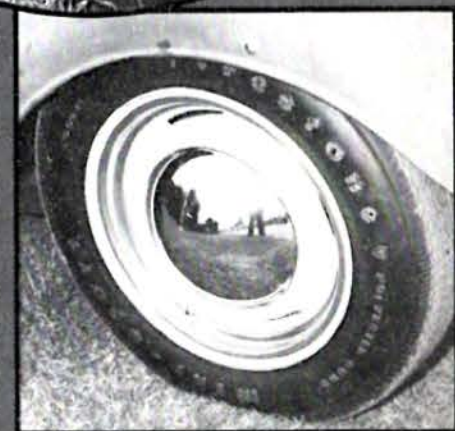
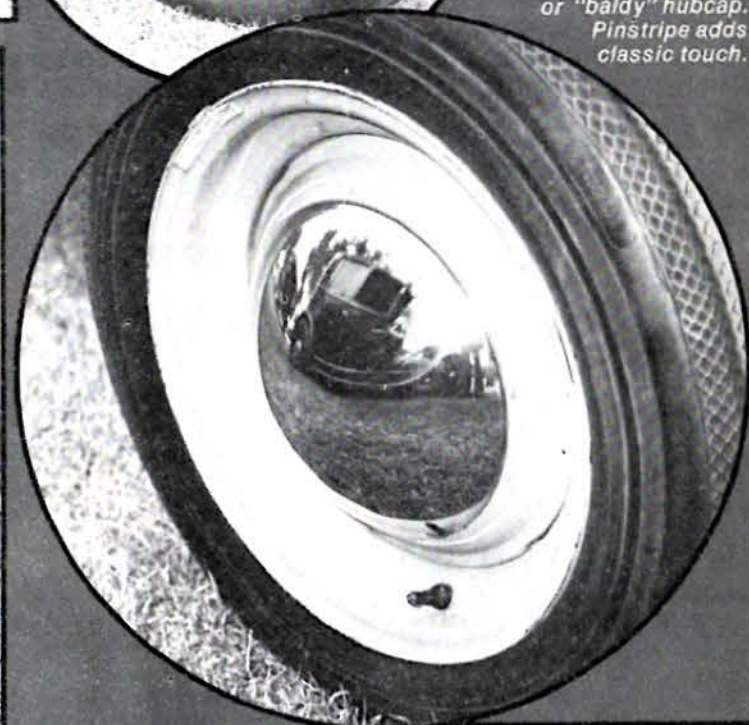


Not exactly a low buck item, this cast aluminum true knock-off Corvette wheel is now sought after by restorers and collectors. But, keep your eyes open. There was a time when these too were cheap.

There are enough varieties of "styled steel wheels" coming from the Detroit auto makers now so you should have no problem finding something that looks good to you. In most cases the wheel can be used as is, but you may just want to add your own personal touch. Take a look at these ideas and see if you can find a way to kick the "mag" habit.



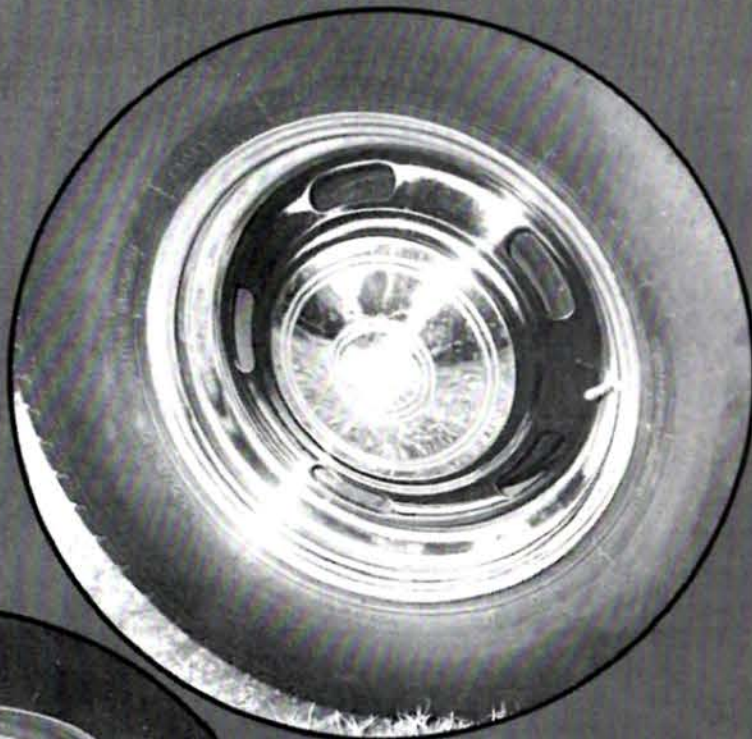
Most common form of Chevy rallye wheel was first offered on disc brake-equipped late '60s Camaros. Both 14 and 15-inch varieties are available.



Here's our old Ford favorite with "baby moon" again. This time it's set off by stainless beauty band. Again you'll have to watch swap meets or old Ford parts houses for these.



Here's the painted Ford wheel one more time. This one has been reversed for wider base but still retains small Ford cap and beauty rim combination.



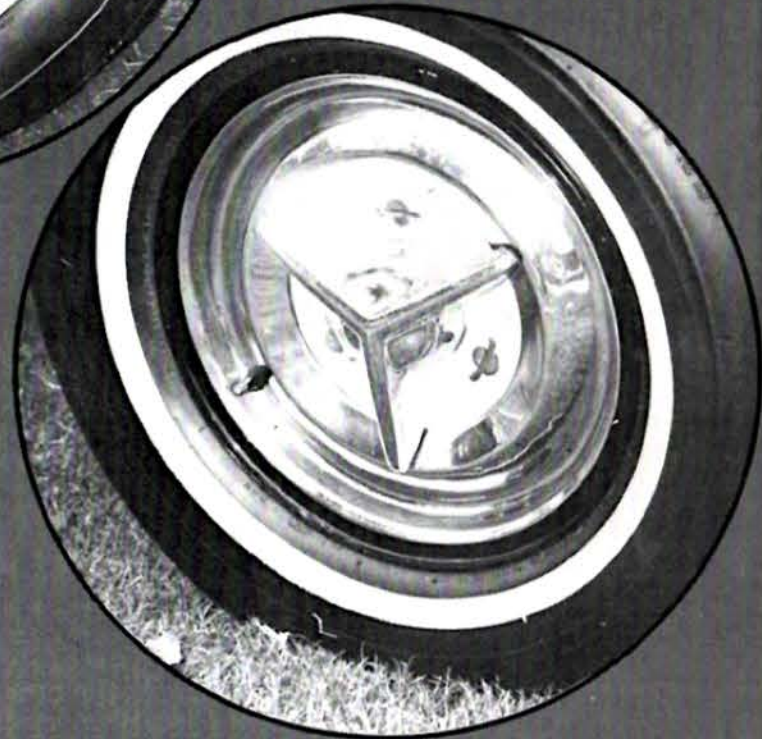
One more variation of the Chevy rallye wheel. This one features a larger baldy type cap and instead of paint, center has been anodized to contrast with body color.



Instead of a beauty band, this wheel has the entire rim chromed with center painted and baldy cap added.

For a real '50s look there's always a full wheel cover like this '56 Olds Fiesta. When these were "in" you had to chain a Doberman to each wheel to keep 'em.

Great idea here is use of Olds hubcap on painted and chromed wheel. The car is a late '40s Olds so hubcap goes well with design of the car and keeps product identity.



DARRYL STARBIRD

Amarillo and Little Rock.

For these custom exhibitions, Darryl builds two or three feature cars a year and contracts several other rods and customs. A few years back he bought the *Lil Coffin* a channeled '32 Ford tudor with cantilever top he built back in the early 1960s, and rebuilt it as a radical delivery-styled street rod.

Those who saw his shows during the past year will remember the *Marvel Machine*, a \$14,000 Pantera with custom front and rear grille and the fenders widened to accommodate wide tires; and the phone booth-styled *Cecil the Diesel* mini-semi-truck with a Mercedes diesel for power.

Darryl is totally irreverent when it comes to building customs; he'll tear into any kind of vehicle. A planned project for the next show season is a restyled version of the \$35,000 GM Motorhome.

Still making his influence felt in the automotive world in other ways, Starbird has recently embarked on another endeavor as founder and president of the National Rod and Custom Association. A sanctioning body for all of his shows, the association also inaugurated a new auto event in July with the Rod and Custom Nationals in Oklahoma City. A super car meet open to all types of rods, machines and vans, the event included an outdoor show and swap meet.

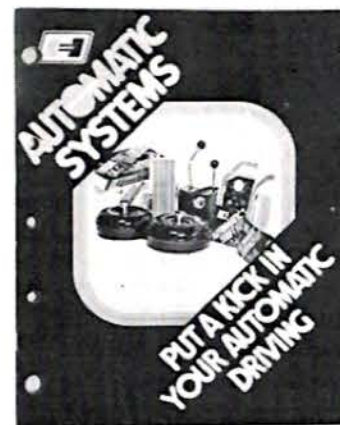
Whatever happened to radical automobile customizing? Darryl Starbird offers some interesting observations. First of all, it didn't actually die in the mid-1960s; it just changed form.

"I see a lot of custom cars at my shows. They're around," he insists. "The big trend for the young enthusiast is the 1955-1960 cars. They're doing their own thing with them—radius wheel openings, spoilers, scoops, wild paint. It's just that some of us are judging by 1950s standards and don't recognize them as the new breed of customs."

Two other factors hurt the custom industry. One was that customs didn't "sell" in the speed-crazed, drag-racing 1960s. The popular magazines dropped customs in favor of performance cars. The other factor was professional customizers like Starbird himself. "Customs got too far out of line for the average guy," said Darryl. "I was building cars no one wanted, let alone could afford to own. I enjoyed the opportunity to build far-out works of art, but I had so many big contracts I couldn't work in the practical street customs."

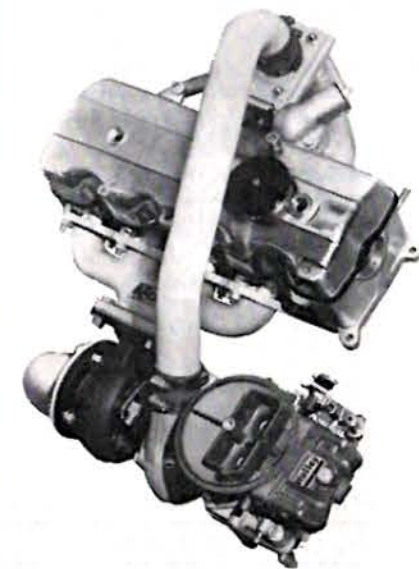
Yes, Darryl Starbird (like singer Paul Simon) is "still crazy after all these years." Customizing has been good to the mechanic's son from Wichita, and the automotive world can look forward to many more good things from the mind and hands of one of the nation's best.

ROD PRODUCT NEWS



AUTOMATIC KICK

This is Hurst's Automatic Systems catalog. It contains eight pages in four colors and costs one dollar. Products included are "Shotgun" street converters, "Turbine Tube" trans oil coolers and "Auto Stick" I and II shifters. Write: Hurst Performance, Inc., Dept. CRI/B, 50 W. Street Rd., Warminster, PA 18974.



HORSE HOP-UP

Turn your Colt into a dern-tootin' stallion with this here competition turbocharger system, if ACCEL ain't talkin' through their hat. They say your 1600cc Dodge Colt whumps up into a racer or street rod without internal modifications. Or your Pinto 2000cc or Vega. They'll give you the whole lowdown if you send two bucks to: ACCEL, Dept. CRI, Box 142, Branford, CT 06405.



P.J.'S WHEEL

Parnelli Jones dreamed up this wheel on his long, lonely, dusty, tailbone-busting off-road races, the story goes. If you don't bust your tailbone in Baja, you can at least look like it, with this "Baja" steel wheel. If you do, the stress-resistant, round-cornered spoke ends and full inner rim-weld may turn you on. Catalog (\$1.00) comes from: Parnelli Jones Enterprises, Dept. CRI, 10555 Earl St., Torrance, CA 90503.



MUSIC IN ME

This three-way stereo cassette player from Panasonic includes FM/AM/FM stereo radio and automatic tape reverse. It pops the cassette out at you and turns on its radio, so there's no chance of silence. Its circuitry is claimed to reduce excess heat and battery drainage. Ask for model CQ-742.



HUB CAP ADAPTOR

At last! Hub cap adaptor rings for adapting the early V-8 Ford hub cap to the center of Cadillac and Chrysler wire wheels. Priced at \$16.95 (set of 4) plus shipping. Also available, adaptor rings for adapting the model "A" hub cap to the center of Buick wire wheels. Priced at \$14.50 (set of 4) plus shipping. For further information on other fine street rod products, send \$2 for catalog to: Specialty Cars Ltd., Dept. CRI, 13060 "G" Tom White Way, Norwalk, CA 90650.

YOU'LL FIND 1000's OF TECHNICAL TIPS AND RODDING IDEAS IN THESE BACK ISSUES OF

1001 CUSTOM & ROD IDEAS

VANS • STREET RODS • CUSTOMS • MANY IN COLOR!
PLUS THESE TOP NOTCH TECHNICAL ARTICLES

40 WINTER 1971. Hot Ignitions; Chassis Tuning; VW Oil Cooler; Dyno Test; Maverick Super 6.

42 WINTER 1973. Pontiac Tuning; Project Van, 1; V-8 Vega Engine Swap.

43 FEBRUARY 1974. Project Mustang, Intro; C-D Ignition; C-6 Shifter; Fuel Cells.

44 MAY 1974. Project Mustang, 2; Match Carbs & Manifolds; Van Window Ideas.

45 SUMMER 1974. Project Mustang, 3; Disc-Drum Conversion; Mastering Small Blocks.

47 DECEMBER 1974. Project Mustang, 5; Building a Sensible Rat; Van Air Shocks.

48 FEBRUARY 1975. Big Van Feature; Hopping Thermo Quad; Oil Coolers; Kit Street Rod, Part 3.

49 APRIL 1975. Van Headers; 4-Speeding Your Van; Hot Ignitions; Woodgrain Dash; Vette Rear Ends.

50 JUNE 1975. Boxing Your Frame; Beefing Turbo 350; Gear Up Your Oil Pump; Engine Swap Olds 455 to Corvair; Gauge Basics; Big-Block Chevy into Early Pickup.

51 JULY 1975. Fender Flares; Troubleshooting Street Carbs; Street Rod Radiators; Easy-Build Engine Mount.

52 AUGUST 1975. Air-Condition Rods; Wiring; Customizing a Compact, 1; Selecting Camshaft; Sunroof Your Van.

53 SEPTEMBER 1975. Mounting Shocks; Building Leaf Springs; Customizing a Compact, 2; Brake Science.

54 OCTOBER 1975. Craftsmanship & Detailing; Low-Buck a Coupe; Exhaust System; Street Rod Aluminum Working; Rear End Brackets.

55 NOVEMBER 1975. Personalized Rod Concepts; GTO Pontiac Project, Part 1; Steering, Part 2; Carpet Your Van; Do-It-Yourself Flames.

56 DECEMBER 1975. GTO Pontiac Project, Part 2; Swap Brake Drums; V-8 Crosley; Chassis Tricks; One-piece Glass for T's; Fan Mounting.

57 JANUARY 1976. Install Van Door Extenders; Goat, Part 3; Sheet Metal Magic; Build a Custom Camaro, Part 1; Customized Wheels; Stripping Bodies, Button-Tuft Seats.

58 FEBRUARY 1976. Resurrecting Goat, Part 4; Build a Hot Rod Roadster, Part 1; Engineering Blown Hemi; Chassis Plumbing; Master Cylinder Swap; Radiators for Street Rods; Custom Camaro, II.

59 MARCH 1976. Dash Treatments and Ideas; Roll Out a Roadster, 3; Build a Fake Blower; Chicago Car Show; Avoid Rod Shop Ripoffs; Big Car Feature Section.

60 APRIL 1976. Mounting Mirrors; Mirrored Firewalls; Rebuilding a '47 Ford Ragtop; Latest in Burglar Alarms; How and Where to Buy 'Glass Repro Bodies and Parts; Denver Car Show.

61 MAY 1976. Hauling Tricks for Rods; Family Plan Sedan, 1; Building an Antique Fad-T; Building a Modern Chassis for '32 Chevrolet; Repro Model A Frame; Keeping a Super Shop.

62 JUNE 1976. Family Plan Sedan, 2; Art of Metal Shrinking; A-Frame Front Suspension Swapping, Part 1; Return of the Goat.

63 JULY 1976. Family Plan Sedan, 3; A-Frame Front Suspension Swapping, Part 2; 240Z Steering for a V-8 "T"; Putting Flooring in 'Glass Roadsters.

64 AUGUST 1976. How to Use Braided Stainless Line; '32 Ford Coupe Construction Tips; Race Car Tricks for the Street; Subtle Tricks for License Plates and Lights.

65 SEPTEMBER 1976. Family Plan Sedan, 4; Bigger Ball Joints for Corvair; '28 Hudson To Street Rod; Tips on Engine Swaps; How to Buy a Used Street Rod.

66 OCTOBER 1976. Build a 530 hp 4-wheel Small-Block; Project Street Rod, Part 1 (Model A); California Orange, Part 1 ('29 A Roadster).

67 NOVEMBER 1976. California Orange, 2; Strengthening Turbo 350; Corvair Front End for '40 Olds; Gas Pedal Tricks; Beetle Tailpipes for Rods; Disc Brakes for '55-'57 Chevys.

SHIPPED POSTPAID FOR \$1.25 EACH

ORDER TODAY — MANY ISSUES IN LIMITED SUPPLY

TO: 1001 CUSTOM & ROD IDEAS CR-177
P.O. Box 49659, Los Angeles, California 90049

I'm enclosing \$_____ (all issues are \$1.25 each). Please ship me the issues of 1001 Custom & Rod Ideas I have circled below:

40 42 43 44 45 47 48 49 50 51 52 53 54
55 56 57 58 59 60 61 62 63 64 65 66 67

Name _____
Address _____
City _____
State _____ Zip _____

PLEASE PRINT — COUPON IS YOUR MAILING LABEL

COMING



EVENTS

January 7 - 9

Van/Expo, Dallas, Texas. Produced by Group Promotions, sanctioned by NAVA and ISCA. Cash awards, tow money paid. For info, write or call: Jack Garrison, Van/Expo, Inc., 4140 S. Lapeer Rd., Pontiac, Michigan; 313/373-2500.

January 7 - 9

2nd Annual Lancaster Hot Rod Show. Antelope Valley, California. Antelope Valley Fairgrounds. Call: 213/588-1934. Write: R.G. Canning's Show Headquarters, P.O. Box 400, Maywood, CA 90270.

January 28 - 30

Van/Expo, Toronto, Ontario. Produced by Group Promotions, sanctioned by NAVA and ISCA. Cash awards, tow money paid. For info, write or call: Jack Garrison, Van/Expo, Inc., 4140 S. Lapeer Rd., Pontiac, Michigan; 313/373-2500.

February 4 - 6

2nd Annual Ventura Hot Rod Show, Ventura, California. At Ventura Fairgrounds. Call 213/588-1934. Write: R.G. Canning's Show Headquarters, P.O. Box 400, Maywood, CA 90270.

February 11 - 13

Van/Expo, Pontiac, Michigan. Produced by Group Promotions. For info, write or call: Jack Garrison, Van/Expo, Inc., 4140 S. Lapeer Rd., Pontiac, Michigan; 313/373-2500.

February 18 - 20

22nd Annual San Bernardino Hot Rod Show, San Bernardino, California. National Orange Showgrounds. Call: 213/588-1934. Write: R.G. Canning's Show Headquarters, P.O. Box 400, Maywood, CA 90270.

March 4 - 6

1st Annual Buena Park Hot Rod Show, Buena Park, California. Movie World Exhibit Center. Call: 213/588-1934. Write: R.G. Canning's Show Headquarters, P.O. Box 400, Maywood, CA 90270.

THREE STREET ROD PROJECTS COME TO LIFE

HOW TO BUILD A STREET ROD



ALMOST A TEXTBOOK ON BUILDING RODS

Virtually a step-by-step manual for anyone building a street rod. Contains most of the material on three of Popular Hot Rodding's greatest projects: Project '32; Project Street Machine; and Scratch-built Street Rod. Everything is included from laying out the frame to painting flame stripes. 100's of illustrations. 114 pages. Color photos. Best how-to book on the subject yet!

ONLY \$2.00 PLUS SHIPPING
ORDER TODAY

CR-177

TO: ARGUS BOOKS
P.O. Box 49659, Los Angeles, CA 90049

I'm enclosing \$_____ for _____ copies of "How to Build a Street Rod." (Add 50¢ shipping per copy. Calif. residents add 15¢ sales tax per copy.) Please send to:

Name _____
Address _____
City _____
State _____ Zip _____

PLEASE PRINT — COUPON IS YOUR MAILING LABEL

CALIFORNIA ORANGE

What took us four magazine installments to show you, really represents a year of part-time labor and an investment well above the original \$1200 spent on the decrepit Model A Gary started with. However, a few rides similar to the one we just described, and all the late nights and lost weekends are quickly forgotten. What's more, if your project is completed as well and as tastefully as this one, it represents an investment you'll find appreciating almost daily.

With these photos of the finished product, we'll tie up some of the loose ends we've seen added since the last installment and give credit where it's due. The front suspension rides on 155SR-15 Bridgestone radial tires which match the rear tread pattern, and is snubbed by Armstrong lever-type shocks as found on MG's, Triumphs, etc. That "hot rod" look was helped a great deal by the three-piece custom-made aluminum hood. The side panels were fabricated by San Diego's Unique Metal Products and the top by California Metal Shaping of Los Angeles. The reproduction steel splash aprons by Specialized Auto were punched full of matching louvers by Drake Machine of Maywood, California. All paint work is of course Gary's handiwork and as much as our Ford-lovin' Armenian friend hates to admit it, Chevrolet's Hugger Orange provides both the eye-catching brilliance and the title for this series.

After close to 2000 street miles already, the junkyard 302 Ford has proven itself beyond reproach. Except for a thorough cleaning, the addition of a four-barrel manifold and Holley carb, a tune-up and detailing, the motor is untouched from its "junk" status. Gary did however have the C-4 automatic "gone through" by a reputable transmission shop before installation. A wise move. The new radiator by Benny Joseph at Arcadia Radiator has been up to the task and kept things cucumber cool on the longest hills and hottest days. Special thanks go to "Joe Mac" at Ford Parts Obsolete, Pete and Jake's Hot Rod Repair and the gang at Jon's Speed Shop in San Gabriel for help with all "those little things" that can make or break a car-building project. Of course, none of it's possible without a little help from friends.

What's left? Well, Gary's still searching for a suitable sound system to help wile away the miles on those long cruises and a little pin-striping might look nice. Of course a roadster is never really done, but for all intents and purposes California Orange is a full-fledged no-nonsense hot rod just as it was planned to be. A fitting carriage for the president of the L.A. Roadsters!

Now let's see, I think I remember seeing a complete '29 roadster in Sunday's paper.

100's of Old Cars For Sale

In every issue of Old Cars, the bi-weekly newspaper for the car collector and restorer. Packed with ads, news, feature stories. Published every 2 weeks. Only \$6.00 for 1 year. \$10.00 for Canada.

Old Cars Dept. 1001
IOLA, WISC. 54945

WANTED

1930-31 4-DOOR SEDAN
THAT CAN BE RESTORED

WRITE:

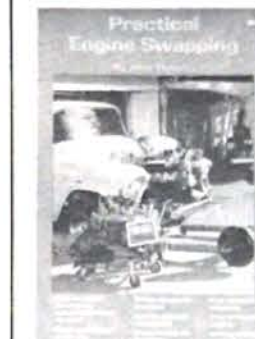
BOGNAR & CO.
Benedum-Trees Blvd., 10th Fl.
Pittsburgh, PA 15222



NEW Ford PARTS

1909-1948
LARGEST STOCK OF RESTORATION
PARTS AVAILABLE
SEND \$1.25 FOR CATALOG
SPECIALIZED AUTO PARTS, INC.
7130 CAPITOL, HOUSTON, TEXAS 77011

HOT RODDERS GUIDE TO ENGINE SWAPS



MOUNTS
TRANNNIES
REAR-ENDS
ELECTRICAL
LINKAGE
ADAPTORS
MUCH MORE

Covers everything you need to know about swapping from one vehicle to another! Buying, hardware, steering, suspensions, exhaust, cooling, clutch, linkage, and much more.

ONLY \$5.95
Plus Shipping

TO: ARGUS BOOKS, P.O. Box 49659
Los Angeles, California 90049 CR-177

I'm enclosing \$_____ for _____ copies of Practical Engine Swapping. (Add 50¢ per copy for shipping. Calif. residents add 36¢ sales tax per copy.)

Name _____
Address _____
City _____
State _____ Zip _____

Thanks to you
it works...
FOR ALL OF US



United Way

advertising contributed for the public good. Ad Council

NEW *Ford* PARTS
1909-1948

LARGEST STOCK OF RESTORATION
PARTS AVAILABLE
SEND \$1.25 FOR CATALOG
SPECIALIZED AUTO PARTS, INC.
7130 CAPITOL, HOUSTON, TEXAS 77011

ELECTROPLATING EQUIP.

Portable Plating, Supplies & "Know-How"
Build your own tanks for Nickel, Chrome, etc. Easy-to-install PVC
liners. Rectifier components — all sizes. Schematic parts lists,
formulas, operating instructions for all plating. Guaranteed to save
25%-75%. Some good used units for sale.
Send for FREE details.
PLATERS SERVICE CO.
2990T Supply City of Commerce, CA 90040

FIBERGLASS DIVISION

Offers Fiberglass body parts for Chevrolet cars and
trucks 1927-57, complete wood bodies or just parts
1927-36, Body Hardware. Complete catalog \$1.00.
Write:
Fiberglass Division
Rt. 3, Box 32, Dept. 1
Nashville, GA, 31639
Phone: 912-686-3838

The only one
that has all you need.
SHEET METAL
Send \$1.50 to B&T Street Rod City
Dept. R1, Palisades Park, N.J. 07650

SUBSCRIBE TODAY....

... \$6 for yr. (12 issues). Most
complete old car mag. Master Calen-
dar of club swaps - events. Lots of
cars/parts and pics. 4 month trial '2.
Now in our 13th year
ANTIQUA MOTOR NEWS
919-H South St.
Long Beach, Calif. 90805



66/1001 CUSTOM & ROD IDEAS

PROJECT STREET ROD

popular for front brake updates. They
can be adapted to virtually any early
Ford without danger of overbraking. In
other words, the stock Mustang weighs
only slightly more than your average
steel, middleweight street rod so, when
the brakes are applied, the effect will not
be that of inserting a bar of cold-rolled
into the spokes of a moving bicycle.

Mustang front disc brakes are
compatible with stock early Ford ('39 to
'48) hydraulic rear brakes, so you can
retain the early Ford rear end if you want
to... maybe swap in your late setup
later. Kirby did not add a vacuum power
booster to Reyes' Model A because he
didn't think it was necessary. The
Mustang discs do not need excessively
high line-pressure to operate properly so
a drum brake master cylinder with a bore
of about one inch can be used.

However, it is recommended that an
adjustable proportioning valve be used
between the front and rear brakes. GM
part number 3878944 for Corvettes
works well.

Proportioning valves are not cure-alls
for mis-matched brakes. They will not
compensate for high line-pressure
requirement systems like Jaguar (800 psi)
when they are used with a large diameter
American master cylinder, but they do
permit fine tuning of the system to
prevent wheel lockup when American
discs are used with American drums and
a one-inch (or so) master cylinder. Line
pressure is a function of master cylinder
bore diameter. The larger the bore the
lower the pressure. Several aftermarket
manufacturers are making "dual-bore"
master cylinders for installation of
Jaguar rear discs with American fronts.
And some late-model Chevy trucks are
equipped with such a twin-bore cylinder.
At any rate, the bore diameter of the car
your discs came from should match (or
be within 1/16-inch) of the master
cylinder of your rod for proper brake
operation.

If you want power brakes, add a power
booster from a Mustang or a light coupe.
The Ford Econoline van has a nice unit
that can be frame-mounted, out of sight.

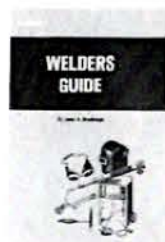
Kirby replumbed the whole braking
system with 3/16-inch steel brake lines.
This is the size used on most modern
cars, as opposed to the 1/4-inch stock
early Ford. It is much easier to work with
than the larger tubing and will raise the
line-pressure slightly.

That about brings Project Model A up
to contemporary standards of comfort
and safety. The coupe will receive a new
firewall, engine rebop, bodywork and
paint, and a fresh set of interior duds
soon. The next time you see "Uncle
Daniel" in C&R, it will be finished.
Meanwhile if you see a large character at
the drag races (the drag races?) with
several dozen cameras in tow, you'll
know his trusty coupe won't be far away.

YOU CAN BECOME AN
EXPERT

WELDER

WITH THE UP-TO-DATE
TECHNIQUES IN THIS
MODERN TEXTBOOK!



HOW TO
FACTS ON
EVERYTHING
THE MODERN
WELDER
NEEDS TO
KNOW!

A textbook and a shop handbook
combined in one gigantic volume!
From the fundamentals of gas and
arc welding and cutting, through the
highly specialized procedures for
TIG, MIG, submerged arc, resistance,
thermit, stud and other types of
welding. Chapters on metal cutting,
flame hardening, soldering, brazing,
surfacing, metallizing, pipes, tubes,
pressure vessels. Other areas
covered include: welding of cast and
wrought iron, copper, aluminum,
steel, plastics (including ultrasonic
welding), magnesium and many
unusual metals and alloys. 918
pages. Hundreds of photos, line
drawings, graphs, tables, etc.

SHIPPED POSTPAID FOR
ONLY \$10.95

CR-177

TO: ARGUS BOOKS, P.O. Box 49659
Los Angeles, California 90049

I'm enclosing \$_____ for _____ copies of Welders
Guide. (California residents add 6% sales tax on each copy.)

PLEASE SEND TO:

Name _____

Address _____

City _____

State _____

Zip _____

1001 CUSTOM AND
ROD
IDEAS COMES TO THE RESCUE!

... with great ideas for
customizing, restoring, and
creating some great
show-stopping classics. These
great ideas are reported in
minute detail with step-by-step
instructions for do-it-yourselfers.
Everything from engine swaps to
pinstriping. Start a collection of
1001 CUSTOM & ROD IDEAS
with your own personalized
copies... SUBSCRIBE TODAY...
using the red and blue card in
this magazine.



MILAR

FULL COLOR HOT RODDING POSTERS of Rods in action

ALL SIX 11x17" posters only \$2.95 plus shipping



P-109



P-110



P-111



P-112



P-113



P-114

Be the first to have these all new and exclusive color reproductions by PHR's action minded photographers!

ORDER TODAY

Printed on heavy coated paper, your posters can be framed or hung on any wall. Mailed in a sturdy tube.

To: Popular Hot Rodding Posters,
P.O. Box 49659 Los Angeles, Calif. 90049

CR-177

I'm enclosing \$_____ for _____ sets of PHR posters P-109 to P-114 which includes 50 cents per set for shipping.

Name _____

Address _____

City _____

State, Zip _____

PLEASE PRINT — COUPON IS YOUR MAILING LABEL