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# STREET



DECEMBER 1980  
VOLUME 9, NO. 12

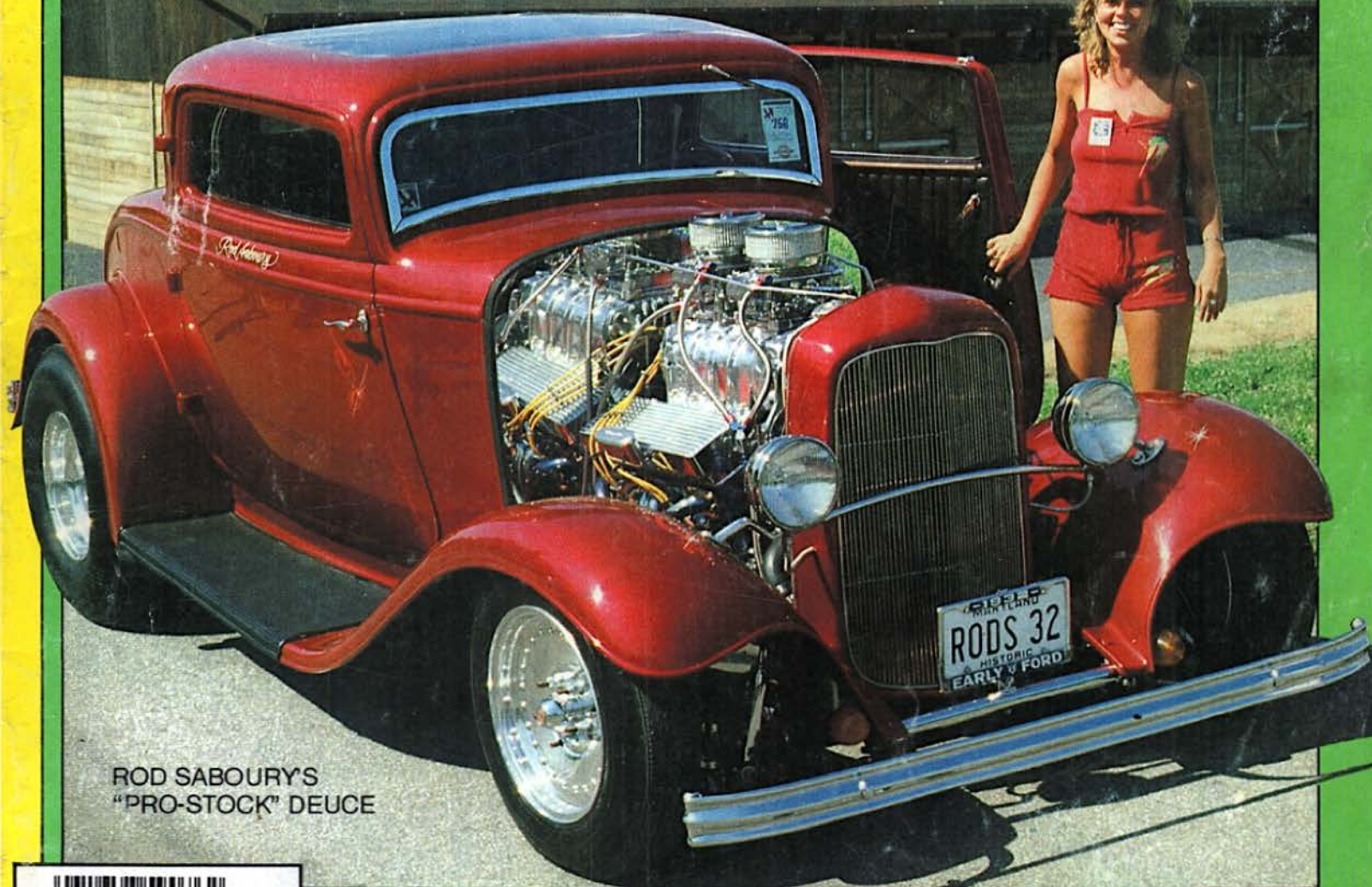
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**CHANGE OF ADDRESS:** Six weeks' notice is required for change of address. Please furnish both old and new address, with an address label from a recent issue to **STREET RODDER**, McMullen Publishing, P. O. Box 2508, Santa Ana, CA 92707.

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**CLOSING DATE** for camera-ready copy is the 15th of the third month preceding cover date. Allow extra time for rough copy. Rate card, circulation statistics, and production requirements available by contacting Advertising Director. In addition to **Street Rodder**, McMullen Publishing also publishes *Truckin'*, *Street Chopper*, *VW Trends*, and *Small Car Trends*.

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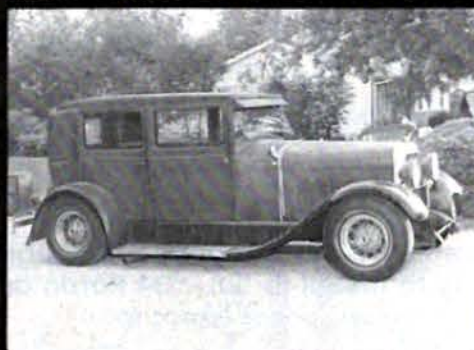


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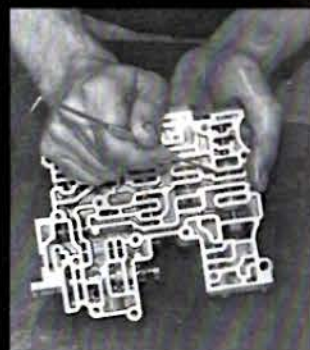
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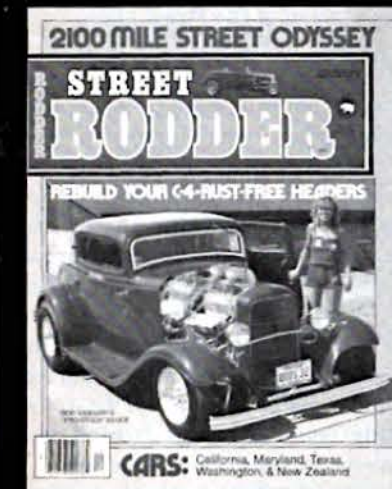
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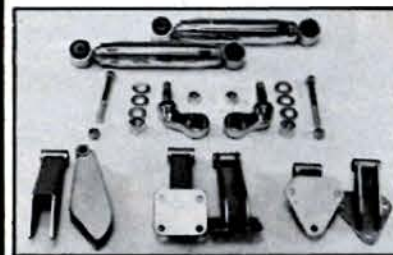
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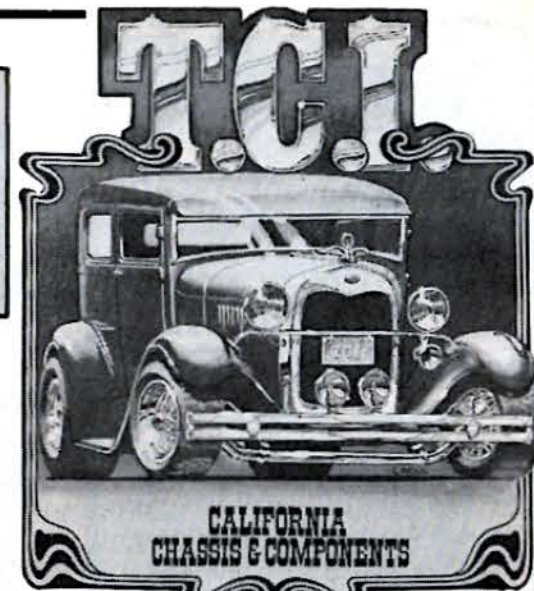


**ON THE COVER:** Cherie Saboury gives the family rod the treatment usually reserved for their drag strip opponents—a quick dust-off. Tom Voegel photo.

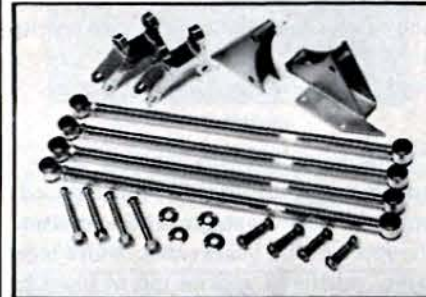


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BY GEOFF CARTER

## THE STREET CORNER

... small packages

Good things, so they say, come in small packages. There follows, therefore; an assemblage of the above which may be informative, exciting, or all of the above. So, take a chance and read the below.

\*\*\*

One year ago this issue, I wrote my introductory editorial wherein I stated my opinions of street rodders in general and of the sport itself. I believe that, twelve months later, you have proven me to have been pretty clearly on target. There was quite a bit to learn about this business, but the people I have met have been true to form. The West Coast and Southern California, have become home. The best known names, on their magazine constructed pedestals, have become everyday acquaintances, and many are great friends. Though most have lived up to every letter of their legends, all are real people.

\*\*\*

For the past few years there have been several celebrated occasions when rodders from foreign countries have visited our national events. Now you can reciprocate by participating in the USA Street Rodders Tour of Australia, which includes the 1981 ASRF Australian Street Rod Nationals, April 17-20. There will also be plenty of time for sightseeing as the party will depart Los Angeles, on Friday, April 10th and return on Sunday, April 27th. You must make your reservations no later than February 9th, so get hopping or you won't be seeing any kangaroos! Write to "Australian Street Rod Tour," c/o Mr. Dick Williams, 334-A Ingalls Street, Santa Cruz, California 95060, or phone (408) 427-0688. Dick has done quite a bit of international traveling and I'm sure that he will see that everybody gets their money's worth. I only wish that I was going along.

\*\*\*



I'm not returning to this subject to re-open the old can of worms, but rather to lay some background for an interesting conversation I had recently. It appears to many rodders that a major street machine magazine is either unconcerned with, or blind to, the damage its followers are doing to the reputation of the street sport.

When I was in Kansas City in June, I heard first hand accounts of how the "Cruising" event promoted by local radio on this magazine's behalf rapidly became a near catastrophe. Those rodders who turned out in force to break up the monotonous machine-upon-machine photos had to make a hurried escape lest they be too closely associated with the throngs of tire burners. Then, a couple of months later, I received a call from a reader in the Minneapolis-Saint Paul area, who reported that a similar result came about when the same stunt was attempted in his home town.

My point is not to criticize another magazine, nor to heap derision on the guilty parties, though I can not see any reason for such behavior to be continually encouraged. I merely wish to state my Twin-Cities' friend's opinion that perhaps we should try to pick up a bit of the old days by holding timing runs as an alternative to the increasingly popular street rod drags. My own opinion on this idea is that several unforeseen problems will arise upon closer investigation, but his theory does have a degree of validity. Much im-

proper street behavior is the direct result of a desire to show someone else what your car will do. The old Rusetta Timing Association dash plaque with engraved proof-of-performance apparently prevented many a showdown but would this work again? Could these timed runs be made without first subjecting each rod to the same rigid safety inspection that a genuine drag car requires? The underlying fact is that the old racing syndrome is avoided by down-playing the win-or-lose factor and, therefore, the need for increasingly large monetary investment.

I'm not sure that this would eliminate street squirrels but it might give you something to discuss during the long winter months.

\*\*\*

We have been, in the past few issues, publishing a series of articles dealing with auto painting techniques. Obviously, a few of our readers disagree with one of the practices outlined in the first installment. The mail which we have received centered on the removal of paint with a grinding disc. We subsequently surveyed a few local painters for their own opinions on the subject. It appears that there are as many ways to arrive at the finished product as there are colors in the rainbow. Most concur with the author that a grinding disc may be used though the coarse discs will do more damage to the tin than is often necessary. Ultimately, the best way to remove old paint is by the dip-strip method. Of course, these establishments are not all that plentiful in many parts of the country and since the old stripper-in-a-can is such a messy situation, many rodders will no doubt resort to the grinding method of preparing their rods' bods for paint. Just remember, do not use a coarser disc than is needed, and do be gentle with all that tin. Maybe it would be worth the effort to cart your body off to the nearest major city for a bath. We'll be bringing more information with the third installment, soon.

\*\*\*

Something that has been rolling around in the back of my mind for several months might prove to be a great audience participation project. Sit back for a minute and think about what you would like to have in your "Ultimate Garage" then fire off a letter to us at, STREET RODDER Magazine, 2145 West LaPalma Avenue, Anaheim, California 92801. Include sketches if there is some sort of special equipment involved in your dreams. When the results are in, we'll ask Thom Taylor to do a little dreaming of his own and see what he can come up with to illustrate the results. Since every

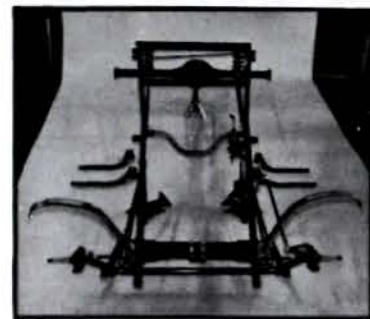
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### MODEL A HEADQUARTERS



MODEL A CHASSIS KIT

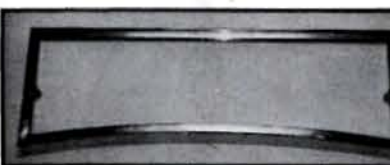
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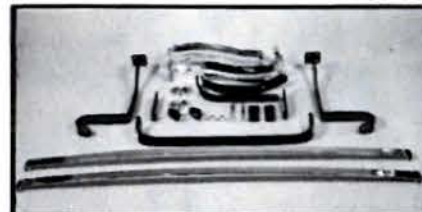
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# NSRA NEWS

## Industry Appreciation Awards for 1979

BY JOE MAYALL

*(Editor's Note— Though the following information was released to all of the major automotive magazines, we would like for you to hear it from us. Congratulations, Ron, Pete, and Jake from STREET RODDER Magazine.)*

This year at the NSRA Street Rod Nationals held in Memphis, Tennessee, the National Street Rod Association took time to again honor a company and individuals that have contributed significantly to the growth of the street rodding sport and the NSRA sponsored Nationals. The NSRA Industry Appreciation Awards were introduced in 1972 and are given annually. The awards for 1979 went to Ron Francis Wire Works as the company honored, and the individual awards went to Jim Jacobs and Pete Chapouris.

Pete Chapouris and Jim Jacobs are the principals in Pete & Jake's Hot Rod Parts of Temple City, California, a firm founded out of a mutual interest in sound street rod construction in 1974. Initially the firm was known as Pete & Jake's Hot Rod Repair and they were primarily involved in chassis construction, but as demand for their components and suspension kits grew they became a leading supplier of this type of hardware. As a major supplier of street rod chassis components, Pete & Jake's Hot Rod Parts was a regular exhibitor at the NSRA Street Rod Nationals from 1976 through 1979, but with an expanding dealer network that now includes 57 dealers nationwide, they declined to be an exhibitor this year, supporting the event through assistance to several of their dealers that were exhibitors. Over the years, Pete & Jake's have also supported many of the NSRA regional Nats, either as exhibitors or through their dealers.

While Pete & Jake's Hot Rod Parts as a company has been a major contributor to the growth of street rodding, Pete and Jake as individuals have been active in the sport as well. Their '34 Ford coupes used in the company logo, and as their trademark, are well known from coast to coast.

*(Continued on page 22)*

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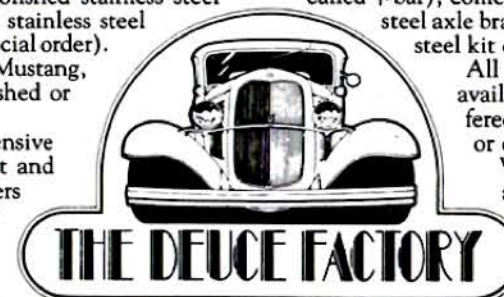
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Rod Saboury  
Westminster, Maryland  
1932 Ford Coupe

# RODS

## 32 Putting the HOT back into RODDING!

—BY TOM VOGELE—

Whether staging between a perfectly synchronized pair of Chrondeks, glistening under an auditorium full of fluorescent lights, or thumping down the boulevard, RODS 32 has enough character to wind up a winner in any situation. However, much more than a minimum effort was required to assemble this 48-year-old "pro-stocker." Rod and Cherie Saboury spent four years of their time and called on much help from their many friends trying to reach a goal of owning a streetable hot rod, capable of high nine-second, quarter-mile elapsed times. Much experience for

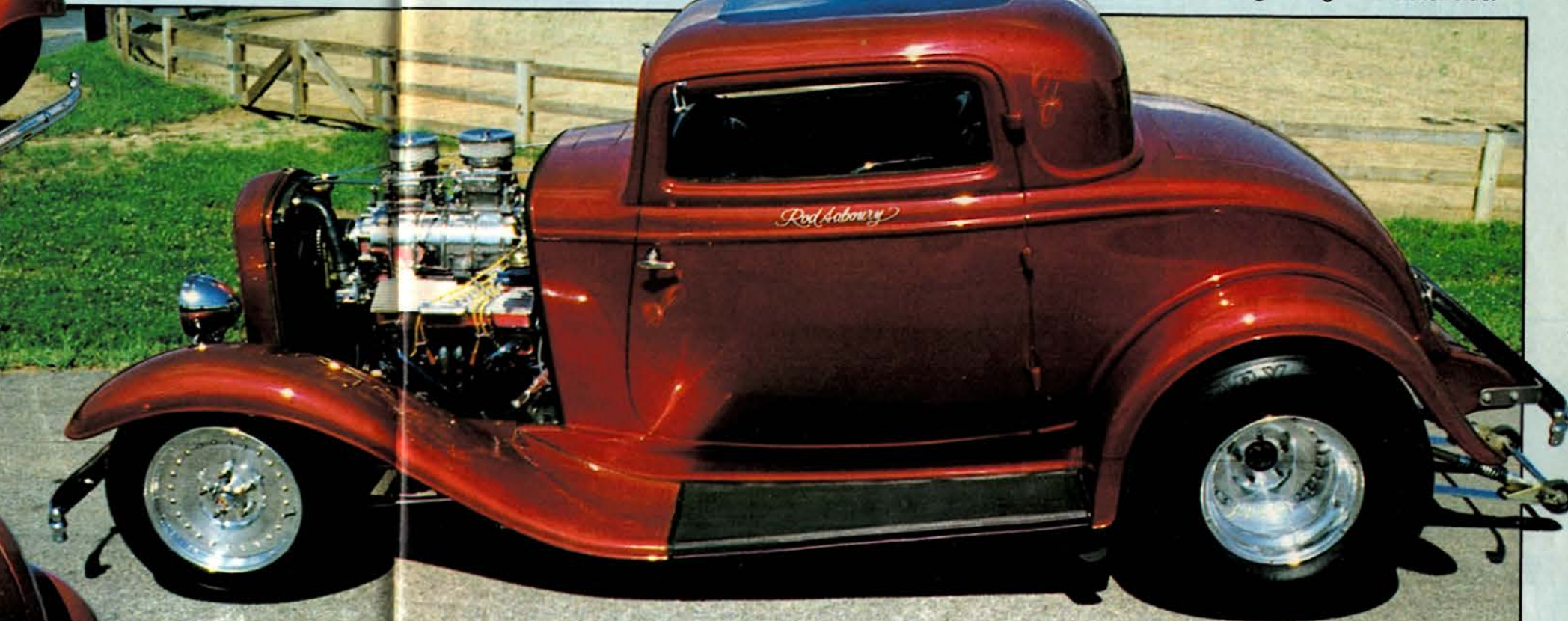
the project was gained from a 1969 Camaro which the Westminster, Maryland, couple campaigned in the SS/J class.

While it is true that there are very few original 1932 parts on Rod's "trend-setter" (save for the stock bumpers and '32 headlights mounted on a dropped bar), one could not possibly mistake the little chop-rod as anything but a 1932 Ford hot rod.

To end up with a desirable power-to-weight ratio and enough money left over to complete the project, Rod chose to use a TSR, three-inch

chopped, fiberglass, '32 body. Realizing the power transfer required to go 1,320-feet from a standing start in less than ten-seconds, and the nonflex requirements of a 'glass body, Rod added several extra crossmembers to the '32 frame and narrowed the rear side rails ten-inches before fully boxing the frame. The narrowed frame rails allow the gigantic 14x15 Center Lines to carry the tires inside the narrow '32 fenders, ala current "pro-stockers."

Phil Franz molded a pair of Vega license plate lights directly under the rear license and added a pair of '72 Vega taillights to either side.



STREET  
RODDER



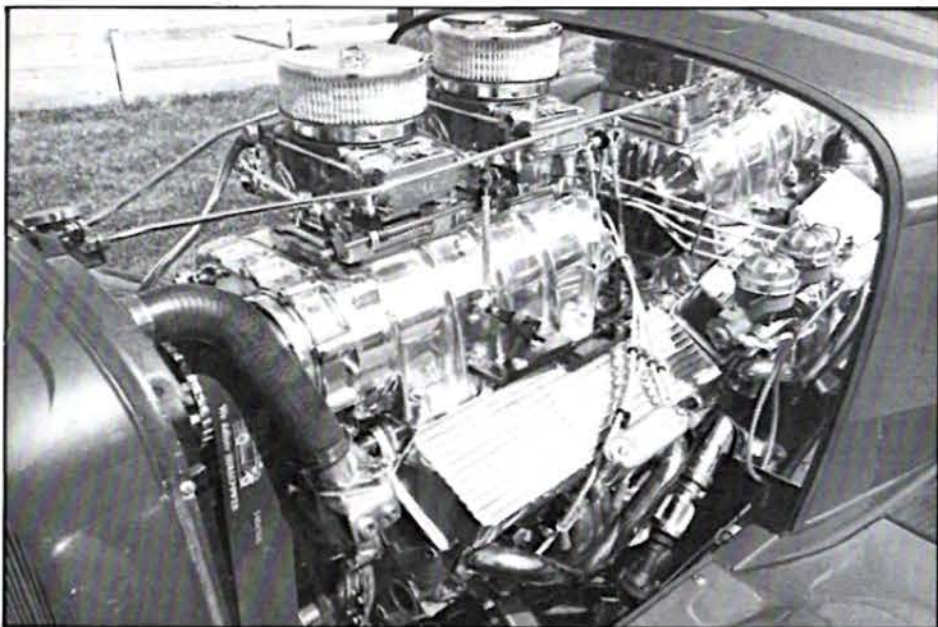


# RODS

## 32

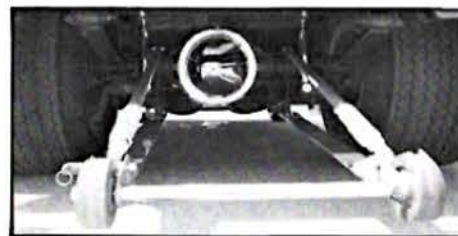
The Reisterstown, Maryland, painter then added the candy fire red over a gold base, set off by a fully polished engine and shiny Center Lines.

Having previously owned a '38 Ford coupe and a '32 Ford tudor sedan, Rod was not a newcomer to adding all the little "goodies" which transforms a garage car into a driver. The hammered coupe is driven on most nice days and attends all local rod runs as well as a few national events. Even if the Sabourys' goal is not reached, they have certainly created one fast Deuce. Wonder how long Rod will keep the "training wheels" on back?

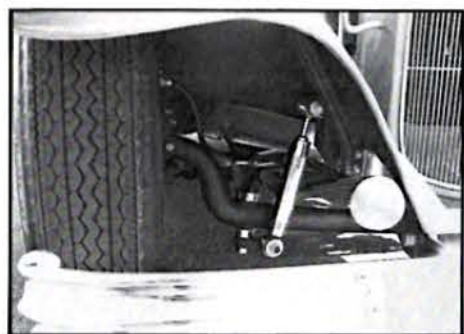


Hidden beneath the rare Mr. Roadster valve covers is a stock bore/stroke 1969 Chevy 350 cubic-inch motor. While the internal dimensions remain stock, little else went untouched. The stock crank works eight TRW 8.5:1 blower pistons through a set of polished, GM connecting rods. This assembly was then balanced before being covered with a Cal Custom polished oil pan. An O-ringed block and sixteen Crane 'Triple Spring' valve springs keep the 6-71, BDS driven, blower from spreading compressed air where it's not wanted. However, when the bumpstick lifts the valves from their three-angle seats .550-inch for 325-degrees duration, the polished air pump gets it on! Two 660 Holley center-squirters feed fuel to the Weiland mounted huffer, much to the delight of the Mallory dual-point igniter. The end result of Charlie Garrett's engine work is a pair of Mr. Roadster headers emulating the whine of a GMC charger, creating a spine tingling musical.

Creating a true dual-purpose interior, Rod wisely added some comfort features for his wife, Cherie. The '65 Mustang buckets and the interior panels were covered with two-tone brown naugahyde by Hock's Upholstery. A dark plexiglass top insert produces a beautiful hue onto the dark brown original '32 dash, filled with Stewart-Warner, Stage III gauges. An AM/FM/8-track stereo can, at times, overpower the whining, rumbling, "to heck with smog," motor. However, the way Cherie handles their tri-windowed chop, I think the six-point chrome roll cage, Deist safety harness, fire extinguisher, and B&M Quick-Click shifter are enjoyed by her as well as Rod. Responding to the quick clicking shifter is a '71 Turbo 400, hooking up to the motor through a 4,000 rpm stall speed converter. The opposite end twists a 32-inch, '69 Pontiac driveshaft with Moroso U-joints. The wood-rimmed steering wheel by Grant tops a '71 Camaro tilt column which is 'U-jointed' to a '65 Mustang box.



Massive 14x15-inch 'elbow-greased' Center Lines have filled the rear fenders with an equally brutal pair of 14.0/33 x 15-inch McCreary rubbers. A 1968 Olds 442 donated its 12-bolt rearend, which Rod promptly narrowed 20-inches to bring the impressive tires in out of the wind. This visual trick required the rear frame rails to be narrowed 10-inches, and the attachment of a pair of front springs from a '55 Chevy truck. The vertically mounted Gabriels and Moroso 'tiny-tires' keep the coupe from developing a nose-in-the-air outlook on life.



The dumped-in-front attitude is mainly due to one of Jim Ewing's four-inch dropped axles, with a reversed-eye spring, chromed Pete 'n' Jake four-bar, and Gabriel shocks all teaming to hold the Super Bell in place. '48 Ford spindles mount same year/make drum brakes. Skinny 155x15 Michelins, wrap around even skinnier 3x15-inch, polished Center Lines.

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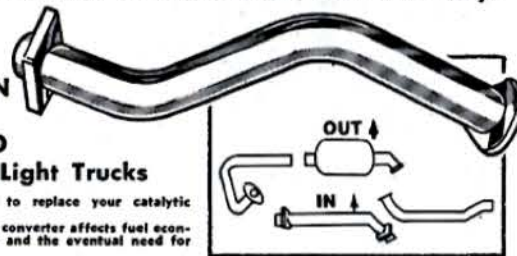
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## Rodder mail



### THANKS

Just a note to say thank you for the great story on our '37 Chevy (August '80, page 66). Your staff was friendly and helpful and we are very pleased with the article. We'll be at the San Jose Run and will display your magazine.

Linda and Ken Colwell  
Paso Robles, California

We saw your display at San Jose, Linda and Ken. Thank you.

### ALASKA DOES IT FOR YOU

I was finally lucky enough to find a copy of your magazine here in Ketchikan, so I grabbed it. As we get twelve feet of rain a year and are right on the salt water, there is not much in the way of vintage tin around here. Most cars channel themselves after a few years.

I left my cars in storage in Seattle, including a '26 "T" roadster with 12,000 original miles on it. Bought it in 1966 for \$1,000—a rare find. Also left a '36 Ford five-window, which I bought in '62 for \$50.00. It has a factory 283/290-hp Vette motor, four-speed, three-inch dropped axle, twelve coats of yellow nitro-cellulose, and a button and diamond tuft interior. Car has been in about twenty shows and consistently took first and second place trophies. The one time it was in a magazine, they misspelled my name and called the car a '37 Ford. It was only partially visible behind a friend's car anyway.

Have tried selling the '36 without too much luck, so I guess I'll keep it for the kids. Glad you consider Alaska to be part of the United States. The environmentalist, preservationists, frog savers, and federal government don't.

Also enclosed are some bucks for a one-year subscription to your great mag. Thanks!

Steve Weberg

Ward Cove, Alaska

Steve is proof positive that the one sure

way to insure getting STREET RODDER each and every month is through a subscription (it even saves you money). Sorry to hear that you are saving the '36 for the kids, Steve, however, glad to hear you are saving it! Yes, Alaska is as much a part of the United States as baseball, apple pie, and street rods.

### HECTIC CAR BUILDER

I have been receiving STREET RODDER in the mail for the past five years. I have never missed an issue and keep a complete list of all your how-to articles. Your magazine has helped me build 75% of my car. STREET RODDER magazine is as much a part of street rodding as the cars themselves.

Currently, I am revamping my '34 Ford four-door by installing a 350 Chevy engine and tranny and a coil-over suspended rear with a four-bar setup. I'm also restoring a '34 Ford four-door, rodding a '39 Ford tudor and a '34 Ford tudor, and trying to save a '34 Ford Victoria. When things get hectic I move on to the next project. Also a member of the Down East Street Rods Inc., of Maine.

Paul Rioux  
Lewiston, Maine

For your safety, Paul, suggest you don't walk down any dark alleys subjecting yourself to lurking Mopar lovers. With all those projects going on at the same time, we hope you don't end up trying to put a '39 door on a '34 body, or is that a '34 body on a '39 door?

### CAREERS

I am a frequent reader of your magazine and like it very much. Although I am only sixteen-years-old, I am very much interested in cars and hope to be a good auto mechanic someday. I would like to know if you could give me any information on how to get started in the business and how to succeed. I would like to build a car from

the ground up, run it on the strip, and use it as a street machine.

A friend and I are hoping to go into business together, him designing the cars and me building them. We would appreciate any information you could give us on working with fiberglass.

Brian Vance  
Joplin, Missouri

Experience is the best teacher, Brian. We recommend that you take any courses your high school may offer pertaining to auto mechanics, plus mathematics, mechanical drawing, and machine shop. Then start slow and work your way up. Don't try to build a car from the scratch until you have successfully modified and rebuilt a few. Let us know how you are doing.

### VOICE IN THE WILDERNESS

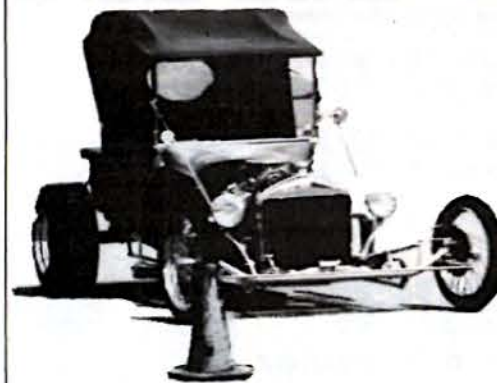
I have your September issue in hand and wanted to make a comment that seems to repeat itself in my reading of your mag.

On page 13 of this issue, the quick and easy Q&A bothers me because of the quick and easy answer. You state that any speedo repair shop can do the job in a jiffy. That is very true I'm sure, but I think if I were to have asked that question your answer would have infuriated me. Not that you were flippant or rude, just that there are not any such animals in my area and I would end up writing another magazine or running without a speedo. Sorry guys, but this problem seems to come up too often. I want you to know we all (sad to say) don't live in California where a trip to the Yellow Pages would locate Stanton Speedo of Buena Park. This was lifted from an article by Chuck Coyne in April '79 SR—pages 44-45.

My point is this; we are not all able to run forty-minutes up the freeway to drop in on Pete and Jake for a beer and a little bench racing. I worked as a rod builder in Lincoln, Nebraska at the Deuce Shop in '78-'79 and am not new to reading magazines. I love street rods and have several '34's right now. I guess that I am only asking for a little sensitivity to the real questions rodders face.

A small point on this same line is that we are not all building like Coddington, Buttera, and Siroonian. I guess that those cars sell magazine covers, but I dang near dropped my subscription after you had five pages of the February '78 issue devoted to Siroonian's rodsk. Maybe it's jealousy, but geez, I've seen just as good or better rods get only two (or one) pages and they have been totally owner built, which is much different than owner paid for! (Dave Kinnaman's hi-boy, p.p. 32-33, vol. 9, no. 9). I guess these glowing beauties give us something to shoot for, but I enjoy seeing the cars that are usable and enjoyable. For example, I'd rather see Joe Mayall's "beater"

(Continued on page 24)

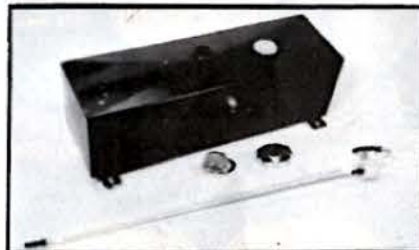


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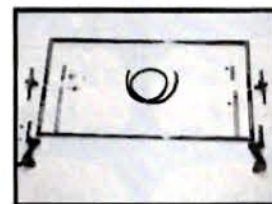
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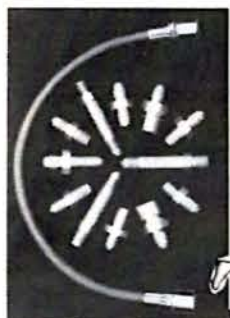
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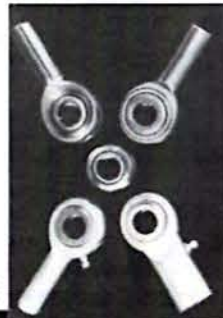


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# THE STREET CORNER

(Continued from page 7)

rodder's garage is his castle, it stands to reason that the decor, furnishings, and equipment are of prime importance. You gotta have a workbench and lights, a refrigerator, and a stereo, maybe even a TV. Let's see if you're as good at dreaming up garages as you are at putting cars in them. There are no plans to actually construct such an animal but we will publish the results as soon as the response begins to taper off.

\*\*\*

As is the tradition around rod magazines, staff members tend to take on projects related to their field of endeavor. Here at STREET RODDER that, of course, would be street rod building. We would not want to disappoint anyone, so we have recently begun planning three separate ventures in this area. Tom McMullen's sedan is still in the works. He is hoping to have a few unrelated time-consumers ironed out in a month or so enabling him to devote more time to the finishing of OUR LOW-1. We will continue to keep you posted.

Feature Editor, Jerry Dexter, as he is able to spare time from his "Collector's Issue" duties is scurrying around joining all the Pontiac-Oakland clubs he can find for he has availed himself of the bargain of the century—a complete 1934 Pontiac four-door sedan for a ridiculously low price. It has been torn down to the bare frame and taken to the chassis shop for a little straightening of the frame horns while he tries to decide whether to install a dropped tube axle on the stock parallel leafs, or use one of Mark Laeger's Opel independent front suspensions. For details on that, look for STREET RODDER "Collector's Issue #4" which should appear on your newsstand around the middle of November.

Actually, the Opel front end is such a trick little item that Tom Vogeles has started to wonder about the I-beam he had planned for the model "A" coupe in his garage.

Having succumbed to California fever, I too have begun collecting parts for the construction of another rod. This one will be built to best take advantage of the prevalent weather on the West Coast—a hi-boy with a difference. Instead of the traditional roadster, the deuce rails will carry a Gibbon '30 tudor Deluxe Phaeton body. Though I thought I had finally come

up with something a little unusual, I soon discovered that there are at least two others nearing completion at this moment. And at the rate I'm going, there may be several more before this one is on the road. Rather than to set out with a schedule for reporting on the construction of each of these cars as most magazine's projects do, we will be using them to illustrate various How-To stories as they are built and keep you posted as we go. Of course, none of us can wait until we can get them out of the garage and put them on the street.

\*\*\*

Last month's conclusion to the Forty Ford Street Rodding History appeared without a byline for some unexplained reason. The ultimate responsibility for that error was mine and I apologize to the author. Without a doubt, you recognized that it was Frank Oddo but he, like all the rest of us, appreciates getting credit when credit is due. Sorry, Frank.

\*\*\*

Since taking on the responsibilities of this office, I have kept my eyes open to the possibility that there were areas which could be expanded in order to provide a more well-rounded package for our readers. If you used to read the "Rod and Machine Gazette," you are no doubt familiar with the ramblings of one from "Somewhere in Northern California" by the name of Bill Burnham. I thoroughly enjoyed reading his column and apparently many of you did too, for I have seen several of his writings reprinted in the newsletters which cross my desk. After months of lengthy negotiations, we have obtained the services of this wise and witty mind. Those words which stream forth will appear under the heading of "Street Rodding in Bill's Eye" beginning on page 20 of this issue. Unless you know Bill Burnham, you might appreciate being warned that his style is often satirical and regularly on target. We welcome your comments on his opinions, and hope that you agree with us that "Bill's Eye" is a great way to look at our sport.

\*\*\*

We'll be starting on our tenth volume next month. As some magazines go, that is hardly a record. But, as other magazines go, they have. We are proud of whatever degree of success to which we may be able to lay claim—with honest honors to those who have gone on before. The past twelve months have been quite lucky for me and I don't expect any less during thirteen, or fourteen, or a whole lot more, because you are all rodders—and we all know that nothing is too good for us rodders.

From our house to yours—Merry Christmas and a Happy New Year.



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# shop MANUAL BY FRANK ODDO



### EASY MOPAR MODS

**Q** I have a 1947 Dodge panel truck, original everything. I'd like to know if there is a front end, motor, and trans that will bolt-in the frame—for instance, a 360 Dodge? I've also been giving the Buick V-6 a long, hard look. Can you suggest any easy route for my future street rod?

Spencer Warthen  
Grand Junction, Colorado

**A** Here we go again, "bolt-in," "easy," and so forth. Add "cheap" and you have the three most deceptive words in the street rodder's lexicon. You may not want to hear it, but with rare exception, nothing, repeat, nothing, involved in building a street rod, even a very modest one, is an easy, cheap bolt-in. And the guy who tells you different is stroking you, or worse, conning you out of some bucks. For instance, easy-to-install reproduction parts such as grilles, etc., are far from cheap. The man who manufactures them had to pay dearly for the engineering expertise and that cost is passed on to you. Unless you are a professional mechanic with years of experience and a full set of tools (and few street rodders match that description) the most mundane stock parts swap takes twice as long as the Flat Rate Manual suggests. Now, with that off my chest, I'll make some recommendations for a front end in descending order of cost and complexity. 1) Rebuild the stock front end. Unless you simply have to achieve that low down-in-the-weeds look, the stocker is plenty good enough for street cruisin'. 2) Acquire a dropped axle and spindle assembly for an early Ford, a set of parallel radius rods from one of our advertisers and a Mustang steering adapter kit (and steering box). A new crossmember for the early Ford buggy spring can be fabricated to span your Dodge chassis. 3) Buy a Mustang II independent front suspension and an adapter kit from Progressive Automotive and hire the services of a chassis shop.

As for the engine swap, the Buick V-6 would be easier to install than the Dodge 360, but it would leave you somewhat underpowered. The small-block Chevy is, as al-

ways, the best powerplant for an early car with a rear oilpan sump. Use the automatic transmission that comes with the engine you choose.

### REAR MOVING FORWARD

**Q** I own a 1940 Chevy two-door sedan which I hope to have on the street if I can iron out a couple of hiccups soon. The first one deals with the rearend swap made by a previous owner. There is a '64 Chevelle rear mounted on the original leaf springs, but the axle is 1½ to 2-inches too far forward which gives too much wheelwell clearance behind the tire, and tucks the front of the tire up into the front part of the fender. He also used 2x2-inch square tube for axle pads and U-bolts from a 4x4 pickup. Although the rearend sits solid in the car, the U-bolts miss the ground by only 2- or 3-inches. Does anyone make brackets to use on a late model rear axle with the O.E.M. '40 Chevy leaf springs? If not, will the originals work, and if so, will they center the rearend in the fenderwells?

The second problem is where can I get windshield and rear glass rubber for this car. I'm replacing all the glass and badly need new rubber.

Gary Wood  
Oklahoma City, Oklahoma

**A** Sounds as if your car's previous owner did some edgy work under there, Gary. Challenger Equipment (918 W. Foothill Blvd., Azusa, CA 91702) manufactures stamped steel tube axle pads for 1¾-inch wide springs and U-bolts and retaining straps for 1¾ or 2-inch o.d. tube axle housings. However, the axle pads don't automatically center the rearend assembly—you do. As for a resource for early Chevy rubber, try these fellows:

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T & N Reproductions  
Rt. 1 Box 1424  
Davidson, NC 28036

Obsolete Parts Co. (Chevrolet Division)  
202 N. Taylor St.  
Nashville, GA 31639

They all offer catalogs for about \$2. Tell them STREET RODDER Magazine sent you (and that they should advertise in our book!).

### GROUND EFFECTS CUSTOM

**Q** I bought a 1956 Chevy this summer and I am now beginning to customize it. The undercarriage is stock (which is fine) but confronts me with a problem as I want to drop the car about five-inches at both ends. How would I go about doing this? Can I use leaf springs in the rear? I would also like to get my hood louvered, do you know of anyone who could do it near Portland or Seattle?

Steve Fisher  
Chenalis, Washington

**A** It seems like you might soon be faced with the classic conflict between stylish customizing and practicality, Steve. Especially if you try for a five-inch drop. Achieving that much will not be a simple home garage operation, more than likely you will have to go to a welding shop. New spring hangers and brackets will have to be fabricated. You might also give some thought to a coil spring suspension. Coils, even though locating links have to be added in, often give a much better ride than modified leaf springs.

As for the lowering job, can't help you much in the Pacific Northwest. I do know that a local company, Dr. Evil's Lower Parlor, 2540 Belmont Court, Anaheim, CA 92806, does accept mailorder jobs. Contact Don Ploner at the above address.

### STOVEBOLT UPDATE

**Q** I just bought a 1937 Chevy two-door sedan, which was first built in the mid-Sixties as a street rod. It has a '56 Chevy V8 hooked to a stock 3-speed trans and a stock rear. The suspension is stock with what appears to be a dropped front axle. It still has the original 16-inch wheels with 6 lugs. I would like to know the best way to update the drivetrain so I can use 5-lug wheels. What is the best rear (bolt-in), front spindles, etc. I would like to keep the engine, but if another stick trans would be better, I would change it. The car already has swing pedals with hydraulic brakes and juice clutch. If you or any of our readers could be of help, I would really appreciate it.

Brian Beattie  
321 Tremont Avenue  
North Plainfield, NJ 07063

**A** Few modifications in the world of street rodding are ever true "bolt-on," Brian, but the hobby has long been built around pretty close fits with a minimum of hassle.

(Continued on page 40)

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# Street Rodding in Bill's Eye

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BY BILL BURNHAM

It must have been some time in the very late '40's that I wandered into the Sutliff and Case drugstore on the corner of Knoxville and McClure in my home town of Peoria, Illinois. I ordered a cherry phosphate (we actually drank those things) and stepped over to the magazine rack to see if the new "Sunshine and Health" had arrived. It was on that memorable day that I spotted my first "Hot Rod Magazine" and instantly became a rodding addict.

Within weeks, I spotted a beautiful black '36 Ford 3-window in a gas station up the street from my Dad's A&P store and found a channeled '32 roadster under construction by some rich kid near Bradley University. Later, on a trip to Macomb, Illinois, I saw a brown-colored Model "A" Hi-boy roadster with California plates. Right then and there, I decided that, one way or another, I was going to move to California where there must be thousands of rods lining the palm tree shaded streets.

In 1951 I got my chance because someone had kicked up a ruckus in Korea. I enlisted in the Navy, studied hard, and chose my duty station in Alameda, California. (I thought at the time that Alameda was near L.A.) To my surprise, there were darned few palm trees and not a hot rod to be seen for several months. Before a full year had gone by, however, I discovered where and when the action was to be found. Monday nights at Hy's, Andy's, the Plaza, and Gordon's Drive-Ins were Northern California's answer to the So-Cal Bob's Big Boy meeting place. Monday was club meeting night with club jackets, plaques hanging by chains, wide whites, and ripple bar hubcaps. You just had to love it.

The first Grand National Roadster Show that I attended was in February of 1952, and by 1954 I had proudly entered our family car, a Deuce tudor that Carl Frye (now an MD in Ann Arbor) and I built. My first car show trophy was an outasight experience and for some reason I felt that, with the acceptance of that trophy, I became a card-carrying Journeyman Hot Rodder.

That was a quarter-of-a-century ago and since that time I've probably built

thirty tons of rods for myself and others. During that time a multitude of incidents and experiences have taken place that in retrospect are similar, if not identical, to those encountered by rodders of today. My point is that the problems that we run into today have been frequently engaged in the years gone by. Some of these so-called problems (internal club strife, vehicle codes, super-power national organizations, high prices, pre-'49 vs: post-'48, etc., etc.) are not new. These same old concerns are only being re-recognized by a group of people who are relatively new to the sport. I'm afraid that we as a group have the ability to turn what should be fun into work, make mountains out of molehills and, in our effort to keep up with the Joneses, have lost sight of why we initially entered this auto hobby.

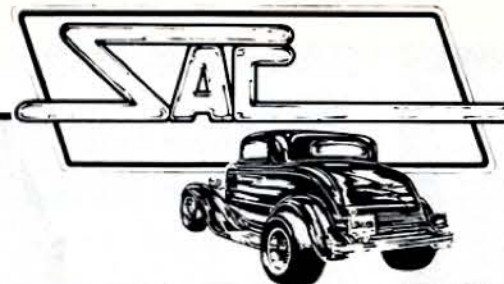
In closing, I'll leave you with a few things to think about. They might generate some interesting conversations.

Did you buy "Brand-X" wheels for your car because you really liked them?—or mainly because that's the type of wheel "everyone else" is using?

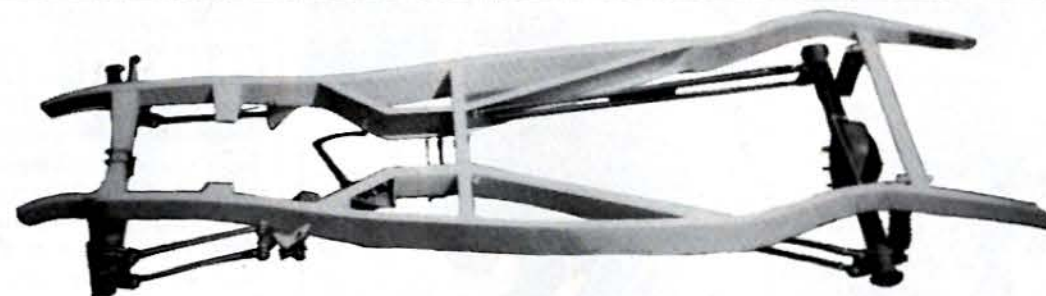
Are you driving down to the 1st Annual Deuce Droppings in Moline because you wouldn't miss it for the world?—or because you'll catch static from your buddies if you don't go with them?

Has your wife ever told you that she's tired of hearing about 4-bars, AFBs, and coil-over-shocks? When was the last time you took an evening ride, all by yourself, kicked back and listened to the whine of your tires, rumble of the exhaust, and thought of how it was, or must have been, in the '50's? 'Nuff said.

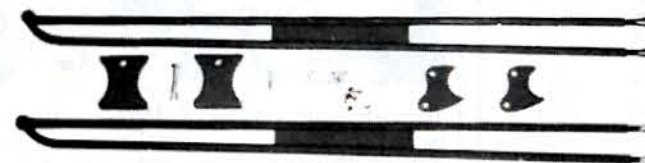
In the next few months (Editors willing), I'm going to take a few pot shots at some "Sacred Cows" of street rodding in an attempt to show that some of our rodding fears, problems, and prejudices have a lighter side and, in the eyes of some, may even be funny. They say that experience is the best teacher. Well, in the past thirty years, plenty of experiences have passed under my tired old wheels, some of which could turn out to be object lessons for the 1980's.



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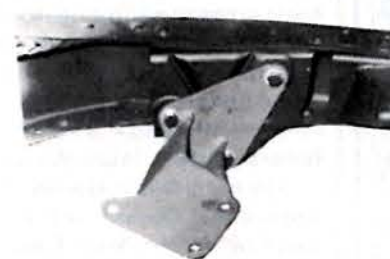
**Stage I & II 33-34 Chassis from \$1595.00**



**Rear 3 Point Bar Kit  
with Urethane Bushings . . . . \$186.50**



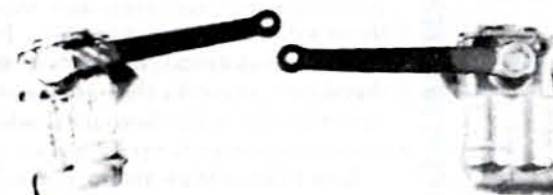
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Adapts Stewart Warner Sending Unit  
to 35-48 Ford fuel tank . . . . \$16.00**



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**Coil Over Rear Shock Kit for 35-40  
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Complete Catalog containing components for 28-48 Fords \$3.50**



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Deep Throat open End For improved contact leverage  
Enclosed in a Durable Plastic Roll up Pouch  
Great Professional Quality  
Included sizes From 3/8" to 1"  
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SR12

# NEWS

(Continued from page 8)

That hasn't come entirely from the exposure they get with their advertising that appears in all of the leading magazines, however. They have driven the cars to many of the major NSRA sponsored runs, including the Nats South in Winston-Salem, North Carolina and the Nats East in Baltimore, Maryland. When Pete and Jake get away from the shop like this, they are street rodders first and businessmen second, and they go to have a good time.



The 1979 NSRA Industry Appreciation Awards for individual contributions to the sport of street rodding went to Jim Jacobs (left) and Pete Chapouris (left center). Presenting the awards are Street-Scene Magazine Director of Advertising Bob Reynolds (right center) and StreetScene Editor Joe Mayall.

Should they get involved in a discussion on chassis construction or suspension design, which often happens, it is on a one-to-one basis — one street rodder to another. Pete and Jake's contributions to street rodding have been multi-faceted, and it was a privilege for the National Street Rod Association to recognize their input with the Industry Appreciation Award for 1979.

The company that received the Industry Appreciation Award for 1979 from NSRA, Ron Francis Wire Works, has been around since 1974, but Ron himself has been wiring street rods for over 15 years. The company started out as a part-time effort and remained that until 1977. Today, Ron Francis Wire Works occupies a large converted barn behind the Francis home in Boothwyn, Pennsylvania, and there are three full-time employees. Mrs. Francis (Sue) was Ron's wiring harness expert when they were first getting the business started, so she is still available to fill in when the work load demands her expertise.

Ron Francis Wire Works first trip to a major NSRA event as an exhibitor was to the Nats South in 1975. They have been an exhibitor at every Nats South, Nats East, and Street Rod Nationals since, and their line of wiring needs has expanded from a basic custom designed wiring harness to a complete line of automotive electrical components and specialty modular wiring kits.



Ron Francis Wire Works was given the NSRA Industry Appreciation Award for 1979. The firm has been an active exhibitor at NSRA events since 1975. Sue and Ron share in the success of the firm and in the honor of the award.

Their line includes many items which have been developed specifically for street rodding, and their catalog is continually updated to include individual items and wiring harnesses that will aid the do-it-yourselfer with his wiring project.

The idea for Ron Francis Wire Works came more than a decade ago when Ron attended the first NSRA Street Rod Nationals in Peoria, Illinois in 1970. He could see that the association and the sport would grow, and he recognized a need for a service he could supply. It took several years to develop his first universal wiring harness, but the thousands of trouble-free installations of these have given the firm a reputation of supplying good products that fill street rodding's needs. Sources for hard to find electrical items were developed, as well, which they now make available, from stock on hand, to their customers. Ron Francis Wire Works has become the automotive electrical super market for the street rod industry, and NSRA enjoyed presenting the firm with the award for 1979.

With each passing year, many new companies and individuals are added to the list of those that make substantial contributions to the success of NSRA and the Street Rod Nationals, and it becomes increasingly harder to single out those to honor each year. These Industry Appreciation Awards are the National Street Rod Association's way of saluting those who have contributed, however, and the NSRA officials feel that by making such awards the entire industry is recognized. The street rod industry as a whole is a major contributor to the sport's growth, and it is our way of saying "thank-you."

PARTS \* ACCESSORIES

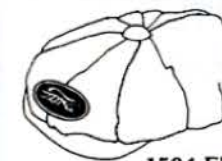


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#12P	LATE FORD PARTS 1949-56 (available late September)	\$2.00
#12SR	STREET ROD COMPONENTS (available late October)	\$2.00



Finest quality white driving caps with your choice of Ford, Ford T, Ford A, Ford V-8 or any other automotive patch. ONLY \$3.95 each plus \$1 shipping and handling. (Calif. residents add sales tax) specify patch. Bonus Pak: Catalog, Driving Cap and 3 Color T Shirt only \$11 *postpaid*. Specify catalog and shirt size.

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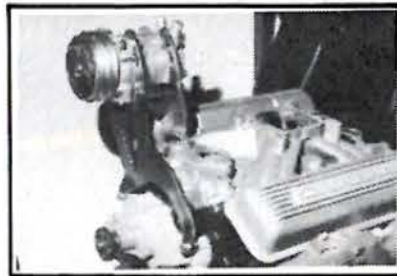
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The radiator/condenser package solves the problem of where to put the condenser. Walker Radiator Works furnished the radiator portion of this package. It's the kind of product that will work and fit for you.



Our Heat and Cool package provides simple air-conditioning and heating that will hide in the gas tank cavity of a Model 'A' Ford. Two simple controls handle all functions.

**Air conditioning kits designed especially for '28 thru '40 Fords and other early cars.**

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'32 HOOD—Top, Louvered Sides, Center Hinge  
All Chrome Hardware ..... \$250.00

(Choice of Side Panel)

A. 25 Row Stock C. 3" 3 Row Staggered  
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'30-'31 HOOD—Top, Louvered Sides (Stock or Hot Rod)  
All Chrome Hardware  
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'30,'31,'32 HEADLIGHT BARS—3" Drop or Stock  
A. Plain—\$70.00 B. Chrome Center—\$80.00  
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Shipped U.P.S. Collect - 30% Deposit with order. All items shipped in wood box \$7.00

## RODDER mail

(Continued from page 15)

'33 featured that way than ten of those chrome-tranned show car frames.

Well, just a thought for you from out here in the boonies. You do have a fine magazine. I only hope that you can be more in-tune to the thought that you are abundantly blessed to have so many fine car shops and such automotive heritage out in So. Cal. Where I come from (Nebraska) and where I live now (Michigan), we still depend on the people who are willing to make up special parts for us. Often, that ends up being in California. Please pass on the California shop names when you can (or any place that does the service) rather than telling us to go back to Resume Speed, Iowa, Yellow Pages. We've already looked before we resorted to writing way out to Californee!!!

Ron Helmink  
Holland, Michigan

*Yes, Ron, sometimes we do lose sight of the problems faced by rodders in other parts of the country. However, we have found that most small cities have someone around with the basic skills necessary to produce the majority of the needed parts for the average street rod. Hopefully, by reading STREET RODDER you will thoroughly understand the procedures enabling you to communicate your desires to those who have no knowledge of the sport.*

*Your point is well taken and we appreciate hearing your side of the story.*

### DREAMIN' OF '34'S

Although I'm partial to the early Ford body styles with late model Chevy drive-trains, I have really enjoyed the non-Ford features you have begun to run. It's fun to see what other rodders are into, and healthy for the sport to have a variety among us. I have never been able to afford a high-dollar rod, but I've had fun with old cars ever since I can remember. My father used to restore Model 'A's for a hobby and I grew up loving old Fords. I have a '30 'A' Tudor that Dad bought 17-years-ago and I am currently restoring it to original condition for sentimental reasons. My real dream and ultimate goal is to build a '34 Ford 3-window with late-model Chevy power. Thoughts of the '34 fill my every spare moment.

Along with enjoying the non-Ford features I look forward to the tech articles which have been and will be very helpful in my future rod building projects. That little tech piece in the August '80 issue about

(Continued on page 38)

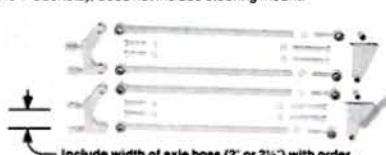


## HOT ROD PARTS

### 4-BAR KITS WITH MICROFLEX BUSHINGS FOR T's, A's, '32-'34 FORDS



The ultimate in quality and road proven performance is Pete & Jake's 4-Bar front end. Parallel bar design allows axle to move freely without suspension bind. New Microflex urethane bushings absorb road noise while increasing handling stability. Kits (except T) include mount for '65-'73 Mustang/Cougar steering or no mount for cars with cross steering. Model T kit fits full bodied type T's only (no T-buckets), does not include steering mount.



Include width of axle boss (2" or 2 1/4") with order.

- #1003 '09-'27 Model T (no steering mount) ..... \$240.00
- #2003 '28-'31 Model A (for cross steering) ..... \$235.00
- #2004 '28-'31 Model A (with steering mount) ..... \$245.00
- #3003 '32 (for cross steering) ..... \$230.00
- #3004 '32 (with steering mount) ..... \$240.00
- #4003 '33-'34 (for cross steering) ..... \$230.00
- #4004 '33-'34 (with steering mount) no trucks ..... \$240.00

### STEERING COMPONENT KIT



This 4-Bar steering component kit now features our unique new "zoozee" steering arm and one-piece pitman arm for Mustang.

- #1009 Model A (1 1/2" dia. sector shaft) ..... \$124.95
- #1010 Model A (1 1/2" dia. sector shaft) ..... \$124.95
- #1011 '32-'34 (1 1/2" dia. sector shaft) ..... \$124.95
- #1012 '32-'34 (1 1/2" dia. sector shaft) ..... \$124.95

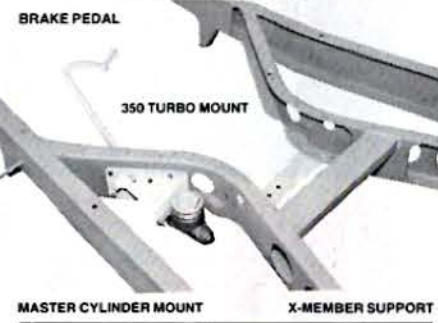
### NEW "ZOOZEE" STEERING ARM



This stylish steering arm fits '39-'48 Ford spindles and works with Super Bell disc brake kits, F-100 or '39-'48 Ford drum brakes. Hole for rod end is tapered 50% from both sides so drag link can mount on top or bottom.

#1017 ..... \$29.95

### FOR '33 & '34 FORDS



MASTER CYLINDER MOUNT X-MEMBER SUPPORT

BRAKE PEDAL #4009 ..... \$41.95  
"has correct leverage - accepts stock rubber pad"



BOLT-ON MASTER CYLINDER MOUNT #4010 ..... \$73.95  
"puts pedal in stock position"

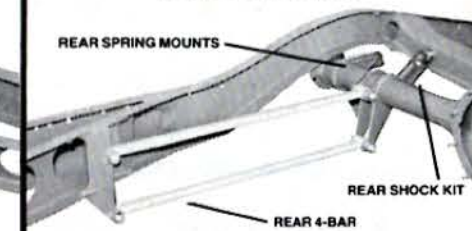


'350 TURBO MOUNT #4007 ..... \$24.95  
"a snap to install"

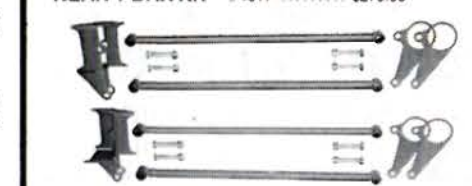


X-MEMBER SUPPORT #4008 ..... \$31.95  
"restores original strength"

### FOR '33 & '34 FORDS



REAR 4-BAR KIT #4017 ..... \$279.95



Features easy to install 1-piece frame brackets, 360-degree rear-end brackets eliminate warp. Heavy 1" diameter bars have rubber bushed ends.

### REAR SHOCK KITS "makes for a smoother ride"



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- #4020 '33-'34 Ford ..... \$67.95
- #5020 '35-'41 Ford ..... \$67.95

### REAR SPRING MOUNTS "mounts spring at right height"



- #4019 '32-'34 Ford ..... \$49.95
- #5019 '35-'41 Ford ..... \$54.95

### "your California Connection"

You would probably think of mail ordering if you had a friend in the business, right? Well, you have two friends in the business... Pete & Jake. We do our best to make ordering by phone or letter a pleasurable event. Our free shipping policy makes it easy and saves you money. The parts are delivered to your door via speedy UPS service. And satisfaction on all parts is guaranteed. So give your friends a try... we're waiting!

**FREE SHIPPING:** Pete & Jake's will pay the shipping on all orders over \$100 that are prepaid in full, or paid by credit card, and shipped within the continental U.S. This also saves C.O.D. charges.

**FREE T-shirt** with all orders over \$200. Include size.

Check ads elsewhere in this issue for Pete & Jake's dealers in your area.



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Herby Gehlken  
Redding, California  
1923 Ford Roadster



# HOT ROD HERBY

the 6,300 mile Easy-Street Rodder

BY TOM VOGELE

Air-travel accounts for much of our ability to bring you car features and run coverage from what we hope our readers feel is a broad area. However, attending far-away rod runs with feathers for transportation seems to detract from the general good feeling of knowing, "I

Drove." I'm sure it is much like the feeling rod enthusiasts, with "garaged" cars, must experience when they have to rely on a '70's style econo-sled to attend an event. After a recent jet trip to Maryland for the Nats East and an econo-sled-drive north for the Nats West, I was feverishly

trying to cancel an airplane ticket, flying me to the 1980 Can-Nats and then on to Memphis for the U.S. Nationals. Oh, I wanted to attend the events more than anything but I wanted to drive, or at least ride, to them in a rod. Hearing that Dick Williams of Poli-Form Industries would be

attending the Can-Nats and then driving to Memphis, I decided to try my hand at 'Dial-A-Hike'. Dick was super, I was in luck, and now eligible for an "I Rode" T-shirt. Due to space and time limitations, I would be meeting Dick in Regina, Saskatchewan, and then riding with him to Memphis. Knowing of some fine feature material in Billings, Montana, I settled for an evening flight.

Three days later I met Dick in Regina, only to find out his rod didn't get finished in time and he was also flying. However, being the super guy he is, Dick had taken

care of my street rod ride. Enter Herby Gehlken, street rod, hot rod, antique, and special interest auto builder from Redding, California.

I first met Herby at the Landmark Inn, headquarters for the Can-Nats, on Saturday morning, July 12th. He walked up, introduced himself, and over breakfast we went through a short question/answer period. By the time I had eaten two eggs and a breakfast steak, it was decided we were going to Memphis, traveling by ourselves on as much two-lane road as possible, and all in a totally hand-operated T-

bucket with no top or windshield wiper. Herby had already traveled 1,650 miles to attend the Canadian Nationals, so, other than the sight of his "Bonneville Salt Flats" T-shirt, I felt quite safe crawling into the '23 bucket.

The unique 1923 Ford roadster we would be traveling in was totally constructed by Herby, except for the candy red and gold lacquer paint by Ray Marler and the signs and pinstripes by Zeller signs. Herby's Redding, California shop motto, "If it's special to you, it's special to us." is backed up with a list of previous cars owned that

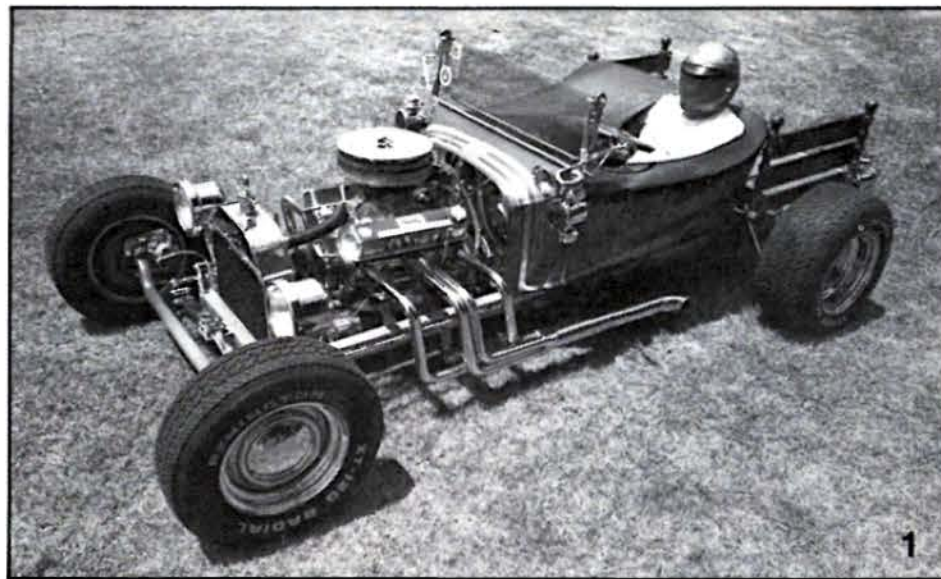




reads like this: '39 Buick, '21 Dodge, '40 Packard, '28 Ford, and a '32 Ford.

Melting some 2x3-inch square tubing into a frame and moulding a Patterson '23 fiberglass body around it. Herby had spent only three months building his "slot car." Wrapped underneath is a Nova rear, Celica GT coil springs, and a set of the shop's sway 'n' 4-bars. Moving 106-inches forward, out into the breeze, we find a home-made axle, '37 Ford spindles mated to '75 Camaro discs with one of Herby's adapters, one of the shop's transverse springs, and another set of 4-bars. Pete & Jake's shocks are used on all four corners, along with chrome rims supporting Remington XT-120 radials, 14-inch on front and 15-inch on rear. A '65 VW bus steering assembly is topped by a Grant wheel, positioned after one of Herby's past loves, sprint car style.

The custom brass Wellbaum headlights and radiator do a good job of keeping bugs off the internally stock '78 Chevy 35C motor. External goodies include Mallory ignition, Speedway headers, Hayco heat



With his "Country" option installed, Herby prepares to depart for the 2,100 mile cruise from Regina, Saskatchewan to Memphis, Tennessee. The folded windshield, helmet, tonneau cover, thin seat cushions, and Bonneville T-shirt, all a part of the Country option, made me wonder just how I would fit into all this. I seemed better suited to his "Town" conversion, featuring full-height windshield, thick seat cushion, cowboy hat, and 'I RODE' T-shirt.



The first day on the road we met Bob and Chris Reid on the outskirts of Regina, Saskatchewan, also on their way from the CAN-NATS to Memphis. Bob and Chris live in Poplar, Montana, and have attended three NATS in their fuel-injected, VW powered, '27 Bugatti repli-rod. Traveling different routes, both rods made it with no problem.



I can hardly wait to hear the stories that pictures like this will generate in a couple decades. Several T-models, an A-sedan, a possible '32 4-door, and a '50 Ford coupe, all a part of one man's dream to preserve "the good old days" in Northeast Montana, highway 16.

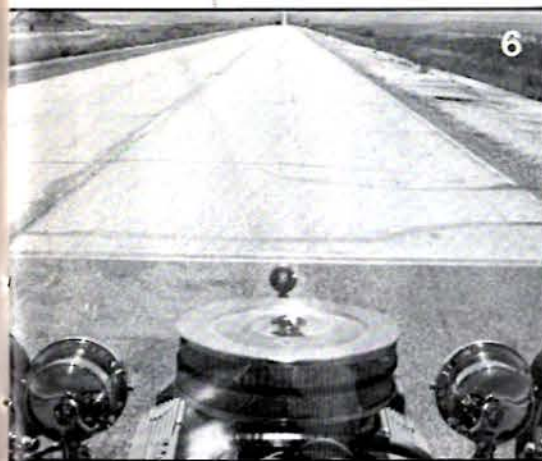


On the morning of the second day we pulled into Belfield, North Dakota for gas, two fun-lovin' California boys in an open-wheeled roadster, squeezing a brass horn bulb at all the locals. I think this lady was afraid her husband would run off in Herby's "little car" and never return (so was I).

sink tranny cooler, Cal Custom oil pan and air cleaner, along with Holley valve covers, fuel pump, and 650 carb. A small hand-made shifter selects the mood of the 350 Turbo tranny, as does the shift kit and B&M deep pan.

Hidden amongst the orange and brown upholstery is one of the rod's highlights. Resting your elbow on the center console and extending the forearm forward will place your hand on a Hurst shift lever. Using one finger to push the lever about 1-inch forward will lock up the power brakes. Pulling the lever 1-inch rearward will cause the mellow roadster headers to start playing our kinda tune. Herby first engineered this idea for a paraplegic who wanted to drive and then decided he had to have this unique setup on his own rod. All controls, steering, shifting, gas, and brake are hand-controlled. A cruise control lever is also positioned on the gas/brake lever, adding further convenience.

The bottom of the polished aluminum covered bed has been welded into a fuel tank, connected to another tank under the



Ah, the open road. Herby decided that, with not too much traffic or too many corners, now would be a good time for me to learn how to drive a T-bucket. Having traveled highway 85 in South Dakota several times before, I soon had the excellent handling rod in command.



Awkward at first, the unique, hand operated, gas/brake lever would now top my list of priorities in a T-bucket. Wearing helmets to combat the wind and heat, we didn't have any means of verbal communication at times, so I don't know what Herby was saying.



I think Herby was trying to tell me that my rank of command had just fallen from driver to passenger. He had quite a time trying to explain to the patrolman why Magoo says, "Real hot rods don't have fenders!" Officer was not only friendly, but an auto enthusiast himself.

passenger's side of the body. At a little over 20-mpg, we had enough fuel onboard to stretch the gas stops out to 300 miles — if we could last that long.

With the roadster converted for "Country" driving, we left Regina on Sunday, July 13th, about 2:00 PM. The "Country conversion" includes a pair of special bun-battering seat cushions (which lower the occupants about 5-inches), windshield which folds in half and, when traveling alone, a tonneau cover with a hole for just the driver's head to stick through! An optional helmet, as I learned the first day, prevents your skin from turning into leather. The "Town conversion" involves raising the full-height "T" windshield, one pair of comfortable seat cushions, no tonneau, and a cowboy hat.

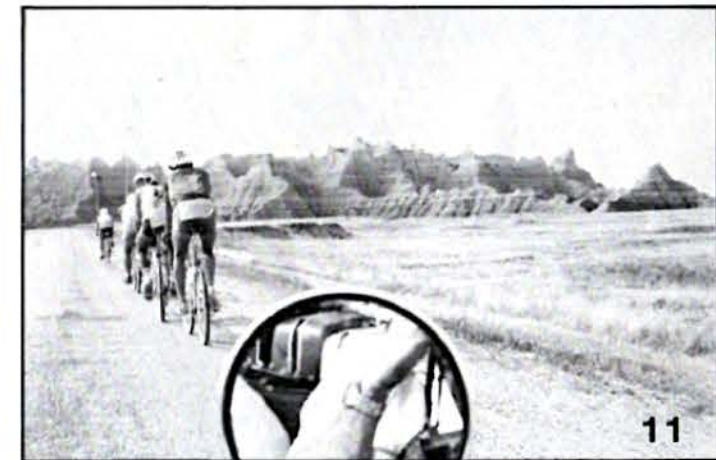
Our goal the first day, Glendive, Montana was only 250 miles away (photos 1-4). This being my hometown, we stayed overnight, had a chance to visit, and were off to the Black Hills in South Dakota at 9:00 AM the next morning. That evening, 486 miles of two-lane farther, (photos 5-10), we were in Wall, South Dakota. We only made one



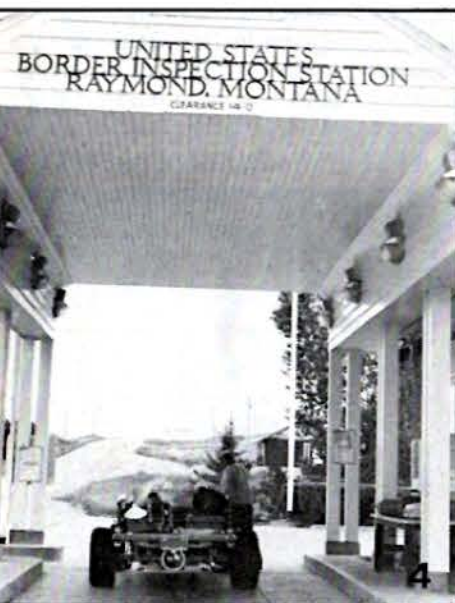
Since both Herby and myself had been to Mount Rushmore previously, we chose to stop at the construction site of Mr. Korczak's Crazy Horse Monument near Custer, South Dakota. Unbelievable! The mountain in the background will some day look like the sculpture.



Although we didn't change tires during this pit stop, the roadster did become feature material for this family's home photo album. At 3,506-feet, White Butte is the highest point in North Dakota. Yes, wide-open spaces are still a reality.



While cruising through the Badlands National Monument near Wall, South Dakota on the morning of the third day, we came upon a group of around fifty bicyclists who were traveling across the USA. Boy, the roadster seat felt good all of a sudden!



Obviously mistaking us for a couple of rebels, the border inspectors gave our luggage a thorough check. However, as they found out, roadster travelers carry only the bare essentials of survival, plus my cowboy boots and Herby's "in-the-weeds" lawn chair.





12



13

Henry's garage had Fords from 1906 to 1932 inside. Featured all the latest tools from that era.

LEFT—If you ever get near Murdo, South Dakota, be sure to stop in at the Pioneer Auto Museum. Collection includes over 200 antique and special interest autos, along with items from every aspect of life in the early 1900's.

wrong turn all day, had enjoyed a beautiful late afternoon cruise through the Black Hills, and were now being rained upon in a dimly lit campground—heavily. With Herby's make-do know-how and my want for a dry bed, we had earlier erected a plastic covering, tent style. We even put a peak in the roof so the water would run off. However, rain had become only part of our problem. The wind had begun to blow about 30 to 40 mph—at 2:00 AM. Comfortable as I was, the thunder, lightning, rain, and now the wind had all combined to finally wake me. After around one hour of desperately trying to hold our plastic savior in place, all through which Herby and myself were laughing out of disbelief, the wind finally let up and we thought the worst was over. We hadn't realized that our bedding was floating on a pool of rainwater.

The morning of the third day we spent several hours at a local laundromat, washing and drying all our rain-soaked bedding. One of Herby's "sponge blankets" went through the dryer five times and was still wet.

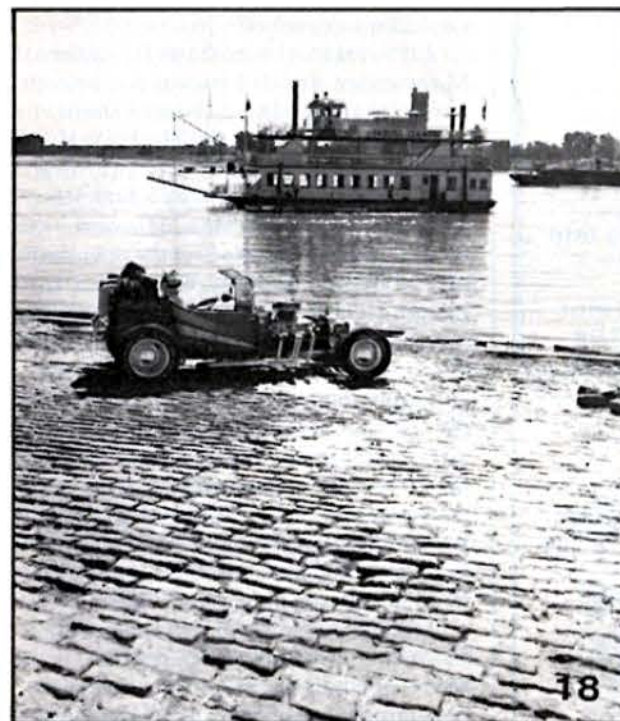
Under clear skies (in a topless roadster you begin to notice these things), we were back on the road by 8:30 AM. With no particular goal in mind, our only concern was that we stay on two-lane roads headed in a southeasterly direction. We toured through the Badlands National Park and the Pioneer Auto Museum, both in South Dakota, before calling it a day in Fremont, Nebraska 473 miles and twelve hours later. Although we did get sprinkled upon by the same storm front which the night before had drenched us, tonight we were to sleep under Herby's "store-bought" tent (photos 11-15).

Several things had become very apparent during our last three days of roadster traveling. The most obvious was the roadster's ability to attract not only rain, but attention. People from all walks of life, in all types of situations, would approach the colorful rod in awe. Their first question more often than not was, "Do you drive this thing?" With our California plates and ripe tomato complexion, they soon figured out that we had driven it—all the way. Also, tractor trailers hauling cattle are not



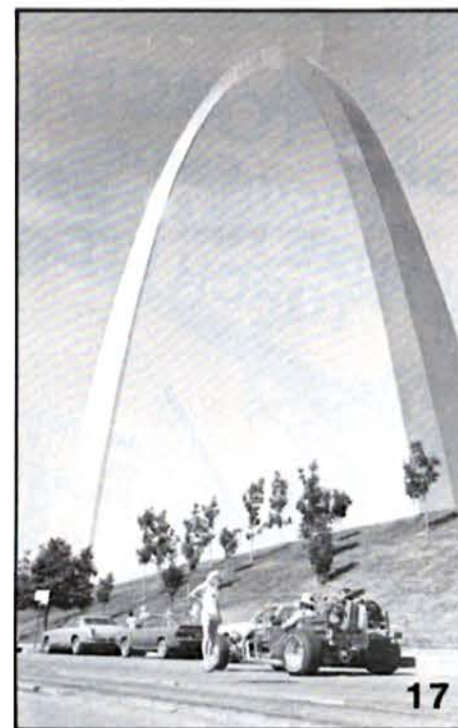
16

Along highway 136, just west of Rock Port, Missouri, is a small cafe operated by Harry Heppner and his wife. They serve a bowl of ham and bean soup that makes open-air motoring a delight! Super people. Thanks again for the map Harry.



18

On the morning of our fifth and final day on the road, we watched the "Samuel Clemens" dock on the Mississippi, near downtown Saint Louis.



17

Serving as the "Gateway to the West," this arch was constructed along the Mississippi river in Saint Louis, Missouri. The entire outer covering is solid stainless steel. Tours are conducted up to the small port-hole-windowed observation room at the top.



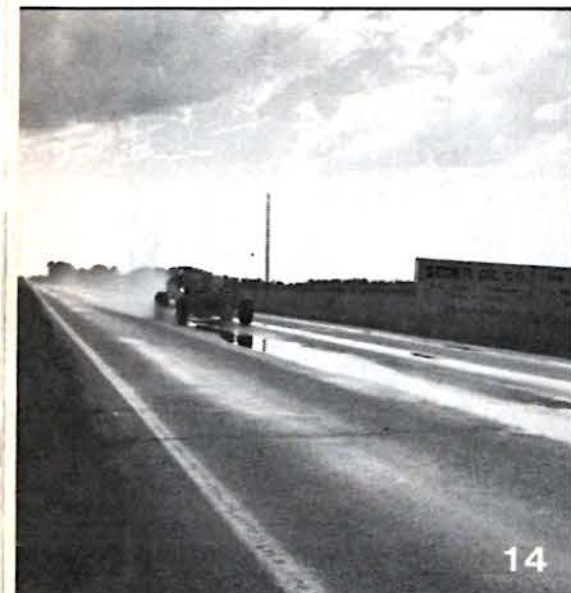
19

The 110-degree heat began taking its toll on the last leg of our trip. After a lengthy explanation of how the sun would "cook" our brains, from a gas station operator, we were making plenty of "shade stops."

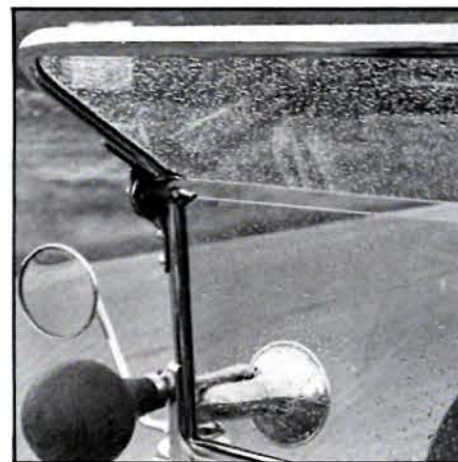


20

Just north of Memphis on highway 55, we came upon this Missouri rodder who was having a case of the... bleeps. The crank pulley came off and put a hole in the radiator of his '39 Chevy. Traded him a can of stop-leak for several large ice cubes.



14

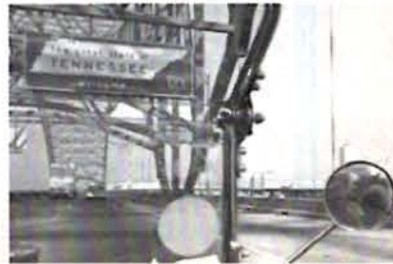
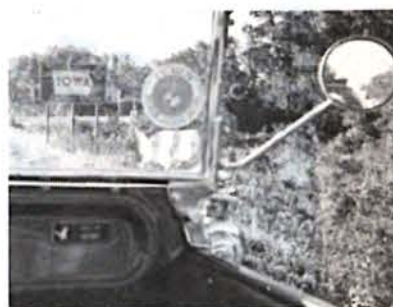


Before we left Regina, I asked Herby what would happen if it rained; his answer, "We'll get wet!" At cruising speed, the T-windshield created a vacuum which kept us dry—until we stopped.



15

After spending our second night on the road under a sheet of plastic, we decided to erect our own version of a miniature Hilton the next night. Our Fremont, Nebraska campsite was slightly cramped, but Dry.





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built with private bathrooms, making the roadster's acceleration ability a real plus when passing one of these rigs.

At 6:00 AM on the morning of the 16th, we left Fremont and headed for that day's goal, Saint Louis, Missouri. Having two sisters who live there, I knew that a real bed and a proper shower awaited us—553 miles ahead.

On this, our fourth day of open-air-and-wheel motoring, I was beginning to realize both good and bad about T-bucket travel. When it's hot (temp was 110-degrees in the shade!) you get hot, when it rains you get wet, if there is a bad smell you smell it, and a "slot car" does make compromises to comfort. On the other hand, when there is a good smell you smell it, when the temperature is nice you enjoy, and if you like the idea of driving a slot car that will out handle the nerve and abilities of all but a handful of people, what's a few compromises to comfort?

Just inside the northwest corner of Missouri we decided to stop for brunch, and to try and find a map with all the towns and roads shown correctly. Thanks to Harry Heppner and his crew (photo 16), we got both with one stop. Herby's hometown from years back, Sedalia, Missouri, was our next stop. After a tour of the town and a test of Herby's memory, we were back on the road. Gradually, I had been becoming quite "saddle-sore" and by early afternoon it had become a "cheek-to-cheek" situation. Remembering a "trick" cushion my Dad had used some years back, I finally convinced Herby that we had to stop at a tire store. After "fine-tuning" the air pressure in an inner tube (designed for a wheelbarrow tire) I was not only riding in comfort, but Herby had decided that I could try my hand at driving—one more time.

Traveling east from Jefferson City to Saint Louis on Highway 50, I spent several hours behind the wheel of this slot-car-handling roadster at sunset, driving a rural,



Of the twenty-two heim joints on the T-bucket, Herby replaced four of them for various reasons. Two broke and two became sloppy during the 6,300 mile trip. Lesson to be learned: only the highest quality 5/8-inch heim joints should be used in high demand street rod applications. This was the only mechanical problem on the T-bucket during the entire trip.

winding, two-lane road in beautiful weather—making for a healthy dose of natural high!

After spending a much appreciated night in the air-conditioned comfort of my sister's Saint Louis home, and checking out their primo '41 Ford coupe, we headed for Memphis. With only 337 miles left, we felt the day would be a breeze. The breeze turned out to be another 110-degree scorcher. Between air-conditioned restaurants and shady rest areas, it took us eight hours to reach our final destination, the headquarters motel for the 1980 NSRA Nationals in Memphis, Tennessee (photos 17-20).

Collapsing on the bed of my air-conditioned motel room in Memphis, I knew the free-spirit atmosphere surrounding these past five days would be beckoning to me again, soon. The roadster bug had bitten! Although my return trip to Los Angeles was by a much more conventional vehicle, the 2,100 miles I had just spent in Herb Gehlken's T-bucket will remain on the top of my most memorable experiences.

Having traveled 1,650 miles from Redding, California to Regina, Saskatchewan, Canada, along with the 2,100 miles we traveled together from Regina to Memphis, Tennessee, Herby's return trip home added another 2,550 miles to the Stewart/Warner odometer. All totaled, Herby's street rod cruise added up to 6,300 miles in a topless, fenderless, 1923 Ford roadster (photo 22).

While Herby's solo cruising also had its moments, none had the heart-stopping effects of one which happened only 100 miles from his final destination. Near Susanville, California, Herby was following a logging truck when it hit a bump and all the logs fell off. Luckily, only the beautiful brass radiator shell sustained damage and Herby returned home safely to his wife, Pamela, and their three children.

I would like to thank Herby for his patience with me and my camera, and the many memories I have of a beautiful trip.



Herby had every right to feel elated while cleaning the rod in the headquarters motel parking lot. He had just traveled 3,750 miles virtually trouble-free and had three days to look over 5,000 street rods. A return cruise of 2,550 miles would make the round trip total somewhere near 6,300 miles. Thank you, Herby, for sharing 2,100 of those as my most memorable miles.

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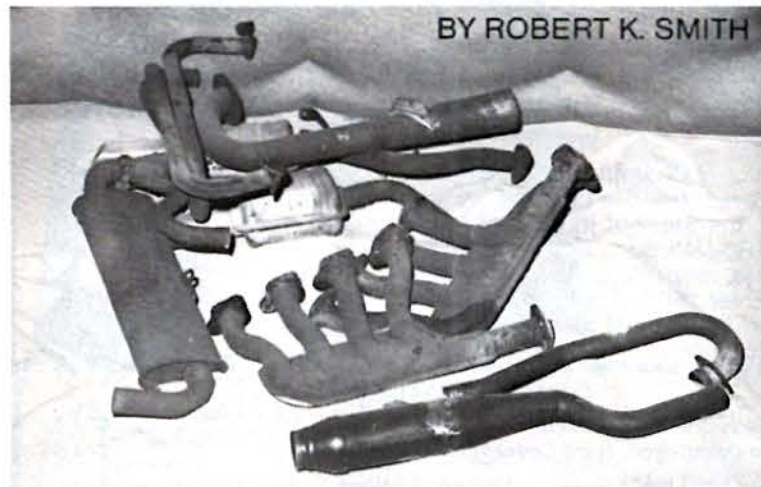




Aluminum Spraying could Provide Relief from your . . .

# Header Ache

BY ROBERT K. SMITH



LEFT—Do your headers look like these, all rusty? And you probably only have had them on your car not even a month. Aluminum flame spraying will eliminate this problem.

If you're into go-fast cars and want performance as well as economy, one of the very first things you might bolt on are a set of headers. So you go out shopping, select the headers you need for your particular application, spray them with your favorite color hi-temp exhaust paint, then install the new pipes. With everything in place, and tightened, you fire

the engine and check for any exhaust leaks. All right, no leaks! But the headers are smoking, and your favorite color is discoloring somewhat. No problem, the paint is just curing.

As each week goes by, you notice that the paint on the headers is slowly but surely burning off, leaving bare steel headers. And if you drove through the

rain, or puddles of water, you can see a little rusting action taking place where there is no paint. What a bummer! After all the work of painting them, and being careful not to scratch them during installation. If this rusting continues, eventually it will eat a hole (or holes) in the headers, and you'll have to pull and repair them, or buy a new set. So now what will you do?

Sounds familiar doesn't it. Yep, you and I have experienced this problem of rusty headers quite often. A few years ago, I heard about metal spraying headers with aluminum, but didn't know where to get it done. About seven months ago, I found out about Southland Metalizing, 8560 Roland St., Suite A, Buena Park, CA 90620, (714) 523-0572. Here, I met Dennis Parker and Steve Braun, who have been aluminizing headers for the last seven years.

They showed me all kinds of literature revealing applications for metal spraying (otherwise called flame spraying or metalizing). In fact, the very first metal spraying gun was introduced in 1901, and you'd be surprised at all the applications this process is used for. Zinc and aluminum are the two metals recommended for protection of iron and steel against corrosion, both in atmosphere and immersed in either fresh or salt water. Take for example the steel bridges all around the country, or food and drink vats that are made of steel. They must be protected against corrosion. Metalizing is definitely the sure, long lasting way to fight corrosion.

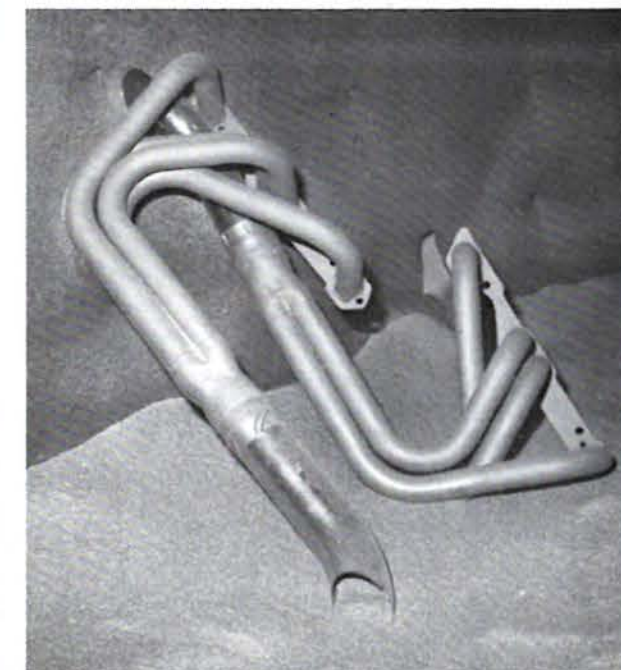
As far as headers go, aluminum flame spraying is the common practice used to protect against rust corrosion. After the metal is thoroughly cleaned, usually by sandblasting, the headers are coated with molten aluminum, with a special flame spraying gun. With this aluminum layer over the steel tubing, the pipes can't rust, and the headers will run about 30% cooler because the aluminum dissipates the heat quickly. And if that's not enough, you can spray the aluminum coating with a good hi-temp exhaust paint, and the paint won't burn off.

Interested? Take a look at how Dennis and Steve can turn a set of semi-rusty headers into good looking aluminized ones. They use a Metco flame spraying system which works with oxy/acetylene to melt the aluminum rod which feeds into the special Metco gun. Give these guys a call if you want rust-free headers. They will also do complete exhaust systems (pipes, mufflers, etc.) at a reasonable price. For example a pair of headers will run you about thirty bucks. You have probably already spent that on exhaust paint alone right? For sure, you will be saving money in the long run, your pipes will be running a lot cooler, the paint won't burn off, and you won't have to worry about rust anymore. Aluminized headers are the only way to go.



LEFT—The guys at Southland Metalizing have a large booth for sandblasting. Here, Dennis does a Volkswagen header/muffler assembly with the blaster.

BELOW—The sandblasting really cleans the headers right to bare metal. Now they are ready to receive molten aluminum.

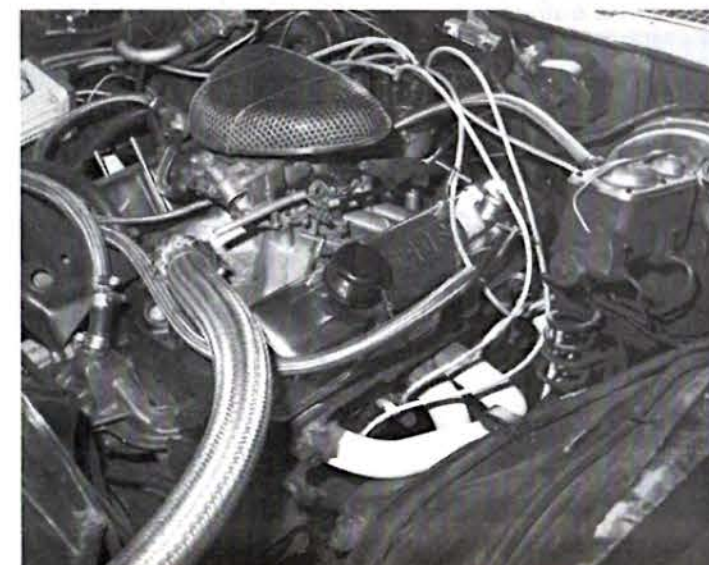


ABOVE—For header flame spraying, a Metco Series Y gun is utilized. It's like an oxy/acetylene torch, with a very high rpm turbine blowing out the melted aluminum in small, very hot particles. The flame at the gun's tip is about 1200 degrees.

BELOW—You could run with just the aluminum coating, or spray on some high grade hi-temp exhaust paint. And the paint won't burn off either.

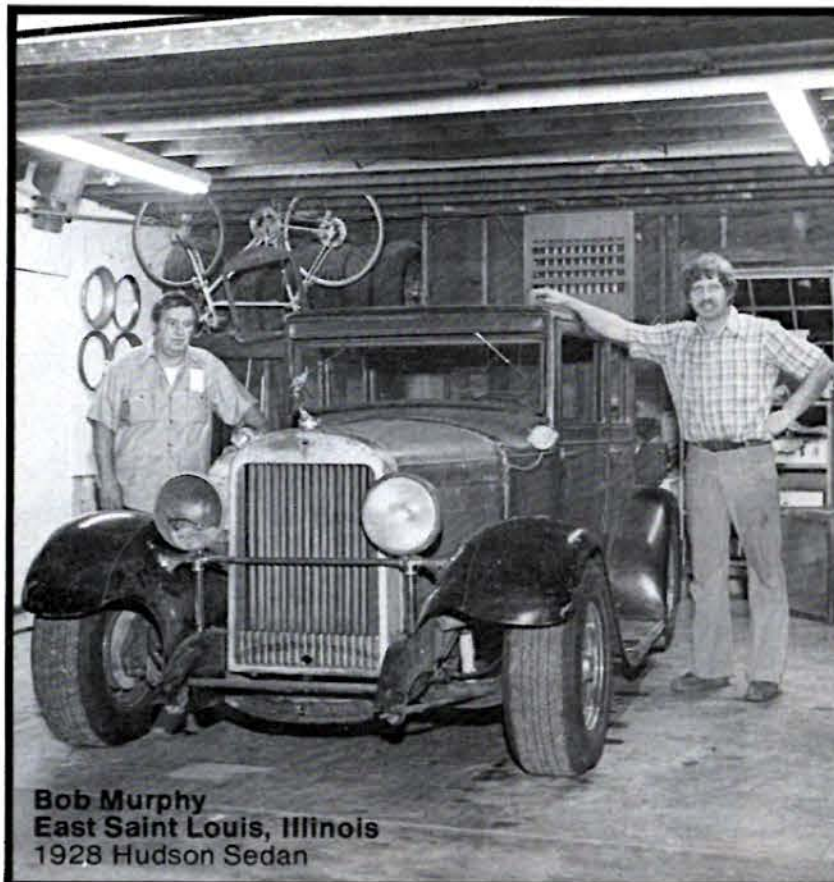


LEFT—Here, Dennis flame sprays the aluminum onto one header. When adhered to the metal the hot aluminum dries an off-white. Ear muffs must be worn because of the high pitch created by the gun's turbine.



LEFT—The headers on this Chevy were aluminum sprayed about a year ago. Dennis experimented with hi-temp paint on the tubes near the exhaust ports (where it's the hottest). As you can see, the black paint is a little faded but it did not burn off.





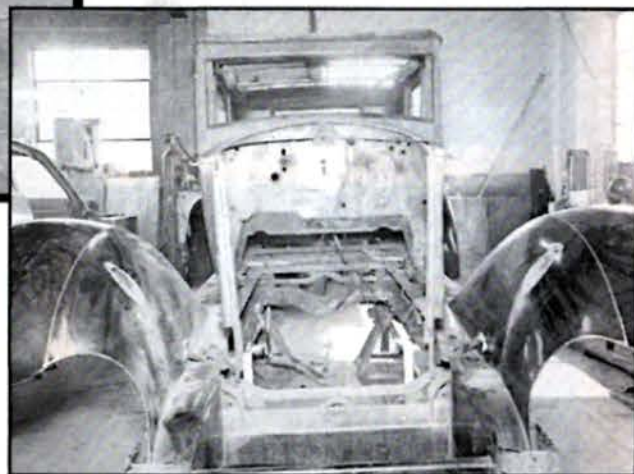
Bob Murphy  
East Saint Louis, Illinois  
1928 Hudson Sedan



ABOVE—The '28 was found in good condition for all its years. Even the doors are solid.

LEFT—Owner, Robert Murphy, brings the '28 Hudson home from the shop of Stan Gregowicz, right. Stan wired the complete car, making it driveable.

BELOW—Note the fine condition of the metal fenders. Ample girth of the Hudson frame allows space for Chevy mill.



# A Better Family Street Machine

Four-doors is where it's at—BY ROBERT HEGGE

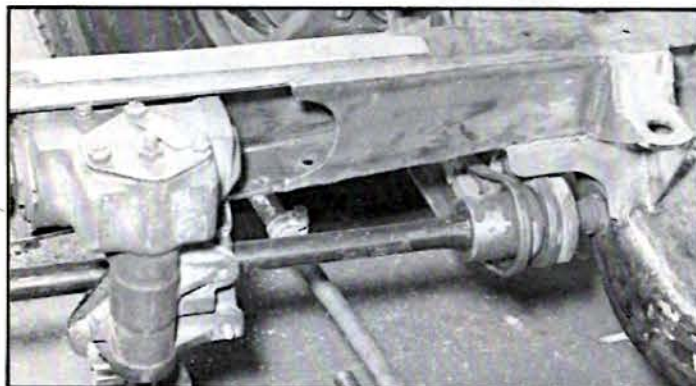
Robert Murphy, East St. Louis, Illinois, thinks he has the answer to taking your family and camping gear along on the many rod runs the Murphys like to attend. How about a 1928 version of a limited body style Hudson 4-door sedan? The Ill. rod enthusiast picked up his antique for about \$500 with solid body and doors that close with a thunk. Murphy has

gone the coupe scene and was ready for a change into a larger family type sedan that could haul people and camping gear in air conditioned comfort. The '28 Hudson will more than fill the bill.

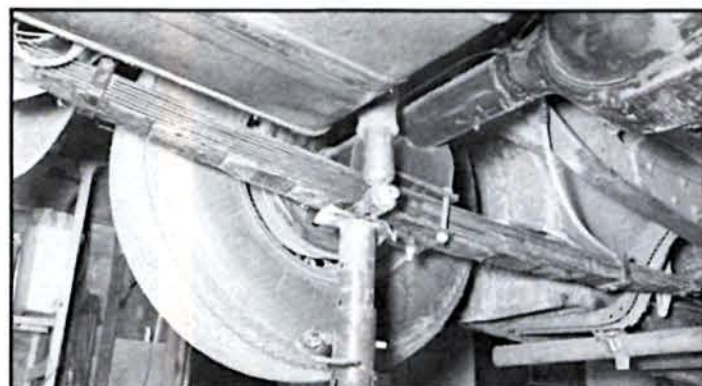
The project sat still as Bob ran about looking for someone to restore the wood pieces. Finally, Auto Restorations Ltd. of Kankakee, Ill. came through with some

excellent craftsmanship in replacing all the old wood.

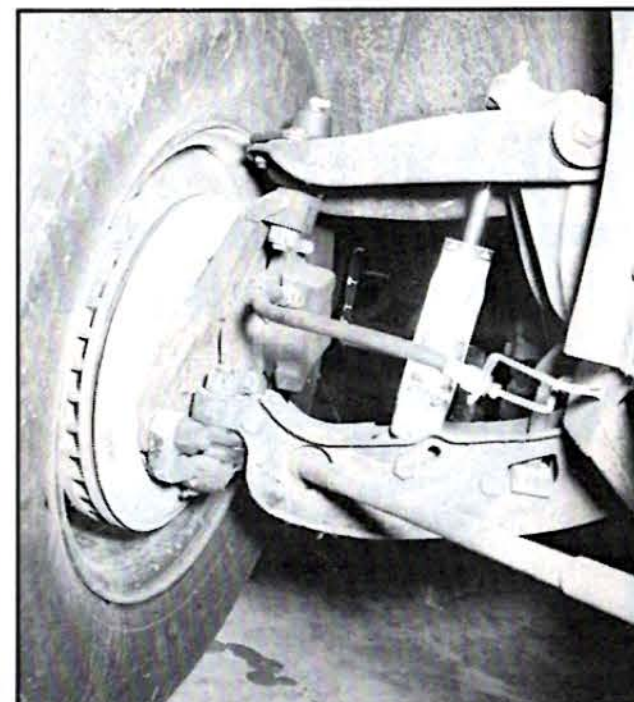
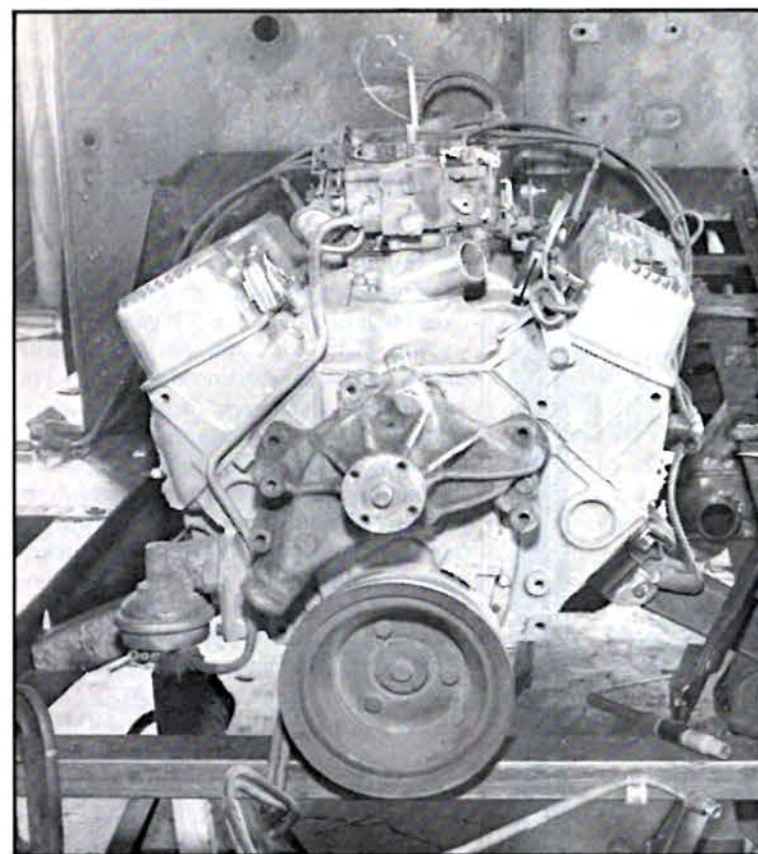
To date, Murphy wants to drive the car in the stage you see here to get all the bugs out. Once its painted and the interior stitching completed, Bob just wants to drive his sedan with no worries about breakdowns and parts not working out. The way it runs now, it should be at the paint shop in the near future.



Mustang power steering doesn't hang out all over the place, something Murphy insisted on.

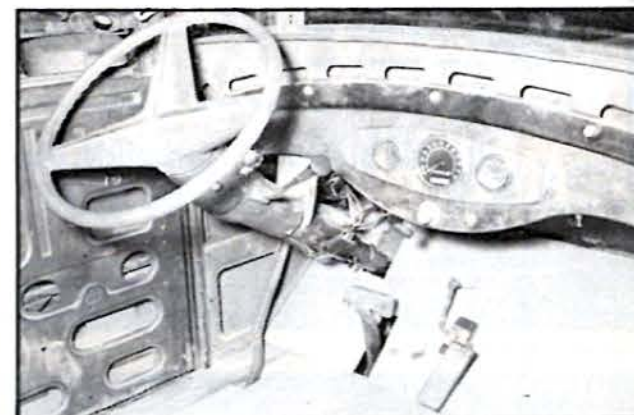
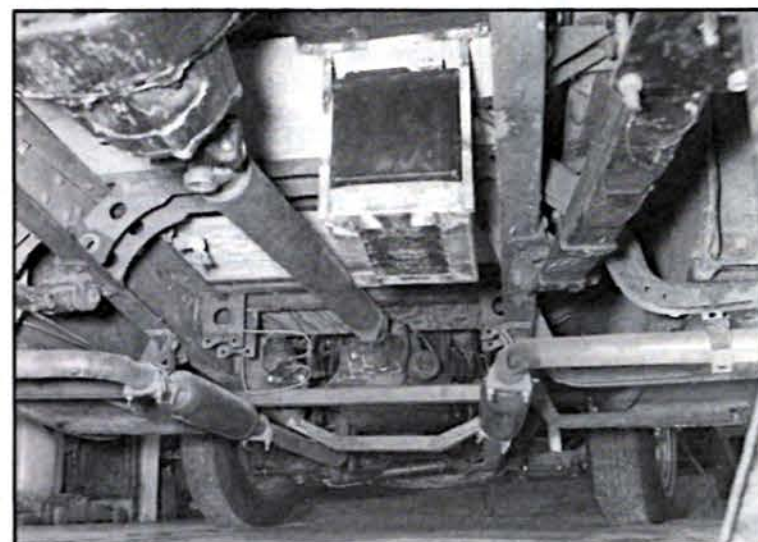


Stock Hudson springs mount Ford rear. Lowering blocks were later removed, deemed unnecessary.



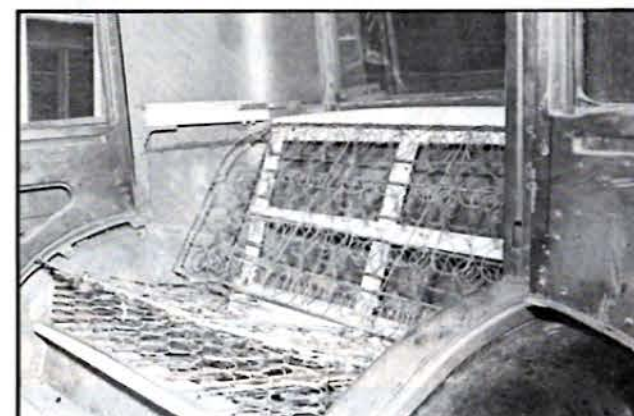
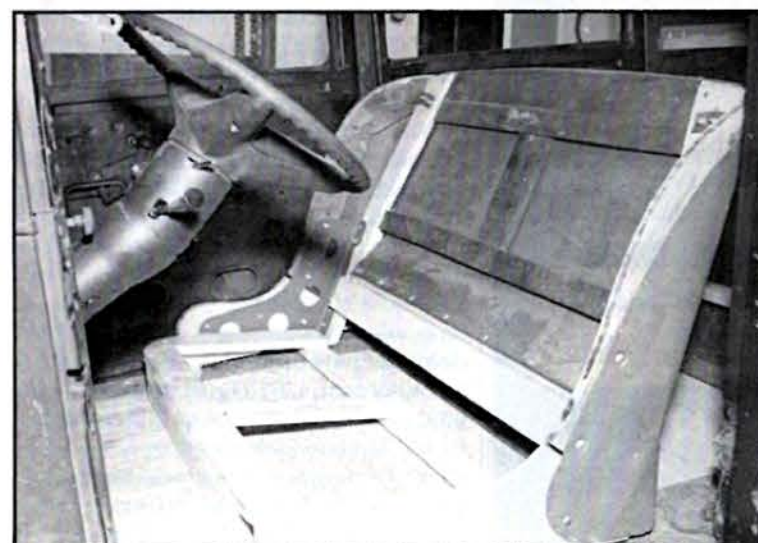
ABOVE—Chrysler torsion bar front suspension uses stock A-arms, disc brakes, and custom spindles.

LEFT—Mounting of the 350 Chev required hand built mounts. New front crossmembers were also included in the reworking design.



ABOVE—Buick tilt wheel and column mate to the power Mustang box. Stock dash will be replaced with digital dials.

LEFT—Car will later be detailed as it is in the bug-out stage now. Note hefty crossmembers to keep frame from flexing.



ABOVE—Stock '28 seat springs have been retained for front and rear seating. None of your foam rubber stuff in this street rig.

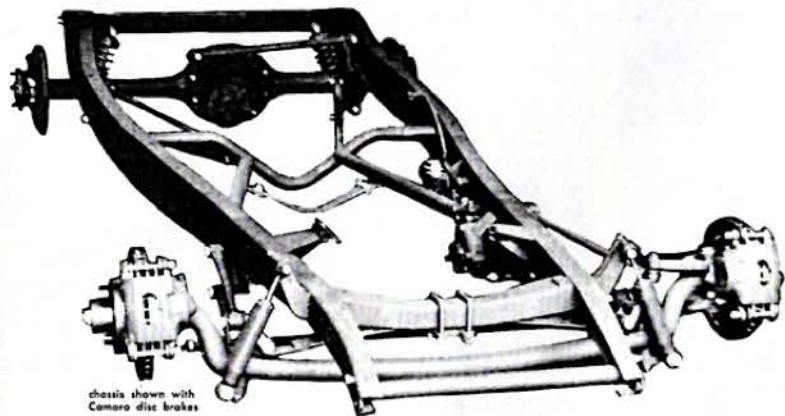
LEFT—Hudson front seat is retained but rebuilt with new straight grained ash.



# Bill's

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## RODDER mail

(Continued from page 24)

riveting the body-to-frame welding was a good basic building tip. It's the little things like that, that make the job easier.

Now that I've buttered you up with praise, I have a question that maybe you can answer. Is there a kit on the market that allows you to put a sealed beam headlight inside a Model "A" housing, but will still retain the use of the stock headlight lens? I've noticed lots of rods with stock headlight lenses and a sealed beam tucked away behind the lens, it's a very clean look with a lot safer lighting. Any info you have regarding this will be appreciated. Thanks for a Great magazine, and good luck in the future.

Jeff Scott  
 Seaford, Delaware

For readers like you, we hope to go on for a long time, Jeff. For the headlight kit, try Alex Blanca Jr, at Al's Antique Auto Parts, 9225 Gilardi Road, Newcastle, CA 95658, (916) 663-2179. His quartz halogen bulb kit won the NSRA's "Best New Street Rod Product of the Year."

### HOT AND COLD

Your article on converting a stock old Ford rearend to a Halibrand quick-change failed to mention that one must notch the stock fuel tank in a '33-'34 Ford in order to have the car sit and ride right. Also, while following through with the conversion of the QC to '56 truck axles and brakes per your article almost none of the measurements were correct. The '56 truck spiders also did not work. But we made it and I'm not sorry for it.

More recently I converted the front brakes on my wife's '40 Ford sedan delivery to '56 Ford pickup brakes per your article. It was exactly right. Thanks. Your September "Cop Shop" was a very well written piece. I agree with Tony's thoughts 100%. Take a bow, Tony.

Now, here is my contribution in the line of tech series for those wanting a heater for your early rod. I visited a local junk yard and noticed that the heater from a Datsun was the right size for my '33 Ford, and later on, for my wife's '40 Ford. For approximately \$30.00 and two hours work you can have adequate heat, and by directing the defroster hose upward, a clear windshield.

In my case a '67 Datsun station wagon unit was used. I took everything attached to the heater, including the top portion which is the air intake (which is not used), the defroster hoses, the defroster-heater cable, and a four-position switch for the

three-speed motor. One only has to drill four holes, two for the hoses and two for the mounting studs. The whole unit fits inside and on the firewall with very little hassle and no loss of foot room. It measures eleven-inches high, six-and-three-quarters-inches wide, and six-and-a-half-inches deep.

I saw one heater advertised in a rod oriented book for \$80.00, indeed, that's like chrome plating a driveshaft—it looks alright but . . . Thank you for existing.

Jerry Weir  
 Everett, Washington

I'm not sure that the quick-change story you refer to actually appeared in STREET RODDER, Jerry, however we will take credit for the brake story. Thanks for the heater tip. Maybe we can work it into one of our projects for a How-to soon.

### IDEAS

I have read STREET RODDER for years and thoroughly enjoy it. There are a couple of things I would like to see you do in your magazine though. A few years back you published a couple of issues on repro-parts suppliers for Fords, and an issue on non-Fords. I'd like to see you do an update on the same subject. There are many new suppliers and lots of new repro-parts on the scene now that weren't at that time. I think your readers would benefit greatly from such an issue or issues.

Also, I'd like to see you run more tech articles on less technical subjects. Not all of us are high-buck rodders, and any low-buck subjects that you could cover would help. Such as; installing Corvair front ends in early chassis, installing parallel leaf spring rearends in early chassis, adapting Econoline brakes to early Ford spindles, selecting engines for rods, etc.

I hope you don't think I'm being critical of your mag, 'cause I don't mean to be, or I wouldn't be renewing my subscription for three years.

Presently, there are three rods in my garage, a '32 Ford Tudor, a '32 Ford Fordor, and a Brand X, I mean '34 Chevrolet, four-door sport sedan (the trunk back model). I might add that the Chevy is a first for me. It's the first Chevrolet of any age, shape, or form that I have ever owned in my 33 years. My cars might not be Corvette or Jag suspended but they are clean and dependable and put together right. Thanks for listening.

Joe Reich  
 Renton, Washington

We do try to publish updated information as it applies to a story's subject matter, Joe. How about checking out our new STREET RODDER COLLECTOR'S issues, featuring many new suppliers. Although a few of your suggestions fall into the category of "We'd rather nobody did that" we'll take them under advisement. Just hang in there!

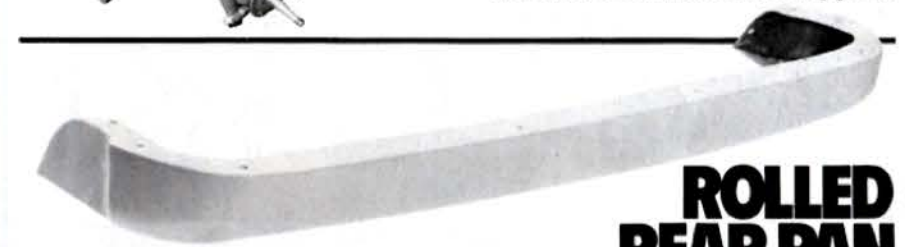
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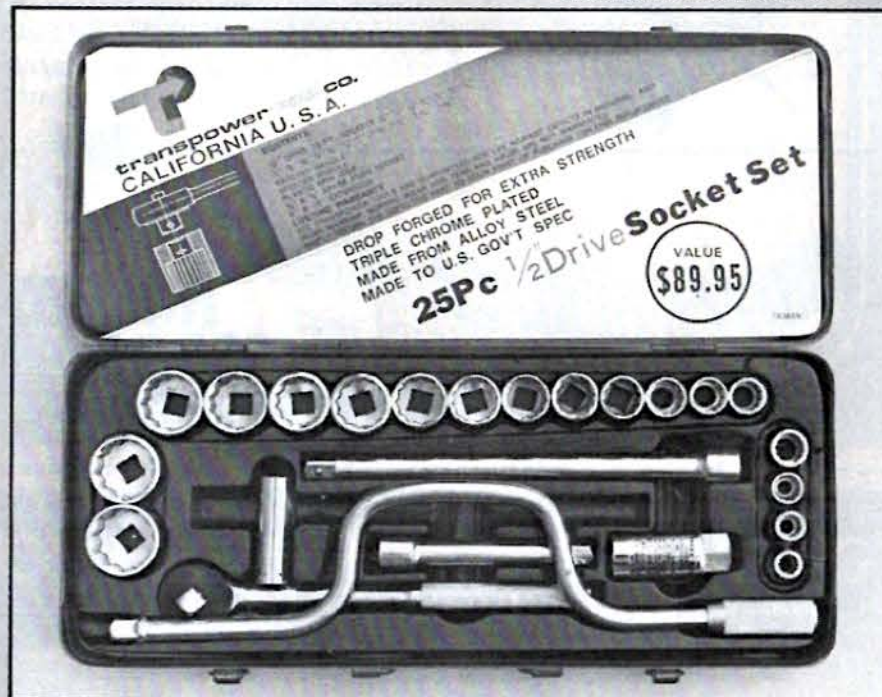
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## SHOP MANUAL

(Continued from page 17)

At any rate, I suggest you acquire a 1948-'55 Chevy pickup axle and spindles, and a 1954 Chevy hub and brake assembly. It is possible that the pickup spindles will fit the '37 axle, but only direct measurement will verify that. The '54 Chevy hub which does fit te pickup spindles has long been a favorite component for disc brake swappers (who use Corvette or Chevelle rotors and calipers), but if you are low bucking it, I see no reason why the drum brake assembly wouldn't suit your needs. You could always upgrade to discs when you are more affluent. As for the transmission, the Muncie 4-speed would be my choice, but I'm not sure if your driving habits (read that "how often you scorch the rear rubber") warrant the expense and the hassle. But if you are going to change the rearend, why not? Use a '55-'57 Chevy rear, or late 10-bolt Camaro and your stock springs. All good fits, but not necessarily "bolt-in."

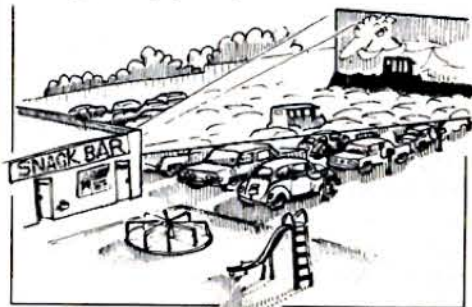
### AXLE NO QUESTIONS, TELL NO LIES

**Q** I recently bought a front axle and I'm faced with the problem of figuring out which spindles are right for it. What is the difference between Chevy and Ford spindles and is there any way they can be interchanged or modified to fit this axle? The axle has a 13/16-inch diameter king pin bore with a boss height of 2 3/8-inch. I would really appreciate the best answer you can provide because I am just starting out (age 16) and this axle will be for my first rod (a 1915 Chevy). Thank you very much.

Keith Hagerich  
Baltimore, Maryland

**A** As might be expected, Keith, you bought an early Ford axle. At least the kind pin bore (.812-inch) and 2 3/8-inch spindle boss suggest that. Therefore, your best bet is to use early Ford spindles (your 1915 Chevy won't know the difference!). In many ways, this is probably the best thing that could happen to your Chevy because so many more parts (NOS, used and repro) are available for the early Ford suspension and drive-train. By the way, other king pin bores are as follows:

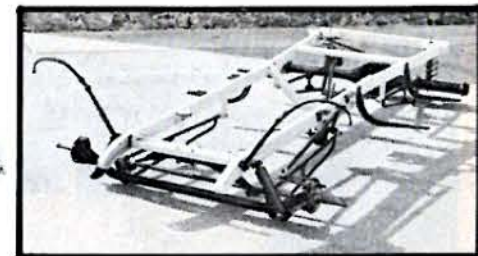
Anglia—0.625  
Econoline—0.742  
Early 50s F-100—0.859  
Chevy, Chevy pickup—0.865



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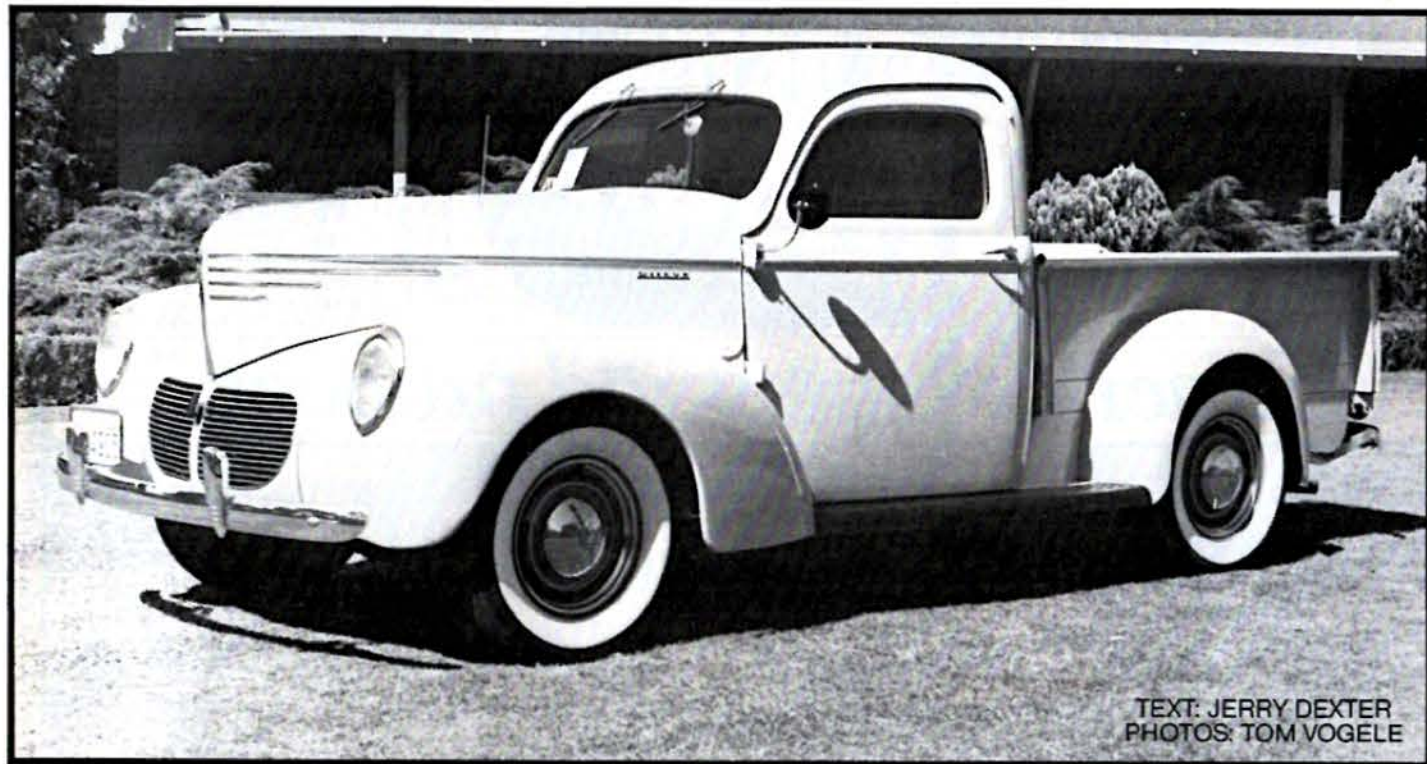
#2800 Single Scoop \$60.00 #3500 Dual Scoop \$125.	1923 'T' \$1445	JRC-1 Jag Cover \$190 CRC-1 10-Bolt Chev \$200 CVRC-1 12-Bolt Chev Corvette \$240	T Windshield Kits WS-101 C Chrome/Square \$170 WW-101 C Chrome/Round \$170
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TEXT: JERRY DEXTER  
PHOTOS: TOM VOGELE

**T**his Willys looks stock down to the hubcaps, but when you look deeper you will find all kinds of interesting things. Bob Cope bought this car the way you see it from Bob Weston of Philadelphia, Pa. The only thing he's done is to rebuild the engine.

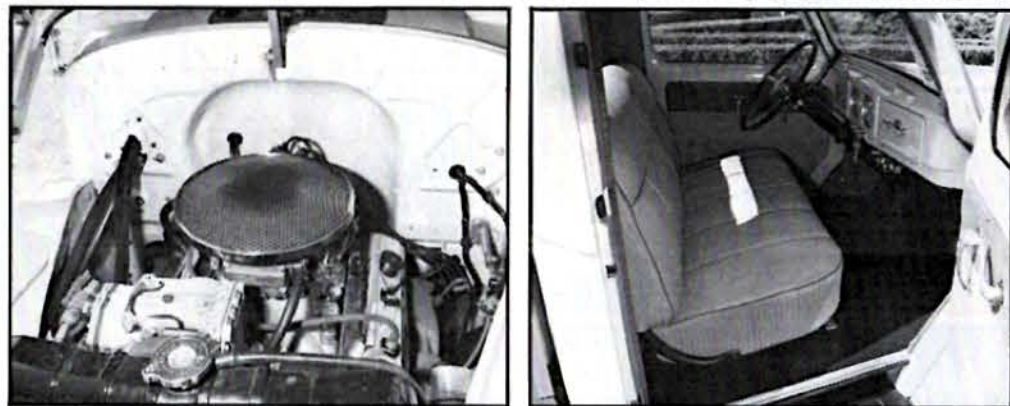
The chassis is where you will find all of the non-stock stuff. The front end was pirated from a 1966 Corvair and mated to the Willys frame, while the rear is from a 1971 Chevy and has Lakewood ladder bars and Koni shocks to keep it under control. The engine is a Chevy 350 with a 30-30 hydraulic cam, Offy manifold, and a Holley carb.

The body was painted Sandstone beige by Bob Weston, and the wheels are bright red. The interior is very clean and simple with seats covered in an original looking pattern with gray cloth and contrasting piping. The steering wheel is a Studebaker truck unit and the gauges are from Sun.

This truck is a real "sleeper" until it starts to accelerate, and Bob likes it that way. He's owned two other Willys in the past, a '39 and a '41. His other rods have included a '39 Chevy, and a '40 Ford, but he just keeps coming back to Willys!

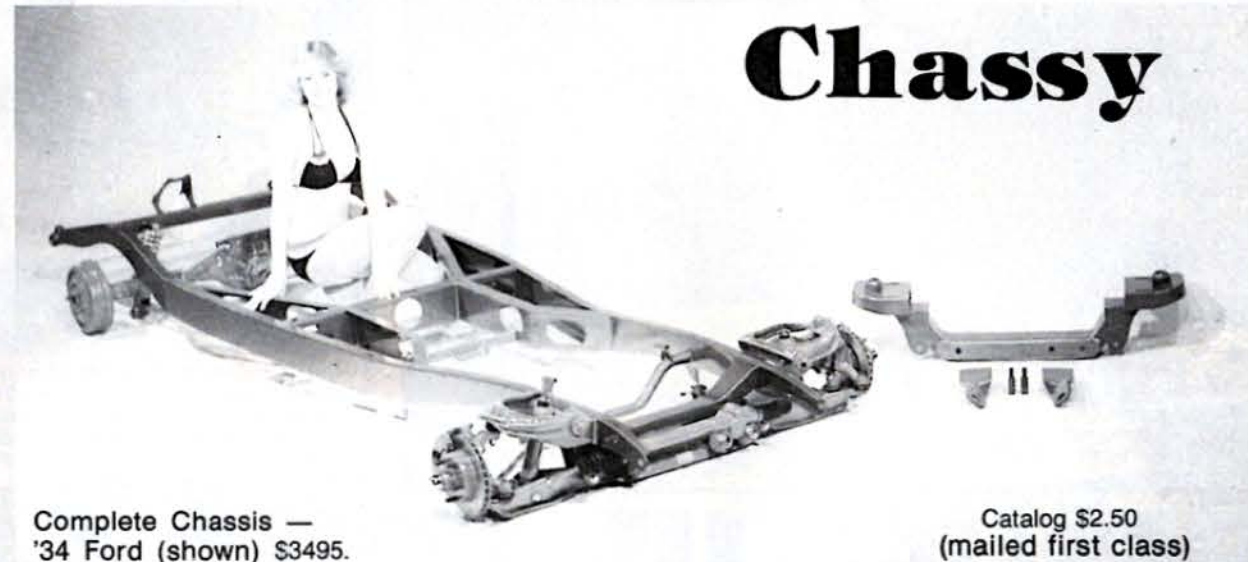
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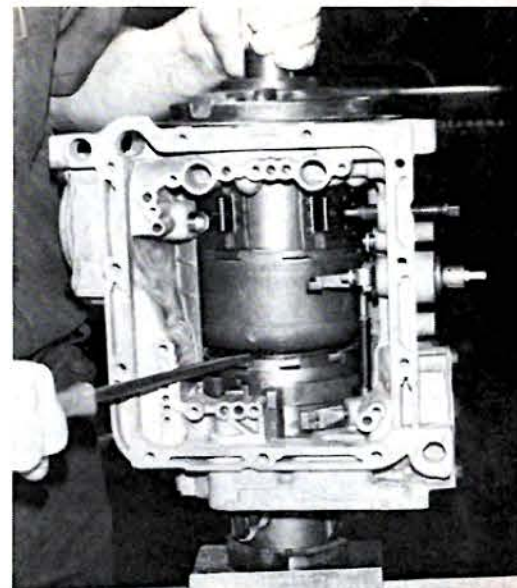
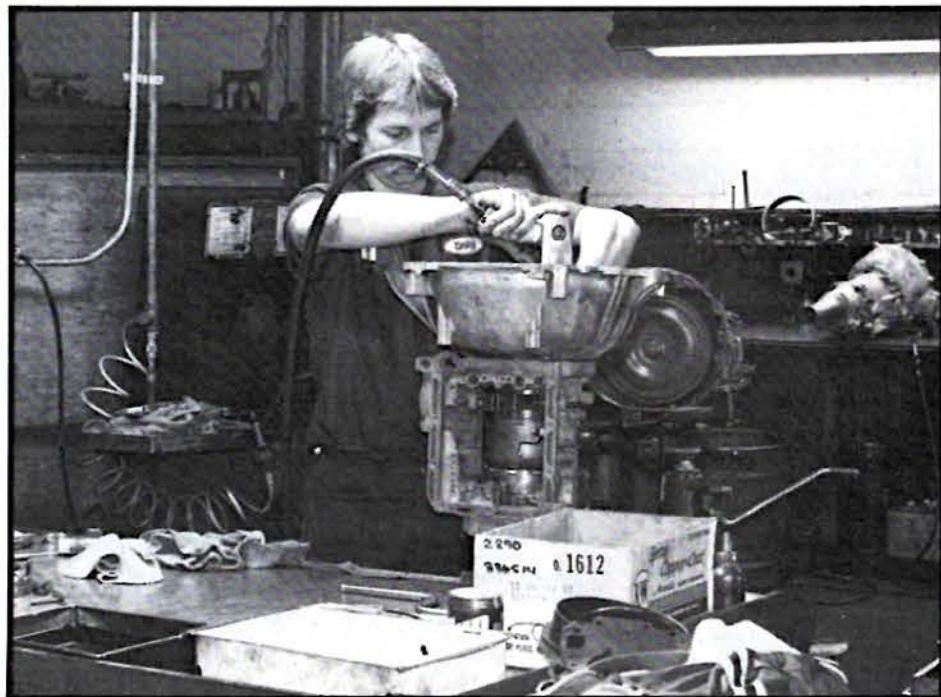
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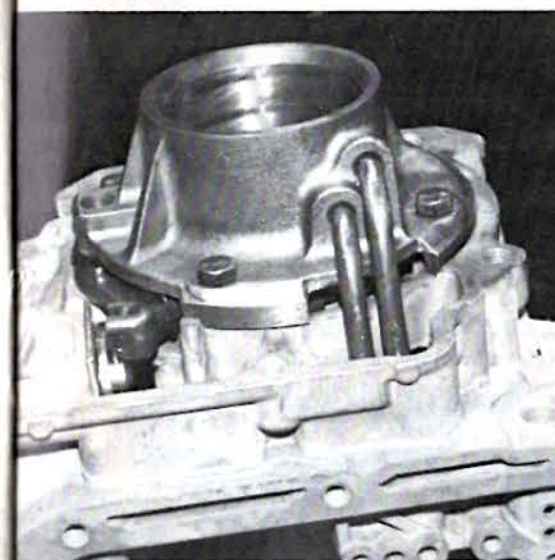
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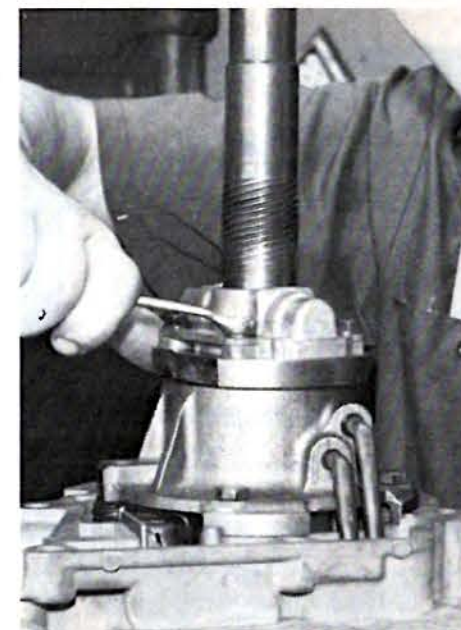




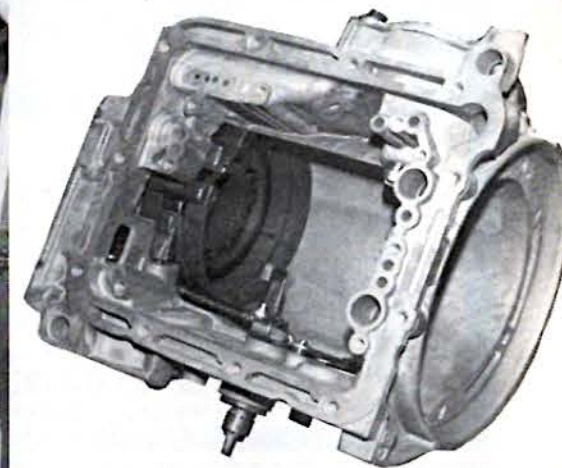
1. Corky, at Jerry's Transmission, shows just how easy everything falls into place. The C-4 should disassemble for you quite easily, with the exception of removing the front pump. In this case, pry a screwdriver between the reverse planetary and the sun-gear.



5. Carefully install the oil delivery tubes from the governor distributor sleeve into the case and tap them down with a plastic-faced hammer.



6. After you've checked the sealing rings and the distributor surface they rub against for wear, install the output shaft.



7. The low/reverse band will need replacing if any area of the lining looks dark, meaning a burnt spot which will also be glazed. Install the band through the front of the case.

# FRESHEN UP YOUR C-4

(with terms you'll understand)

—BY STEVE KELLER

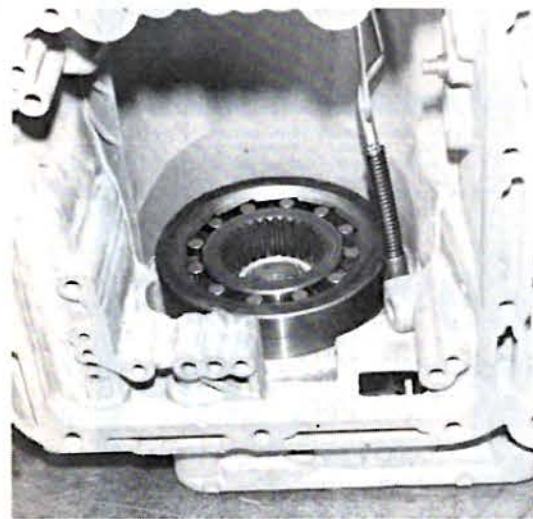
Cruise-O-Matic, Turbo-Drive, Multi-Drive, and Ford-O-Matic are names Ford has given to various automatic transmissions which have been classified as one basic unit, the C-4. Found in cars all the way from the econo-Pinto to the large LTD, this transmission was first introduced in 1964. The quickest way to identify the C-4 is by its removable bellhousing, unique to this model.

If your present experience with automatic transmissions goes no further than

the normal 20,000 mile fluid and filter change, don't worry. The C-4 is one of the easiest automatics to rebuild. Your most important tool could very well be a 5-to-10-dollar shop manual to coincide with this assembly 'how-to'. This article will present the pictures and procedures in terms that will make the more thorough and confusing shop manual understandable. While we could not dedicate enough pages to completely show the teardown procedure and a complete valve body re-

build, we have included enough information to simplify the job to the point where there is no reason any street rodder couldn't save himself the high cost of professional rebuild.

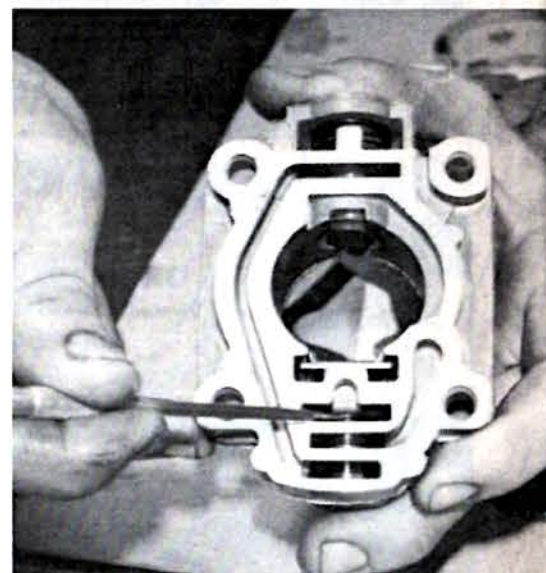
By thoroughly reading the assembly procedure given on the following pages, which we accredit to Jerry's Transmission of Norwalk, California, and reading through the shop manual procedures *before* beginning, the job will be a breeze. The hardest job you will have is pulling the trans and



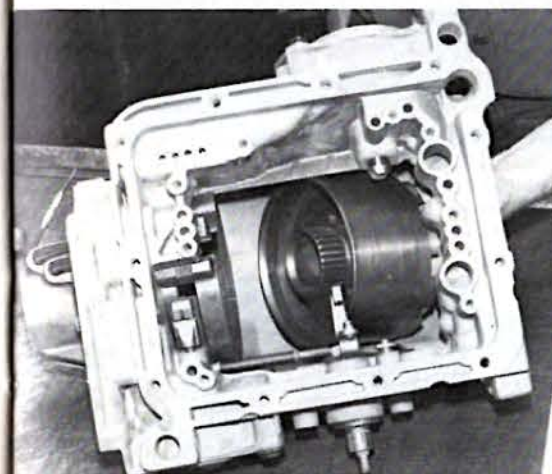
2. We will be showing the assembly procedure and assume all the parts are clean. Shown is low-gear sprag which is bolted to the case. 12 rollers and 12 springs operate the sprag. Check for broken springs and worn rollers. If they all look good, clean it *right in the case*.



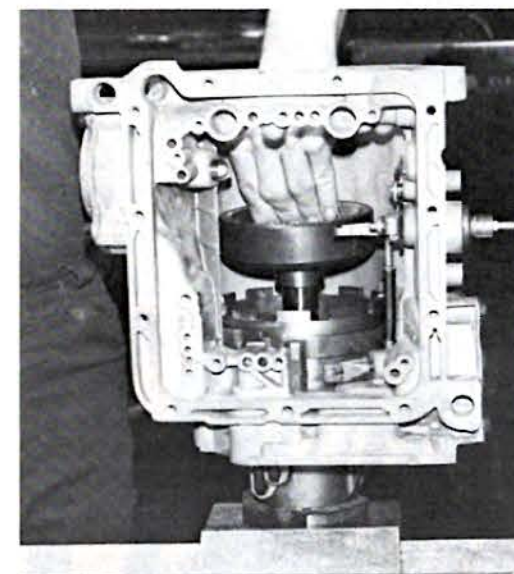
3. A thrust-washer gets placed between the case and the parking pawl gear. Use a little (white) grease whenever the washers need to be held in place.



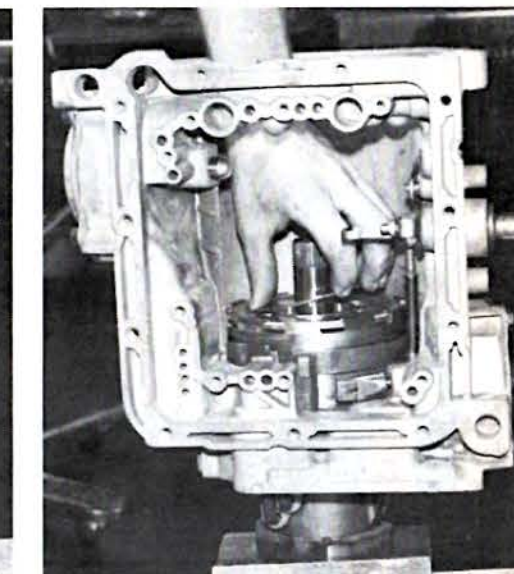
4. "Pick" the secondary governor valves to make sure they are sliding smoothly, otherwise sticking valves will keep your trans from shifting.



8. Lightly sand the surface of the low/reverse band which will ride on the rear band and install it inside the band. No thrust-washer is needed between the drum and the case.



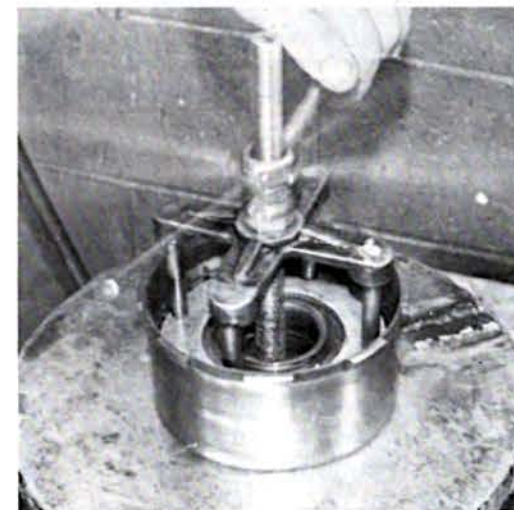
9. With a thrust-washer going before it, the reverse ring-gear now gets placed into the low/reverse drum, followed by a snap-ring.



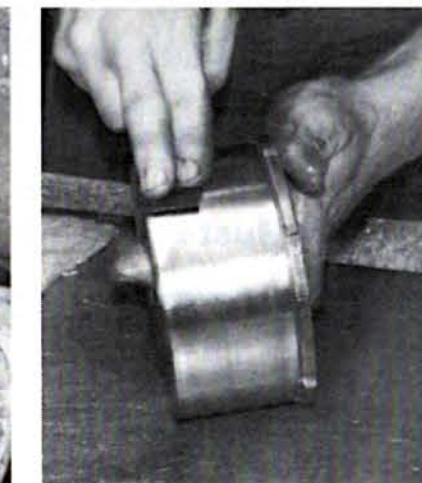
10. Now the reverse planetary can be installed in the reverse ring-gear followed by a thrust-washer.



11. These two types of clutch plates must be installed in their respective clutch cylinders, easily identified by a smooth or a waffle lining.



12. You will need a press similar to the one shown to get to the seals. You may need some help from the transmission shop, here.



13. Sand the glaze off the high/reverse drum with 220 grit. It is important to sand around the drum, not across. This will aid in a good first-to-second shift.



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replacing it, unless you can get a transmission jack, floor jack, or a buddy to help.

You'll need a few of the basic hand tools (plus several snap-ring pliers) along with some solvent to clean all the parts, and an air hose to blow the parts and passages clean. Along with the clutches and bands, you can pick up complete rebuild kits which include all gaskets, O-rings, and seal rings, at your local dealership, parts house, or transmission service station. Don't forget a new batch of tranny fluid. Before adding the new fluid, blow the oil cooler lines free from all the old fluid still

(Continued on page 60)



14. It is extremely important that all seals fit properly and it is a *must* to lubricate them before installing them. STP oil treatment works well here. This "honey" looking lubricant is popular throughout transmission shops.



15. These two pressure-plates sandwich the clutch plates. One at the left (waffle-type) goes to the bottom of the forward clutch.



16. Lining-covered clutch-plates get stacked alternately with steel plates. Soak them in trans fluid before installing.



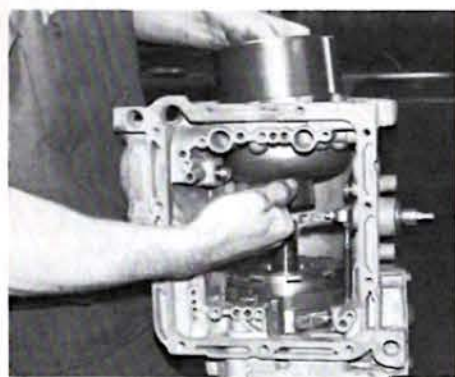
17. Be sure to check all surfaces which the seals will slide against. Any imperfections can be cleaned up with crocus cloth.



18. After clutches have been rebuilt, check with feeler-gauge the clearances between the top plate and the snap-ring. Forward clutch drum (shown) should have .010-inch and high/reverse needs .060-inch.

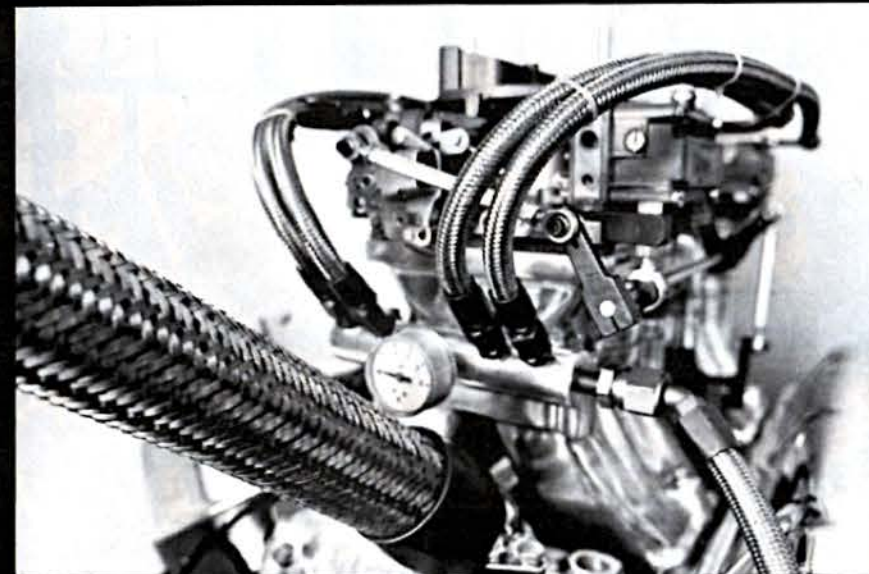


19. The clutch drums don't need a thrust-washer between them but there is one needed atop the forward clutch hub before placing the ring-gear. A large thrust-washer (arrow) gets placed between the front planetary and ring-gear. At right, the sun-gear gets placed over the planetary with a thrust-washer between them.

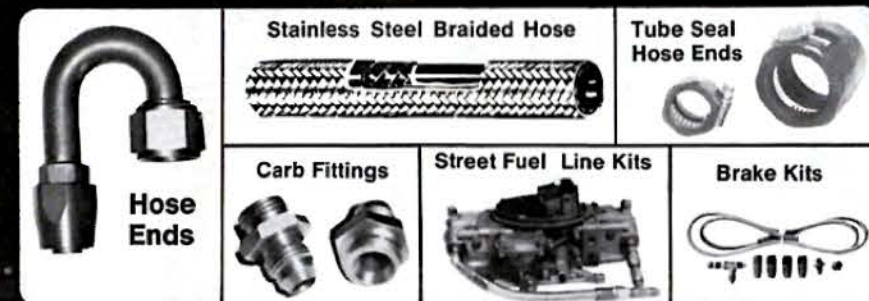


20. The clutch pack can now be installed through the front of the C-4 case with the sun-gear being fed through first.

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# '29 FOR 80'S

Hot Rodding tradition is Progress

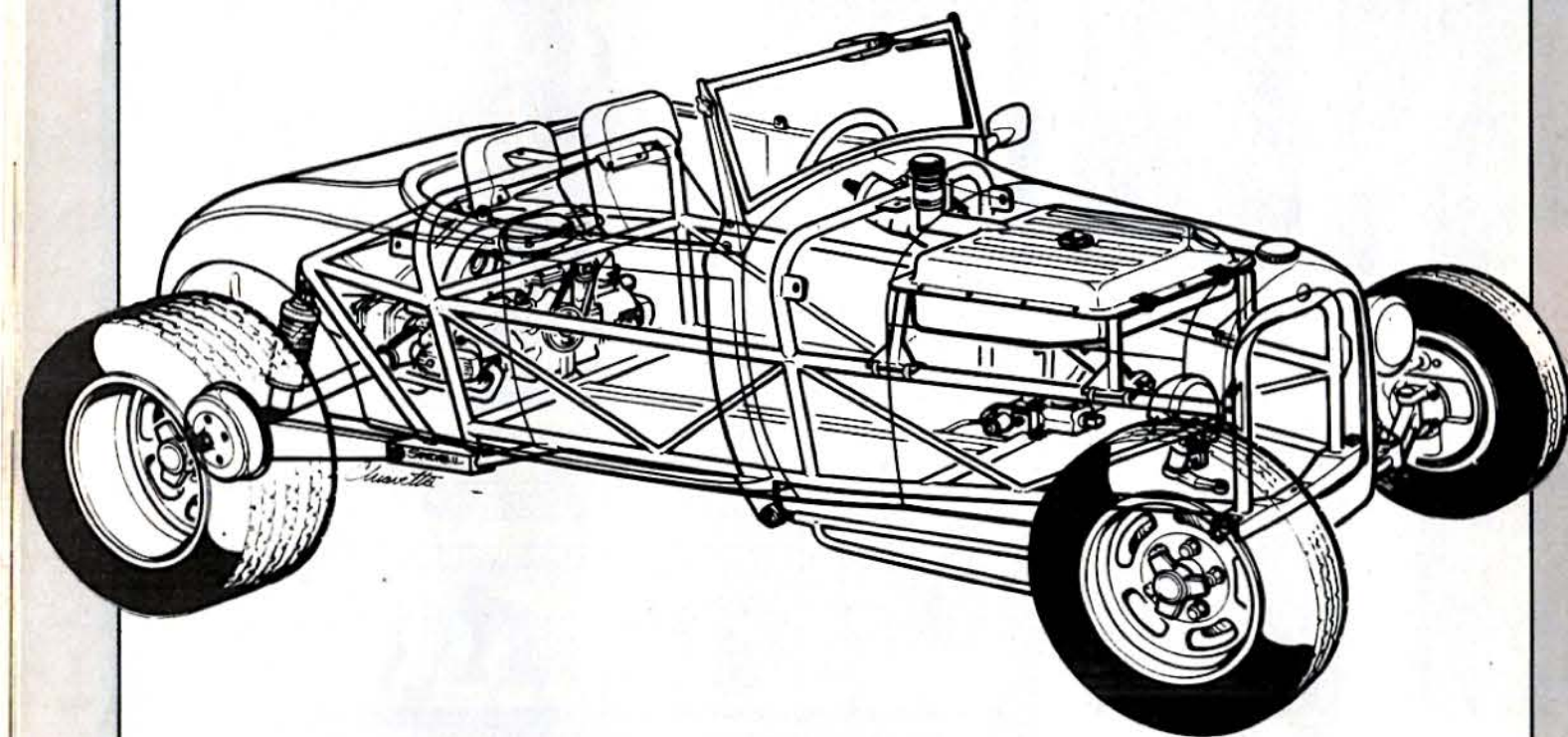


ILLUSTRATION: MIKE CHIAVETTA

BY JAMES PARENZAN

Street rodding grew from the desire for performance: Rodders, for a few bucks and with some effort, have been able to create specials that are much better, faster, and sweeter than Detroit's pig iron. Raw materials were plentiful and cheap; gasoline too was cheap, and fun performance was the name of the game. However automobiles, and in particular rodding, have been hit by inflation; the prices of some of the nicer pieces of antique iron have really gone sky high in the past few years. Not long ago a couple of thousand dollars and some effort would produce a really sweet little roadster. No more.

Nowadays a reproduction chassis without engine or tranny but with all the other running gear will run from \$2000 to \$4000.

Gasoline prices are not coming down either. We can look forward to steadily rising prices in the future. Fuel efficiency is becoming more and more important; high-compression engines are a thing of the past!

Rodding must be dead then, right? WRONG! There are whole worlds of new cars, performance cars, to be built. Dune buggy builders have known for years that the VW powerplant/transmission is a fine base on which to build a performance car. Parts are plentiful and cheap. Trick stuff and supertuners are available. Buggy builders produce fast machines with all the latest technological wrinkles. Sounds like a good foundation for a rod, right? Exactly. "But . . ." I can hear the chorus in the background, "it's not a traditional rod." If rodders were a traditional bunch they

would never have started building rods to begin with; new ideas and fun new solutions to the street performance problem are what street rodding is all about.

And that's what this brand new 1980 '29 Roadster is. A tube framed, mid-engined, VW-powered little speeder with a glass '29 replica body. It will be truly a car for our modern age. It's going to be quick, inexpensive (are hand built labors-of-love ever really inexpensive?), fuel efficient, and a gem, a real gem.

Mike Chiavetta sold his beloved 4-door "T" sedan to pursue the concept of building a practical Roadster for the '80's. *Street Rodder* will follow its construction closely and give you articles on the chassis, running gear, body and details, and will do a road test on the finished product. Look for these stories in the coming months.

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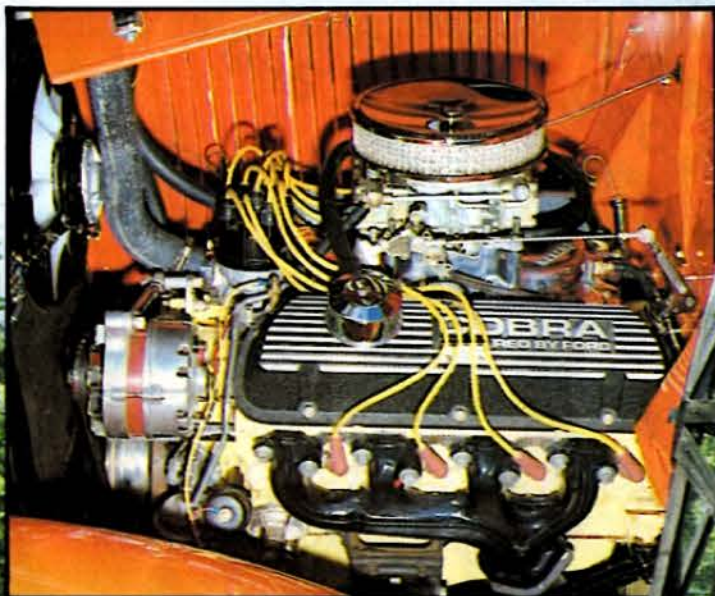
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**H**aving a soft spot in your heart for the 1932 Ford pickup and finding the fairly straight remains of one whose owner refuses to sell, yet leaves it out in the elements, can make for a sad story. But, after "baby-sitting" and waiting for over a year, Ron Wheeler made a deal with the former owner and turned this pickup's story into a happy one.

While paying a visit to his sprint car buddies over at ARC/Halibrand, Ron spotted the pickup's sheetmetal just "resting away" on the ground. Being put on a one-year waiting list finally paid off and Ron



**STREET  
RODDER**

BY TOM VOGELE

# Wheeler Dealer

Vintage tin shall survive in the hands of Mr. Wheeler!

became the new owner.

Now, two-and-a-half-years after carting the truck home, he is the proud owner of one bright BMW orange, better-than-new, 1932 Ford pickup. The conversion wasn't easy, but the results clearly show the talents gained from Ron's sprint car and body shop interests. Good friend and ARC/Halibrand ace, Tom Isbell shares garage space and pitched in to help Ron during the project.

While the frame was being fitted for a '29 "A" front crossmember before being fully boxed, the pickup story almost became non-existent. Several "by-standers" began filling Ron's head with "tempting" roadster talk. Realizing that all '32 body styles utilized one style frame, Ron could have easily bolted on a roadster body instead. However, thanks to his soft-spot, Ron let the pickup survive.

A nine-inch '71 Mustang rearend was narrowed and adapted to the detailed stock rear spring. Armstrong lever shocks and urethane-bushed radius rods control the rear action. Moving forward 108-inches, we find more controlled action in the form of a Pete 'n' Jake four-bar and spring (with polished leaves and Teflon inserts) controlling a Super Bell axle. 1961 Econoline heavy duty

spindles mount their own brakes for a change and both are cross-steered from a '75 Vega box. Jag U-joints connect the handmade column to a Grant wheel. An XKE also donated the hand brake which Ron adapted to the stock Mustang emergency brake cables.

Contributing to the exceptionally clean lines, along with the '32 passenger car grille shell, are four perfectly fitting Bridgestone radials, 165x15 on front and 225x15 on the rear. Tru-Spoke wire wheels, 7x15, position the tires for excellent fender/tire fit.

After making an undetectable firewall modification (lower part of center indentation was moved rearward about three-inches), Ron installed a '79 Ford 289. Even with the setback, the water pump had to be shortened. The motor received a set of polished and porcelainized exhaust manifolds which Lee Bright extended out through a pair of quiet mufflers. Holley and Edelbrock receive fuel from a 33-gallon, stainless steel covered tank mounted in the box. A C-4 automatic was commissioned to take orders from a Mustang shifter.

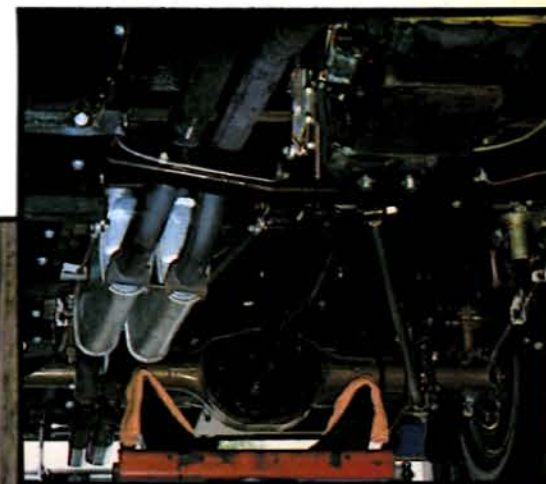
Because the '32 pickups did not come with a rear bumper, Ron decided to build his own version. He took a front '32 bumper, flattened the arch out of it, and removed 5-

inches from the center. A set of bumper brackets were then handbuilt. Tailgaters beware!

After exercising his talents on the pickup sheetmetal, Ron had Ruben Acero apply the acrylic lacquer and Lyle Fisk pinstripe some highlights.

Kaizer's Top Shop in San Diego built a seat for the truck and then covered it with brown aircraft-quality upholstery. All the electrical pieces and Jim Russell's wiring, along with an AM/FM/8-track, toolbox, and jack, ride hidden under the seat. Only a set of '70 Bronco seat belts poke their heads out from under. A hand-turned stainless steel dash insert carries a set of Stewart/Warner gauges.

After spending enough years at bodywork to "fine tune" his talents, Ron has just recently begun sneaking away from the sprint car track long enough to put a few more bodies on the survival list. He has just finished a beautiful, all-black, '40 Ford sedan and is presently digging through his "body pile" trying to decide which project should be next.



Ron Wheeler  
San Diego, California  
1932 Ford Truck



# Street Rodding in NEW ZEALAND

Though "Down Under," They're On Top of the Sport.

BY JOHN EVA



Here are four shade-seeking Model "A"s.

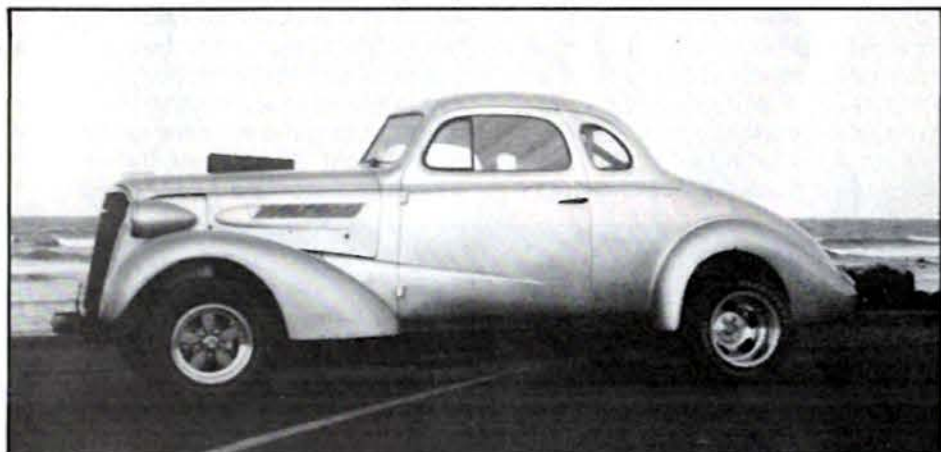
Hot rodding is going great "down" in New Zealand. Each year our big event is the New Zealand Street Rod Nationals. The 1980 edition was attended by 350 cars. Many of the games at our Nats are influenced by the American runs.

I am the Vice-president of the East Coast Rodders of Christchurch. There are about 80 hot rod clubs in New Zealand. Each is affiliated with our governing body, the New Zealand Hot Rod Association. We also have our own magazine, "New Zealand Hot Rod," which has been in circulation since 1967 and covers all aspects of the sport, from Street to Drags.

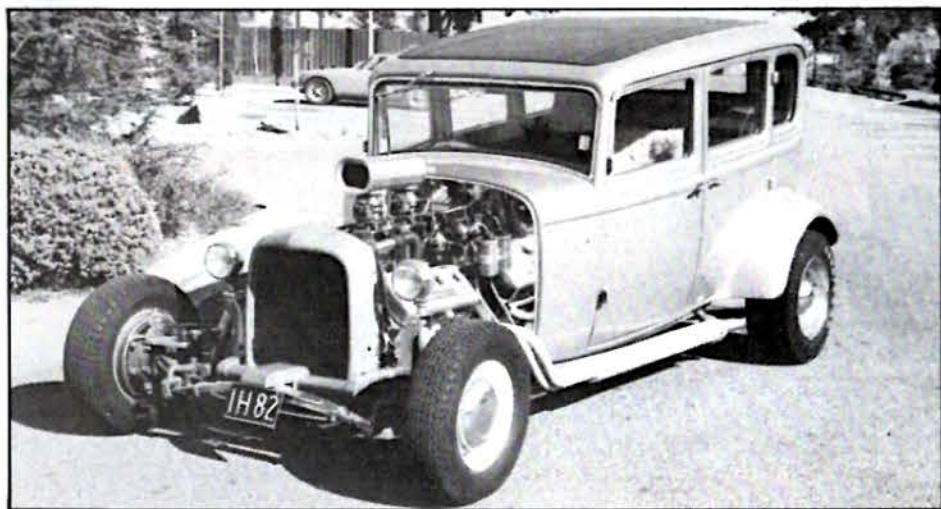
Of all the body styles, coupes are probably the most popular, and if you own a three-window, you're tops! In the sedan style, fordors are more common than tudors, mainly because they're easier to find. However, the tudors that we do have are treasured.

Compared to the States, we have very few over-the-counter parts, apart from a fairly wide range of mag wheels and a few companies which produce fiberglass items such as "T", "A", and '32 roadster bodies. Most engine swaps and chassis components are engineered by the rodders themselves. Most street rodders still favor V-8s with very few using V-6 or four-banger engines. This is amazing, considering that gas is now over \$2.50 a gallon!

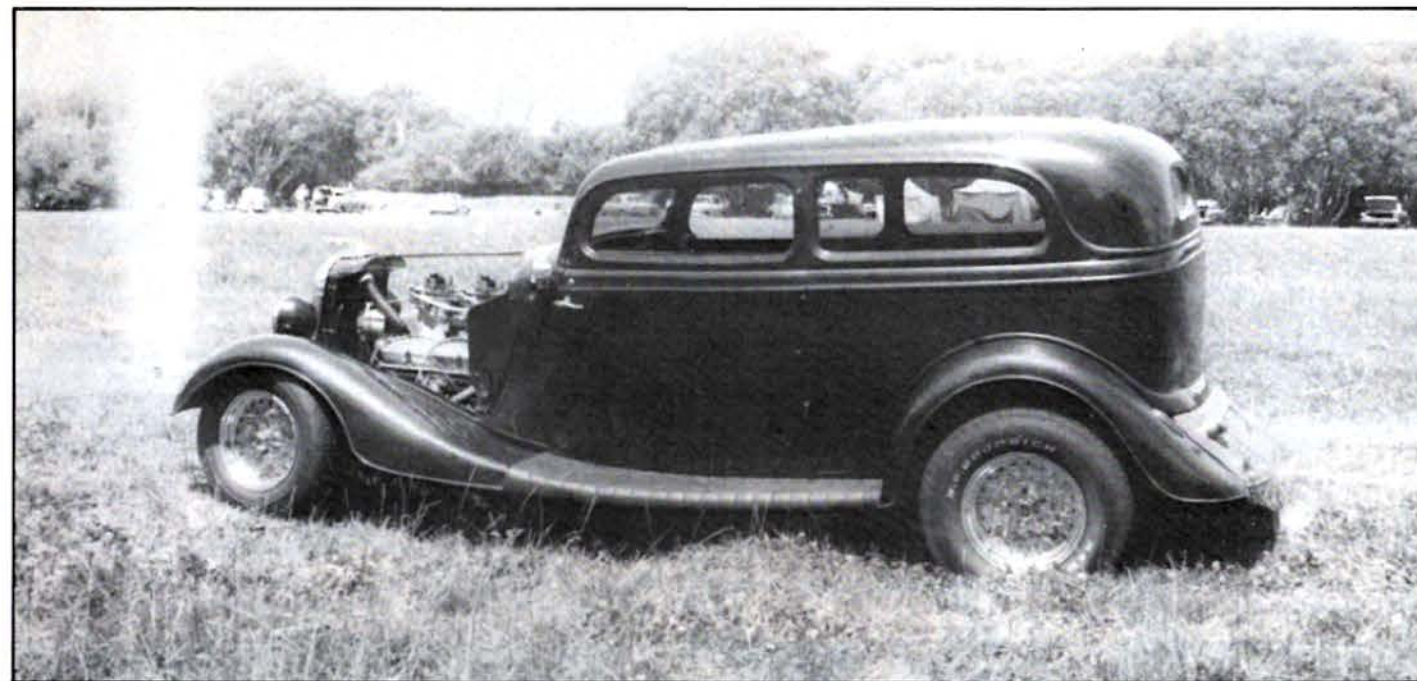
Just thought you guys from the home of Hot Rodding would like to check out the Street Rodding scene from down here.



No econo-motor for Pete Graham. His '37 Chevy coupe goes to the strip on the street with a blown 454 engine.



There's a good mixtrure of old-timey and hand-made parts in Neil Fairbrother's channeled '32 Ford. Beautiful flathead mill features homebuilt inlet manifold, headers, and bug catcher.



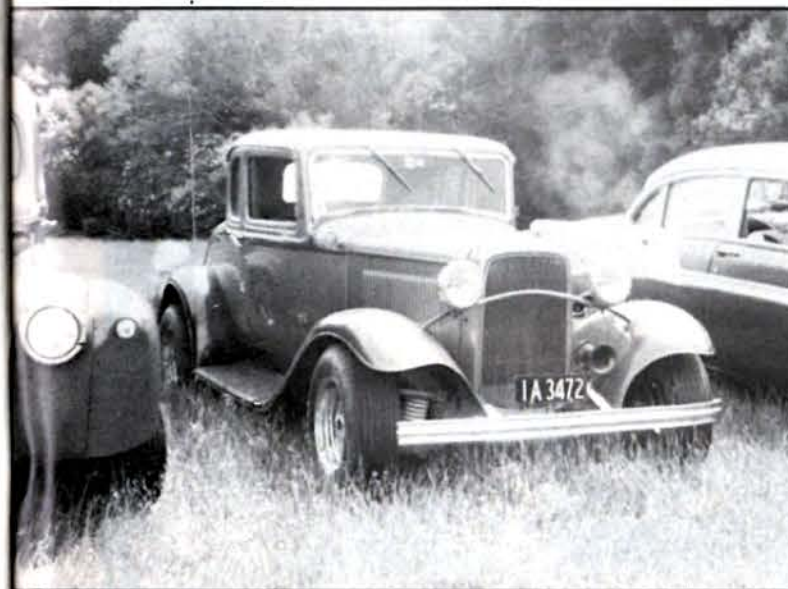
Craig Stare's chopped '33 Ford Tudor would look right at home in California. The 350 drinks expensive gas through two-fours on a tunnel ram. Notice the hand-made wheels.



Heading across the grass is one nice '37 Ford coupe with metallic red paint and a 302-inch Ford engine.



Another spotless 283 mill powers this '29 Chevy coupe. Tan and bronze paint makes it sharp.

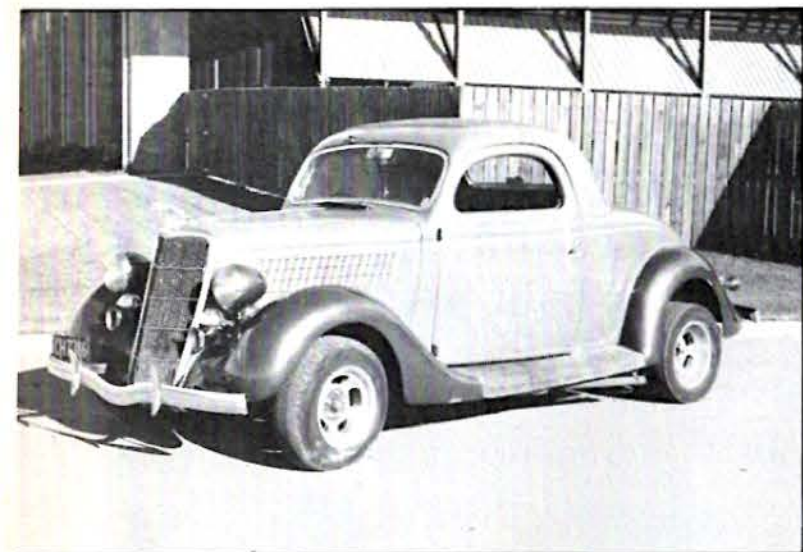


IFS is a focal point on Roger Wilson's 283-powered gold and brown Deuce coupe.



This '32, with appropriately numbered license, is Tony McMahon's yellow 327'd tudor.





This '35 Ford three-window has red paint, brown guards (fenders), and a 351 Windsor mill.



Paul Williamson's yellow and red Ford Pop has a flip frontend hiding a 302 Ford mill which drives through a narrowed Mustang rear.



This yellow '37 "Hump" belongs to Graeme Stewart of the East Coast Rodders. It has a 283 Chevy and automatic transmission.

BELOW—The fact that rod clubs have been around for a long time is proven by the Rod-Benders. Murray Davison is the owner of this blue '40 and a member of New Zealand's oldest club—established in 1957.



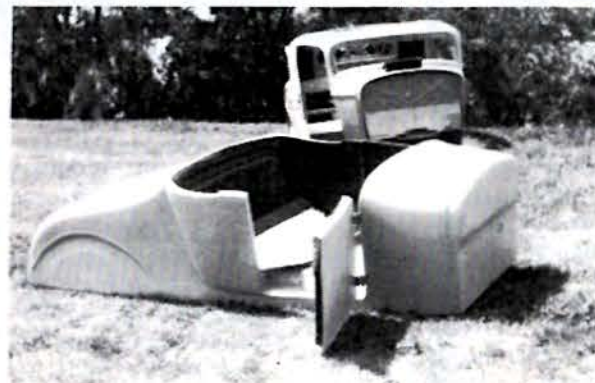
"Vic the Animal" owns this red '38 Coupe with a 283 Chevy adapted to the original "flathead" running gear.



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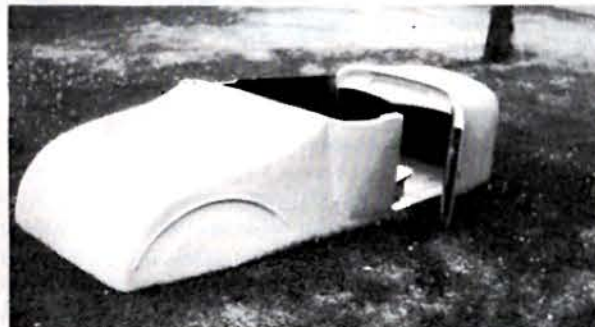
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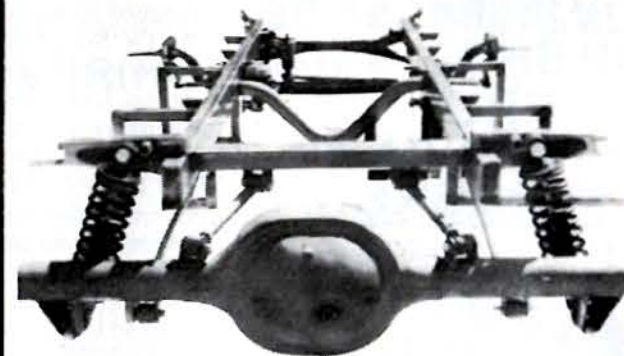
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**MODELER'S CORNER**

Model Mailbag ————— By Tim Boyd

It's time again to drop into the mail box and answer some of your letters that I have recently crossed the Model Editor's desk here at STREET RODDER.

Bob Rupert, of Ford City, Pennsylvania, is currently building a 1/25th scale Revell '31 Ford sedan delivery with a 3-inch chop, 351 Cleveland, C-6 tranny, and a Vette rear suspension. Bob wants to know how to mount a Vette rear on the '31 frame. As luck would have it, MPC's '38 Ford pickup kit includes a Vette IRS. Since the '28 and '31 frames are almost identical, the MPC pieces should almost fall into place on the Revell frame. Don't forget to drill lightening holes in the Vette control arms for added detail.

Richard Van Horn, from Cocoa Beach, Florida, and several other readers were intrigued by those Olds Fiesta Spinners and De Soto Bumpers included in our subject vehicle in a recent column on sectioning. Unfortunately, both pieces are super rare - the bumpers came from the first issue (mid 1960's) of Monogram's '40 Ford Pickup. The Fiesta wheelcovers are of unidentified origin, having been found in a bag of swap parts from 1960 and 1961 AMT and JoHann kits. Check your supply of late model wheelcovers, as some can be modified to resemble the infamous Fiesta spinners.



The gasser idiom is clearly felt in this chopped VW from Andy Martin, of St. Paul, Minnesota. The model features a competition frame, and a strong metalflake paint job.

Alan Neclesse, Jr., of Hinsdale, New Hampshire, reports he successfully chopped Testor's '48 Ford Coupe, but now wonders what to do with the glass. Although the clear plastic included in the kit can be

cut, this operation must be done quite slowly, as the material is brittle and will easily crack. We suggest you use clear sheet acetate, which may be found at your hobby store, or from Auto World, 601 N. Keyser Ave., Scranton, PA 18508. Cut this material to the proper shape, then use 5 Minute Epoxy to cement it into place.

Lee White, from Cincinnati, Ohio, is building a 1/8th scale, replica of the American Graffiti Coupe, but needs a set of the Chromed Reverse wheels from the old Big T Monogram kit to complete his project. The best avenue we can suggest for those of you looking for rare kits and rare model parts, is to take out a classified ad in "Scale Auto Enthusiast Magazine." Write to them at P. O. Box 10167, Milwaukee, WI 53210. Rates are \$.10/word, with a \$2.00 minimum, and your name and address are free.



The builder behind this super smooth '49 Ford custom is Dale Wallace, hailing from Alta Loma, California.

Dan Wilcox, of Vestal, New York, is looking for hints on applying Tutone paint schemes. We'd suggest you apply the lighter color first, let it dry several days, then mask off the lighter area with Scotch Magic Tape. Before you apply the tape, however, stick and pull it up several times from a metal or glass surface to reduce the adhesion somewhat (and thereby reduce the chance of pulling up previous layers of paint). Remove the tape ASAP after applying the second color of paint. Trim the edges with an X-Acto knife, or use striping tape as a border.

Paul Payne, from York, Pennsylvania, fondly remembers some of the great custom kits of the sixties and wonders why the

model manufacturers haven't re-released these kits in recent years. To prepare new box art and rejuvenate old molds can cost over \$25,000. To recoup that sort of investment and cover the raw material and production costs of such a kit, significant sales volume would be required. Apparently, the Model Manufacturers doubt the current market potential of such great old kits as the Silhouette and Surf Woody. Then, too, one of the major model companies did destroy many older kit molds for tax write-off purposes as it faced imminent bankruptcy a decade ago. We'd suggest you visit one of the many model car swap meets held around the country and purchase your favorite old custom kits there, or else write the product managers at the various model manufacturers, asking for the re-release of the particular kit you're looking for. By the way, Paul, we plan to build-up and cover several of the old customs you mentioned in a future "Modeler's Corner."



Paul Corazzo chopped the top of this '55 Ford, then added rear slicks and a tool box display in the pickup bed. That's a real good chop job by this builder from Shoreview, Minnesota.

Joe Porthouse, a longtime tabletop rodder from Newport, Tennessee, is building a chopped Monogram '39 sedan delivery, and offers the following suggestions for alternate drivetrains and suspensions: The Monogram "Turbochief" custom Trans Am kit features a dual turbocharged Honcho engine and detailed front suspension which literally fall into the '39 Chevy frame. We might add that the Monogram Z-28 kit engine and suspension also look as though they would easily adapt to the 41-year-old chassis. With a little work, you could even adapt the bucket seats and dashboards from these kits. Thanks for the hint, Joe, and good luck on finishing that chopped Stovebolt.

We welcome your correspondence and photos of your street rod models as they become finished. Black-and-white photos, 5" x 7", printed on glossy paper, are preferred. Please—Do not send models! Although the writer's busy schedule prohibits personal replies, your letters are read, and we use as many of your suggestions as possible. Drop us a line!

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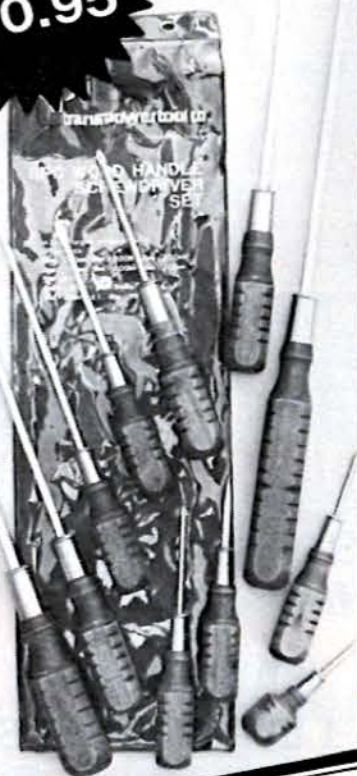
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## early IRON

We want photos of your street rod, under construction or finished. Or maybe you have an interesting shot of some early iron rusting away behind a barn. If so, send it to Street Rodder, Early Iron, 2145 West La Palma, Anaheim, California 92801. Photos cannot be returned, however.



With snow piled high on the cowl and roof, Elmer Jones proves that his '39 Ford panel makes it in any weather. Hauler features Chev 283, Powerglide, 'Vair front end, and MGB rack and pinion. The Providence, Kentucky, rodder also owns the '29 Tudor. It runs a '64 Buick V-6, Powerglide, Tempest rear, and 'Vair with Pinto rack and pinion.



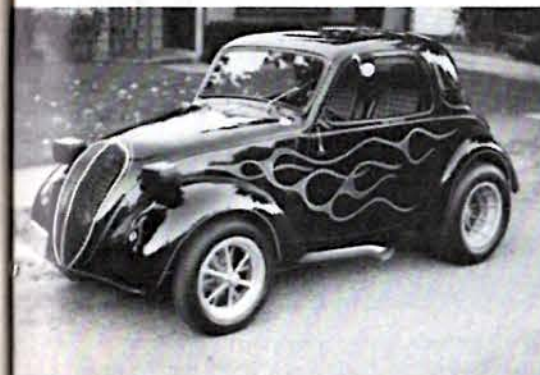
Terry, Marilyn, and Amy Bents spent four years bringing back to life and updating their sano '37 Chev Master tudor sedan. Hampton, Iowa, family installed a '63 Chev rear on stock springs, stock front end with '54 Chev brakes, '68 275-horse-327, Turbo 350, and Firemist brown lacquer for the body surrounded by Ebony black fenders. They say, "big boys need big toys," but we are sure they all enjoy playing with this one!



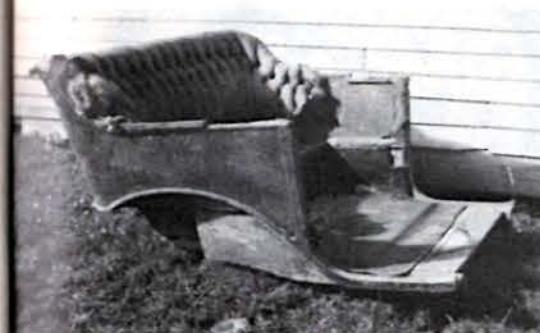
This flamed and fancy 1951 Ford is owned by Harold Halldorson of Running Springs, California. He retained the stock flathead six for economy. If you want to see this one up close, he cruises San Bernardino nightly!



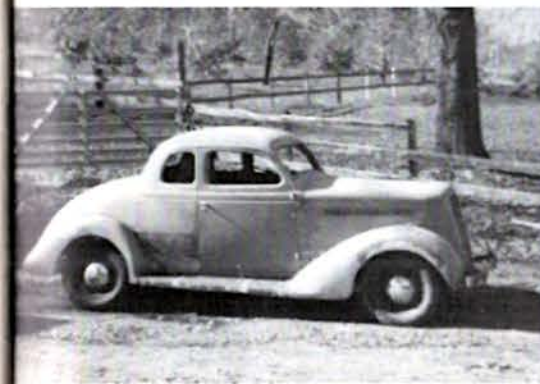
Herm Shangfeister's Camaro is laid up right now, but he says it's getting a new motor soon. Herm hails from right here in Anaheim. While the engine work is being done he says that he'll be "cherrying-out" the body.



Dan McConathy recently moved from California to Bellevue, Washington, and with him went his '36 Fiat Topolino. Black and flamed beauty has four-wheel disc brakes, narrowed Olds rear, and 327 Chevy.



The boys up at The Carriage Works in Oakland, Oregon found this rear body section in their barn. Has 1908 license plate out back, but, they don't know what it is. Do you?

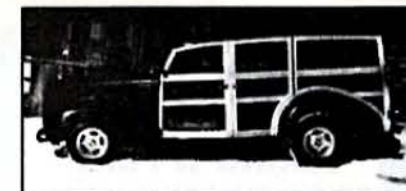


Coming to us from Boyertown, Pennsylvania, this '35 Plymouth PJ series coupe will soon be painted black with a white soft-top and will sport 3 1/2-inch whitewall tires on 17-inch rims. Kenneth Biehl built it from the ground up.



This '55 Chev hardtop is owned by Steve Arredondo, Fort Worth, Texas. Flames are applied over black lacquer, complimented with Appliance Striker wheels. Power is supplied by a 'built' 327.

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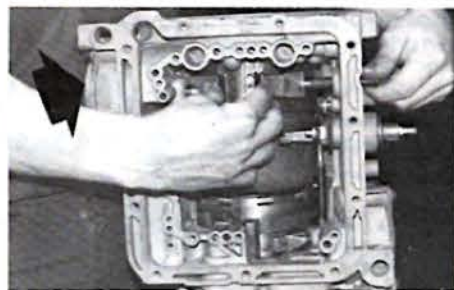
## FRESHEN UP YOUR C-4

(Continued from page 47)

left in the lines and cooler.

Organize your work area with both this article and the shop manual spread out before you. Lay down some clean rags and place all parts in a neat line in the order you remove them. Don't lose any thrust washers or bolts and be careful not to accidentally disturb your parts with a blast from the air hose.

Save the beer until you have at least torqued down the last valve body bolt (the valve body requires extreme caution when removing and replacing). An added bonus will be the satisfaction of having done the job yourself.



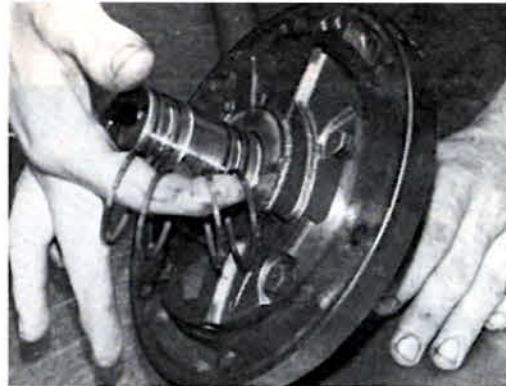
21. The forward clutch band is said to be the heart of a good second shift. Almost every rebuild should include a new forward clutch band and two new seals changed in the intermediate servo piston (arrow).



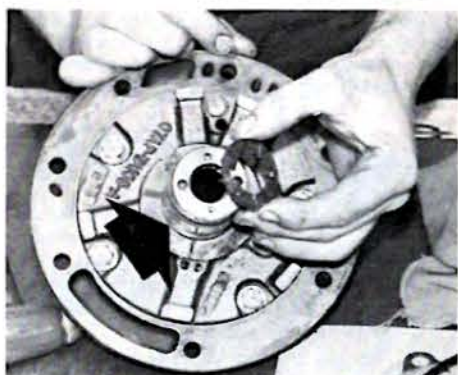
22. Stock low/reverse servo piston (at right) should be replaced with improved servo piston (at left) which has hole completely through piston.



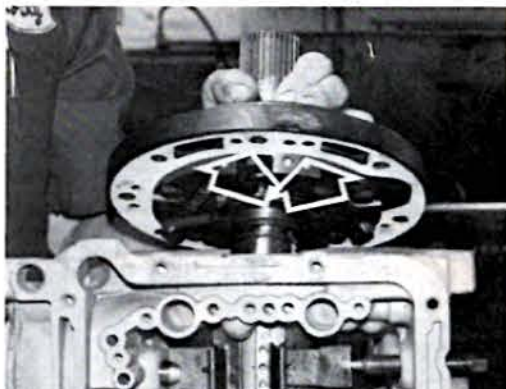
23. With the front pump apart, inspect for worn areas. Replace the front pump bushing (arrow). Ring-gear can be placed either way into the pump but small pump drive-gear must be placed with notch side towards pump housing.



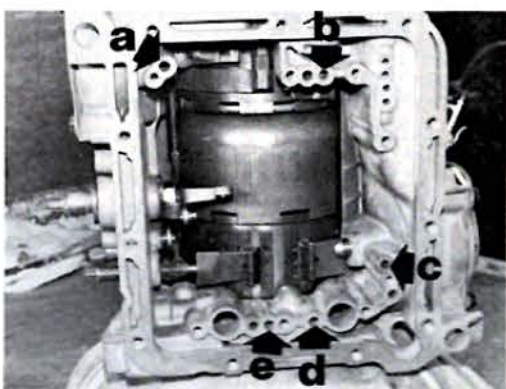
24. Install the four new sealing rings which ride on the stator support. They can not be interchanged.



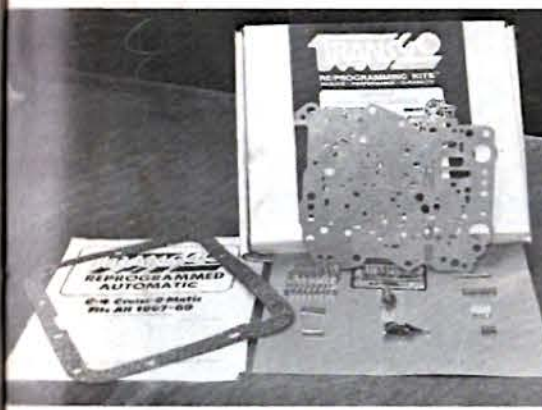
25. An inner thrust-washer rides on the forward clutch pack (shown) while the outer thrust-washer (arrow) will ride on the high/reverse drum.



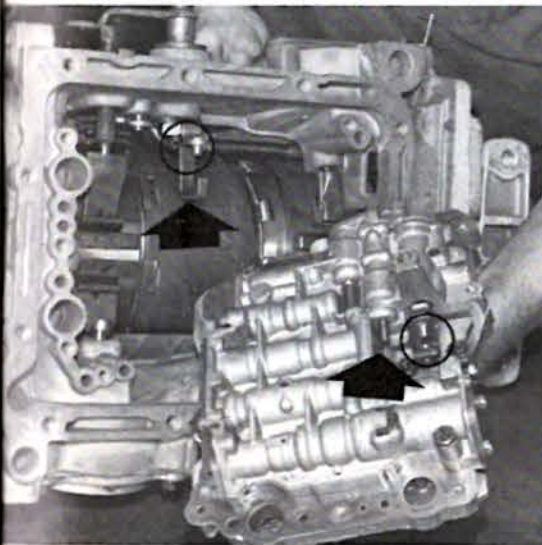
26. Make sure holes from front pump (arrows) line up with the case holes.



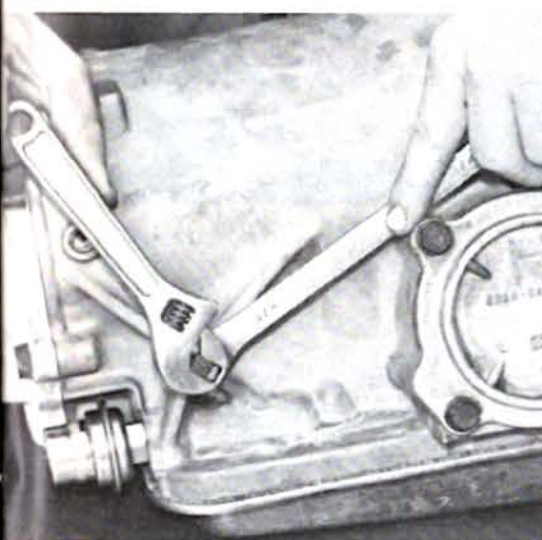
27. With everything together this far, you can air check the passages to make sure everything is working properly. (A) activates high/reverse piston, (B) governor check, it sounds like a "whoopie cushion," (C) intermediate band, (D) high/reverse clutches, and (E) forward clutches—you will be able to hear clutches engaging and disengaging.



28. Because of different year valve-bodies having different amounts of check balls and the like, we could make a story out of this components alone. For this reason, we would recommend a Trans-Go re-programming kit which comes complete with detailed instructions showing you where everything goes. They make a kit to suit your kind of driving need.



29. When you're ready to remount the valve body, be sure the shift selector (circle) and kick-down lever (arrow) from the case are positioned in the valve body properly.



30. When adjusting the bands, torque the adjusting screw (shown with adjustable wrench) to 10-inch-pounds and then back the front one off one-and-a-half-turns, and the rear one two-and-a-half.

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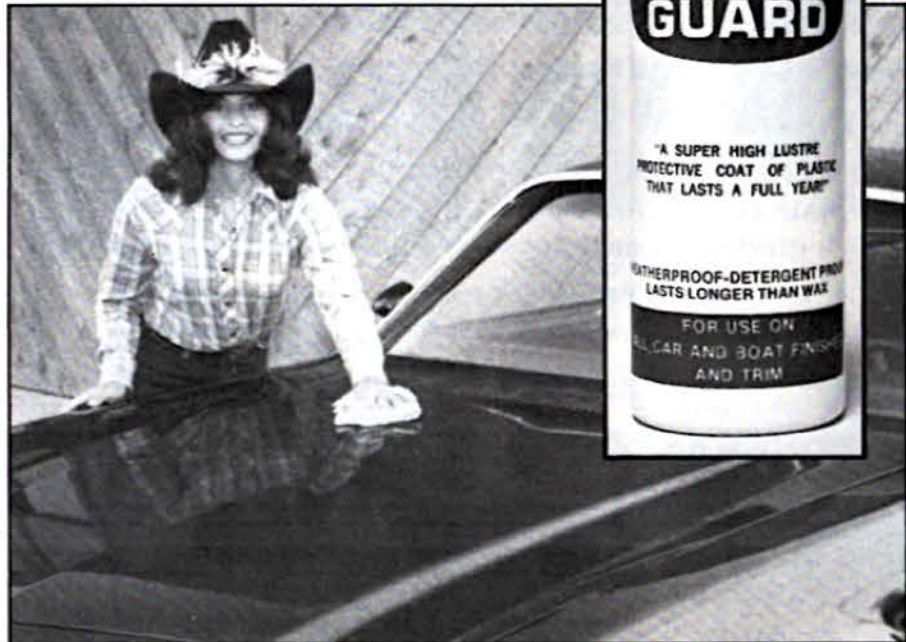
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SR12

## RODDERS SHOPPING MART

15 WAYS TO IMPROVE YOUR RIDE



Aldan now offers a shocking solution to an age-old problem—how to get good ride in your rod—with their brand-new adjustable gas-filled shock. The 15-position valving adjustment may be selected with a screwdriver of the edge of a coin without disconnecting anything from your car. Also available with 2-inch adjustment in coil-spring height, Aldan Shocks will be available in mid-November from the following authorized distributors: Pete & Jake's Hot Rod Parts, Specialty Cars, Specialized Auto Components, Magoo's Auto Shop, and Unique Auto Builders.

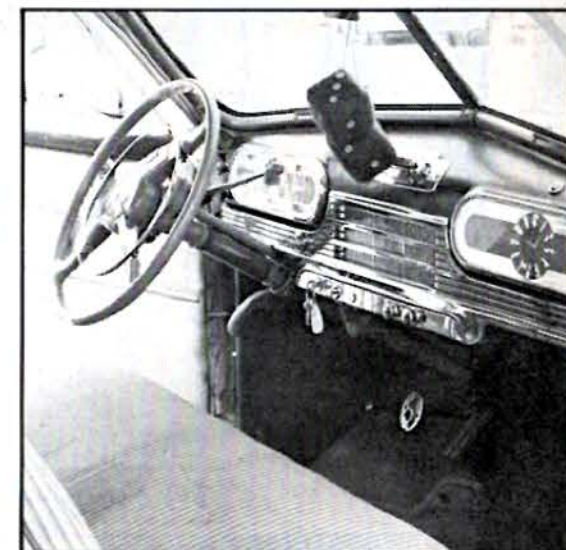
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PHOTOGRAPHY: TOM VOGELE



Already completed is the installation of a '74 Olds 350 with Turbo 350 trans. This, combined with the stock '48 rear gets them about 22 miles per gallon, riding as smoothly as a new car, on the stock 121-inch wheelbase.

Louie Dickey applied two-tones of creme tan and dark brown metallic paint and Jim Owensby assisted the owner with the engine swap which required motor fabrication.

The Over the Hill Gang members plan to spend some money with Scotty's Muffler in San Bernardino, Kustom Upholstery in Rialto and, an as yet unidentified purveyor of wire wheels. Then it's back to Louie for a new reddish-brown firemist painting.

In the meantime, the Rosses are content to cruise inside their all original interior listening to the stock '48 Olds sounds.

Viva la difference!

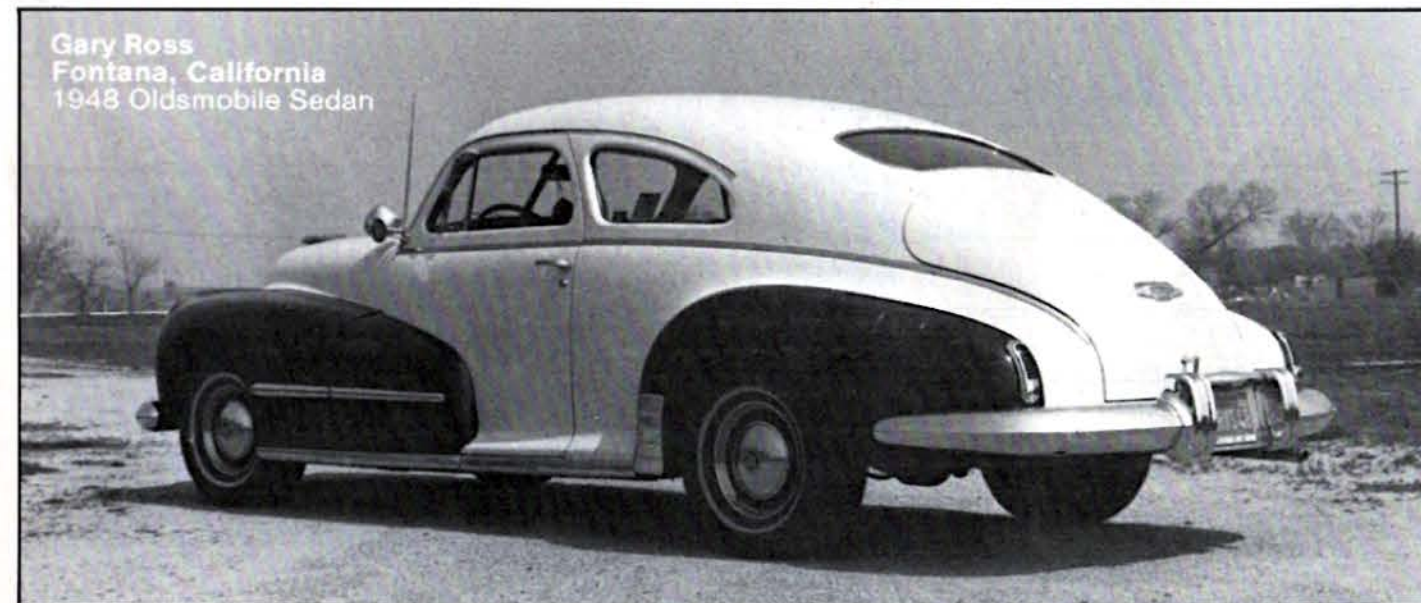
## Original Olds

Little by little, it's shaping up

One of the reasons you don't see many rods like this one is that Oldsmobile only built 16,380 Club Sedans in 1948. You may notice that, while never a popular model, certain features, such as the grille bars were favorites of

the customizers of the '50's. Gary and Darlene Ross like theirs because it's "purely different"—and it is *theirs*. And most of all—it's original good condition allows them to rod run and cruise while making the necessary modifications.

Gary Ross  
 Fontana, California  
 1948 Oldsmobile Sedan





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## RODDERS SHOPPING MART

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The Deuce Factory has just released its new catalog containing 20 pages of top quality 1932, '33, '34, & Model A Ford

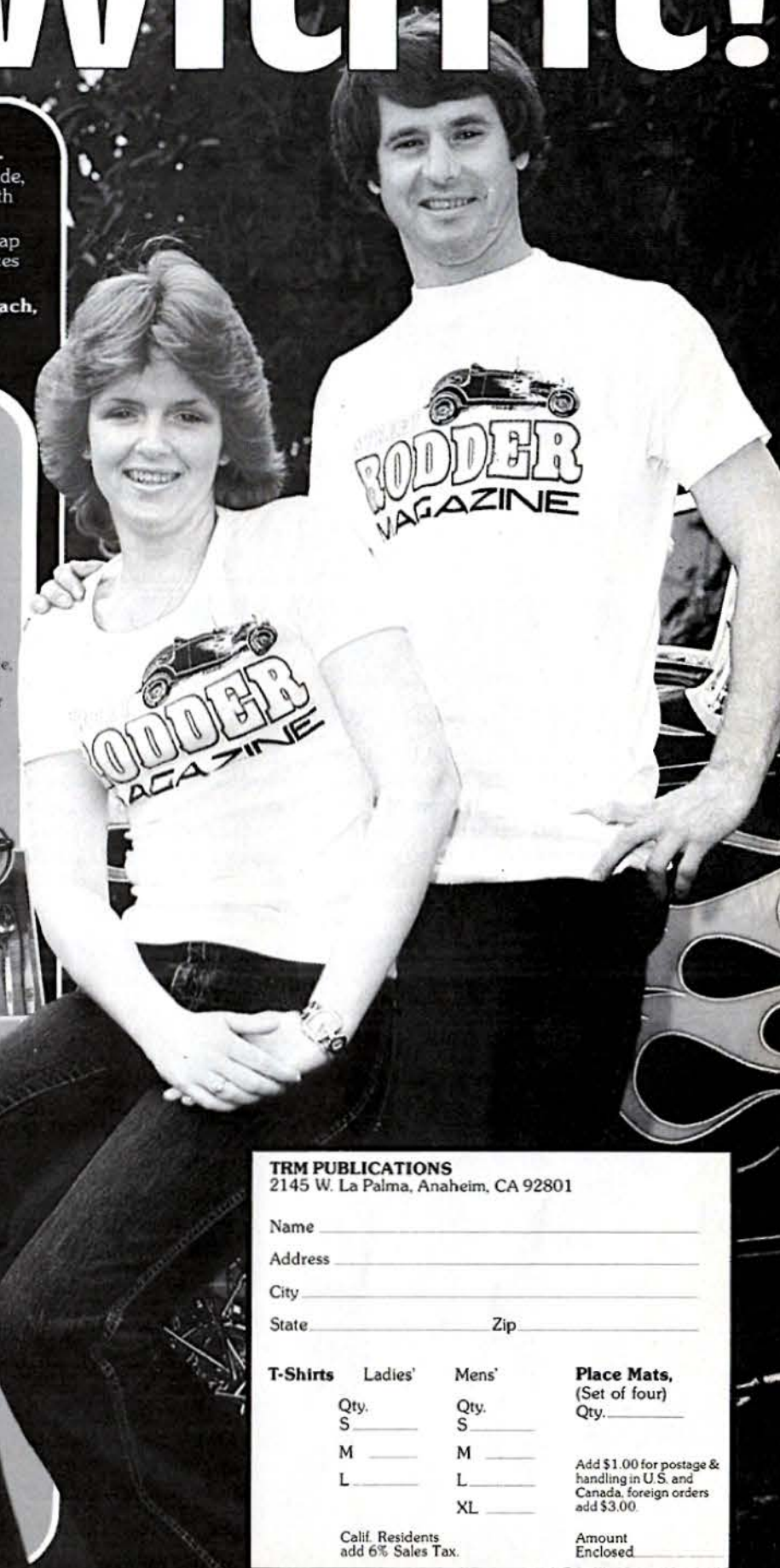
(Continued on page 68)

# Get With It!

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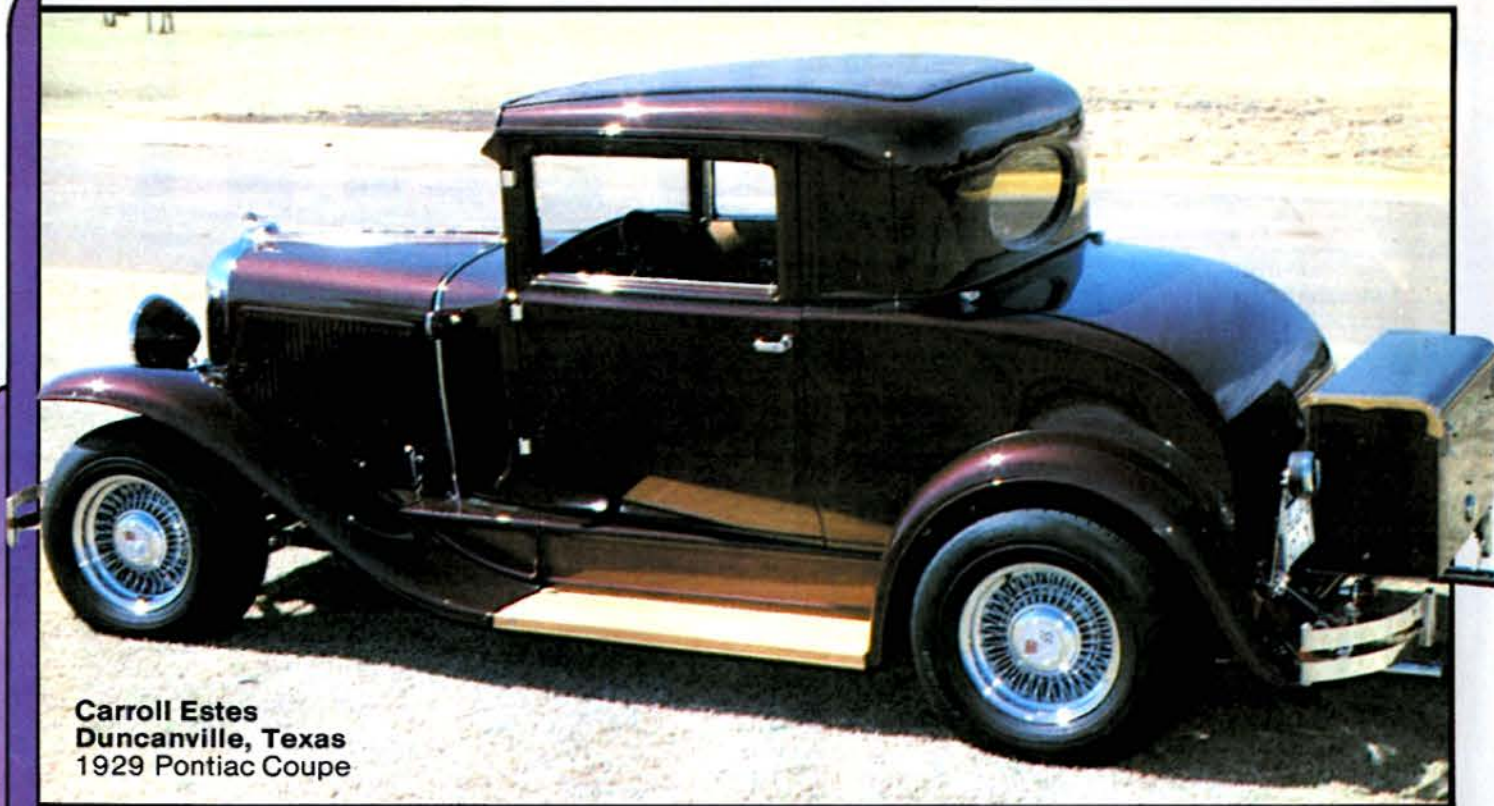
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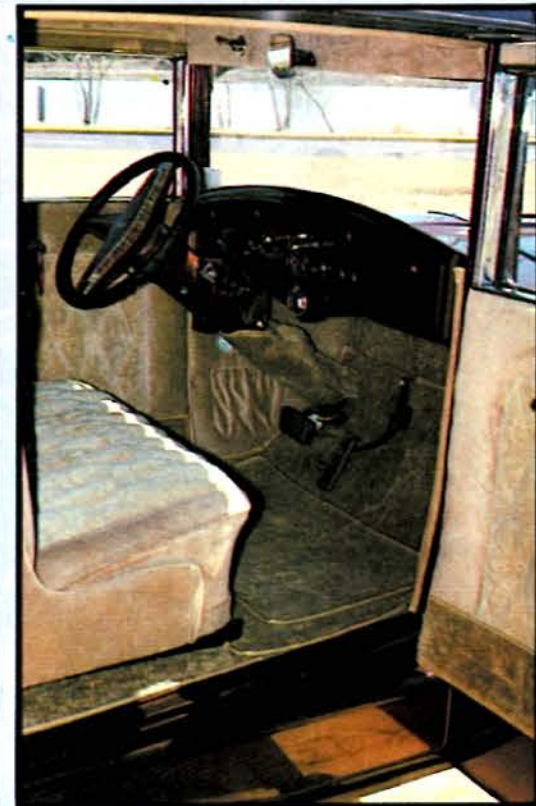
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Carroll Estes  
Duncanville, Texas  
1929 Pontiac Coupe



# WINNING' INJUN

And this one won't hold up the mail!

BY GEOFF CARTER

Postal Clerk, Carroll Estes wouldn't want anything to hinder the swift completion of his carriers' appointed rounds, but it must have been difficult to concentrate on zip codes and box numbers during the two years that

this little number was going together in the garage at home. The also difficult task of a ground-up "rodstoration" was eased by the assistance of Jim Smith with the chassis, Jim Pettit on the oak-work and Sid Bonilla at the Singer.

Carroll himself applied the metallic carmine acrylic warpaint. When the tribe's work was finished, every inch of the Poncho was painted, plated, or polished.

On the fully boxed and K-membered frame, Smith replaced

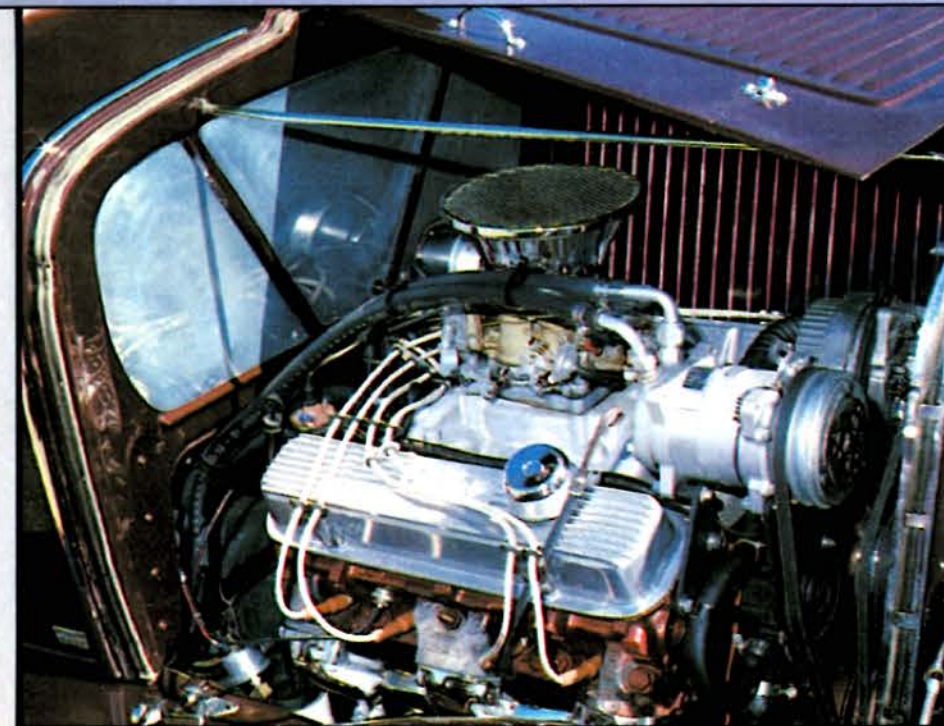
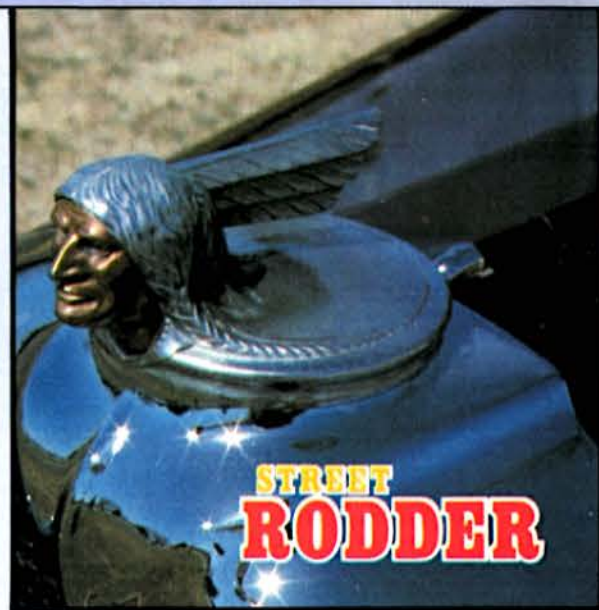
the stock springs, then installed a 5-inch dropped tube axle with '54 Chevy spindles and '72 Corvette discs up front. The '64 Nova rear carries its original brakes. Front and rear alike ride on Tru-Ray wires, steel belted radials, and Gabriel Strider shocks. Both the steering and brakes are power assisted.

Carroll managed to keep his power all Pontiac—'76 Firebird 350 and 350 Turbo, to be exact. A 650 Holley on an aluminum Edelbrock

intake helps it go, with M/T finned valve covers for show.

Known around channel one-nine on the Cobra CB as the "Wild Indian," this Dallas Area Street Rod is no bare-backed Appaloosa to ride. San Antonio Sid Bonilla's talents are evident in the diamond tufted caramel velour which serves to backdrop the S/W Stage III gauged stock dash, aircraft swivel interior lights, and '76 Olds tilt-tele column and wheel. Most of Jim

Pettit's labors were hidden when the interior went in so he added a pair of solid oak running boards inlaid with the Indian-head-side of 1929 Buffalo nickels. B&H Automotive of Dallas rigged a combination heater and air-conditioner in the dash. The latter sure came in handy during the drive to Memphis this summer where the cruise-controlled coupe cleaned up, winning acclaim as one of the 25 Most Outstanding Rods present.





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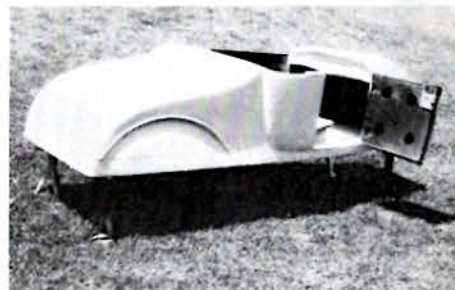
SR12

## RODDERS SHOPPING MART

(Continued from page 64)

street rod parts. It shows the latest in polished stainless steel products. Available for \$3.00, which will be credited to your first order. Write to: The Deuce Factory, 424 W. Rowland Ave., Department SR, Santa Ana, CA 92707.

### NEW 1927 FORD BODY

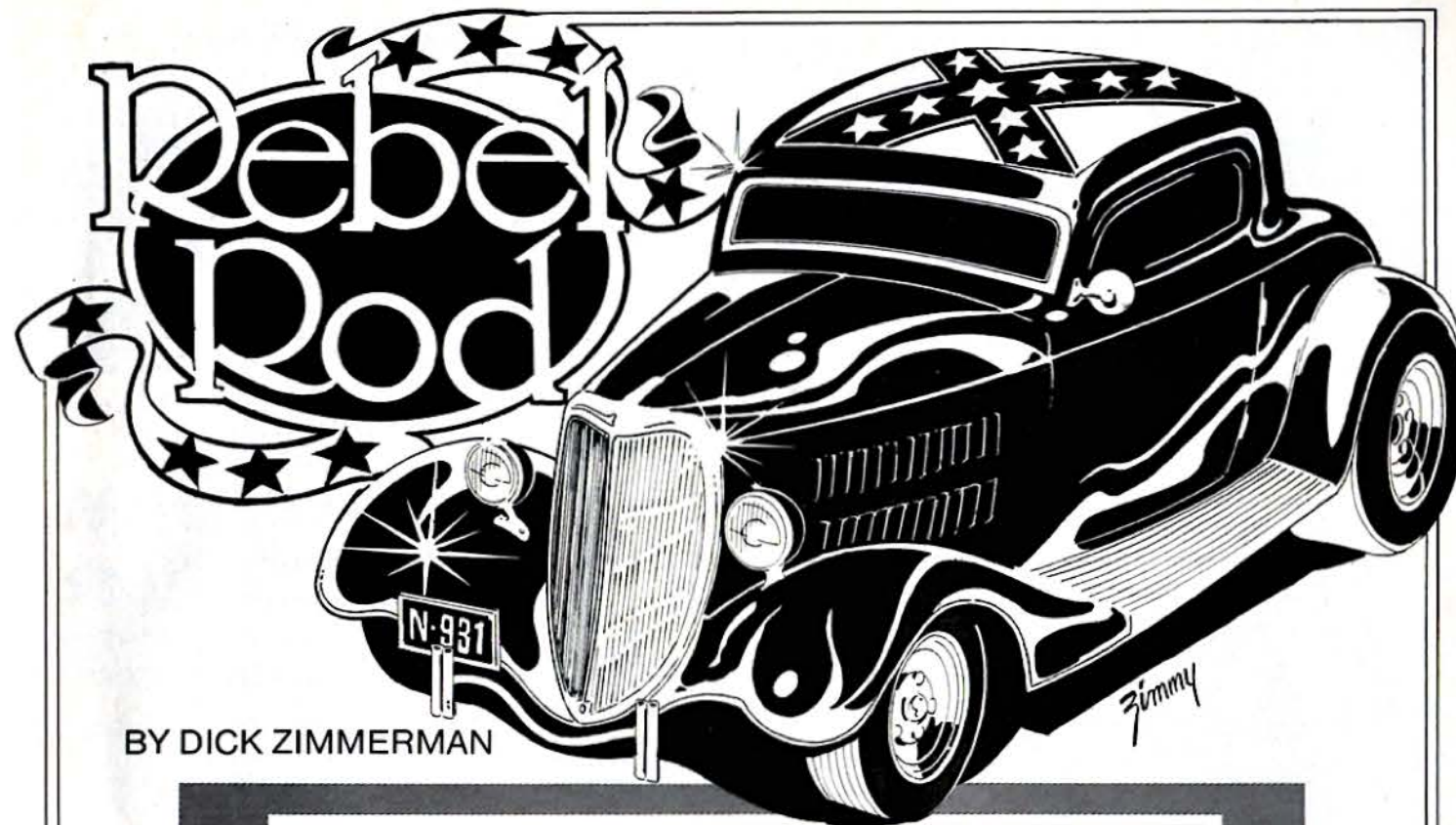


Now in production is RMC Specialties' 1927 Ford fiberglass body that is hard to tell from Henry's original steel body. Available with a stock or sunken firewall, this super clean '27 roadster has a full floor, Auburn type dash, front seat riser, front seat back, wood tack strip, hinged deck lid and latch, drip rails, hinged doors with latches and strikers, and windshield stanchions. For more information write: RMC Specialties, 2679 Midland Drive #4, Department SR, Ogden, UT 84401. Send \$2.00 for catalog.

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BY DICK ZIMMERMAN

The '34 Ford 3-window is somewhat of a living legend here. No one really knows much about the car or its owner. She proudly wears the bright colors of the Stars and Bars on top, but from there down it's just mean, menacing chrome and black lacquered nightmare.

Like a bad alley cat on a nocturnal prow, it only appears when it's hungry. On this blood warm August night, supper will consist of the sweet meat of a small-block—my Chevrolet. At least that's the way it has always turned out. Every decent street machine in the country has been beaten and embarrassed by the uncompromising, rumbling, grumbling little coupe.

Would tonight be different? Possibly. My fast '55 is a piece of mechanical engineering, rebuilt from the garage floor up.

We're at Miller's Road, a quiet smooth stretch of rural black top with a marked off quarter-mile. The spectators are plentiful, they always are when the "Rebel" comes to feed.

We stand together, side by side at the starting line. A determined young, lean and lethal BelAir and the imposing, disposing '34. The starter stands between us at the ready. Fire spitting dumps from both cars flash weird intermediate illumination in the darkness. The ground trembles as we raise revolutions, and the rolling thunderous sounds of these two angry machines fill my head with anxiety. I glance to my left, the black thoroughbred looks awesome, but so do I. My eyes quickly return to the starter, my heart is ready to explode. I smile to myself, his car is great but mine is greater and I'm going to prove it. In a few short seconds that black coupe will be ancient history... THE START!! Deafening roars of powerful precision engines and the tortured howl and heavy smoke of scorched rubber fill the air....



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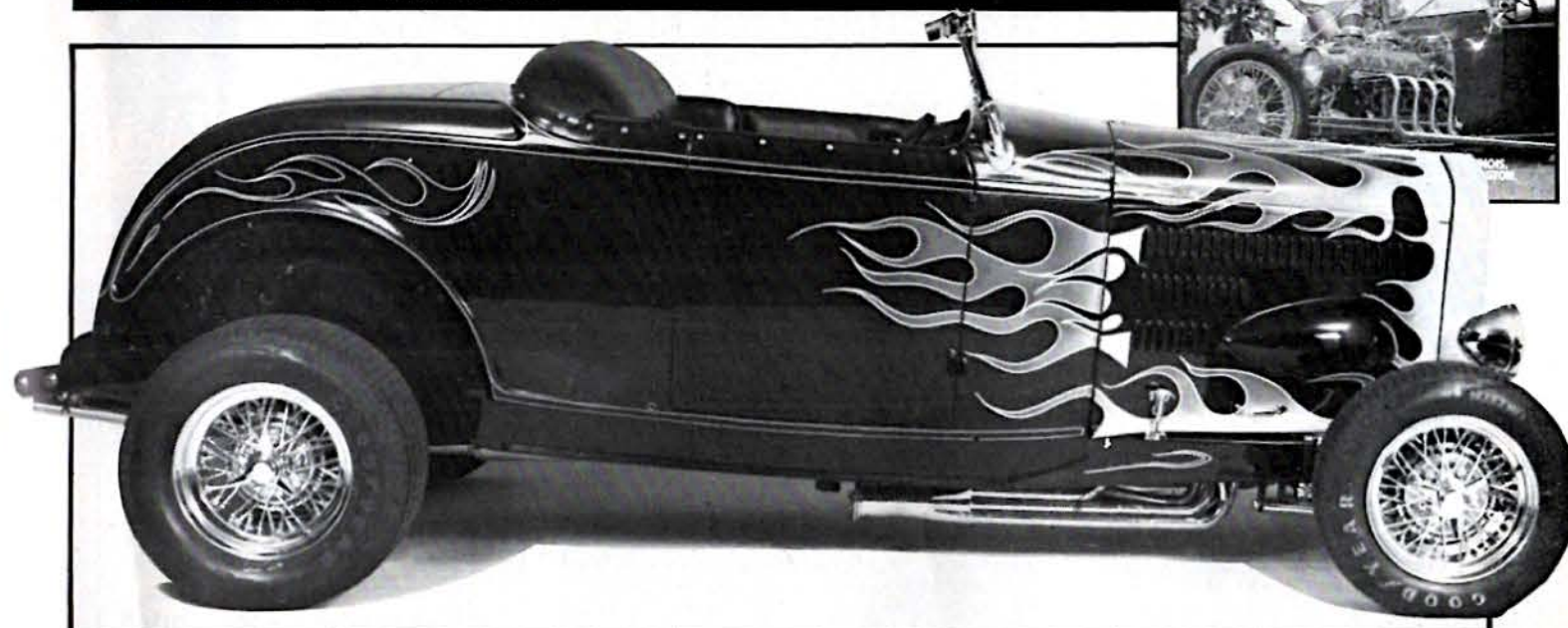


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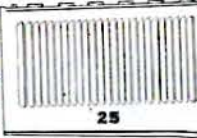



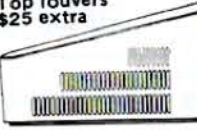
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JUNCTION CITY, KS—Nov. 1-2—13th Annual Custom Car, Truck, Van, & Bike Show—Municipal Auditorium—Info: B&I Show Promotions, 337 W. Chestnut St., Junction City, KS 66441. Attn: Bill Levinson—phone (913) 238-4081.

POMONA, CA—Nov. 2—16th Annual Fall Antique Auto, Corvette & Porsche Swap Meet/Vehicle Exhibit & Sale—L.A. County Fairgrounds—6AM thru 3PM—Info: phone after 5PM (714) 637-3744 or (213) 596-1839.

FOUNTAIN VALLEY, CA—Nov. 9—Turkey Run—sponsored by the Tourin' Tin—Mile Square Park—open to all cars—Info: Frank (714) 832-8439.

LONG BEACH, CA—Nov. 21-23—Street Rodder Magazine's 21st Annual Custom Car and Hot Rod Show—Info: Craig Hoelzel, R.G. Canning Productions, P. O. Box 400, Maywood, CA 90270—phone (213) 587-5100 or (213) 588-1934.

COLUMBUS, OH—Nov. 28-30—4th Annual Rod World '80—open to Street Rods, Street Machines, Customs, Antiques, Vans, and Cycles—State Fairgrounds—Info: National Custom Shows Inc., 1689 Hightower Dr., Worthington, OH 43085—phone (614) 889-0071.

DAYTONA BEACH, FL—Nov. 28-30—7th Annual Fun Rally and Rod Run—Daytona Street Rod Association—Info: Rick or Gail Finzer, 2050 Brian Ave., So. Daytona, FL 32019—phone (904) 767-5179.



### JANUARY

POMONA, CA—Jan. 4—17th Annual Winter Antique Auto, Corvette & Porsche Swap Meet/Vehicle Exhibit & Sale—L.A. County Fairgrounds—6AM thru 3PM—Info: phone after 5PM (714) 637-3744 or (213) 596-1839.

COLUMBUS, OH—Jan 16-18—13th Annual "Autoworld"—Open to all Antiques, Street Rods, Vans, Street Machines, and Customs—Ohio Center—Info: Ken and Karen McPeck, 2090 Shady Lane, Zanesville, OH 43701—phone (614) 454-0347.

BAKERSFIELD, CA—Jan. 30-31 & Feb. 1—10th Annual Bakersfield Custom Car and Hot Rod Show—Info: Craig Hoelzel, R.G. Canning Productions, P. O. Box 400, Maywood, CA 90270—phone (213) 587-5100 or (213) 588-1934.



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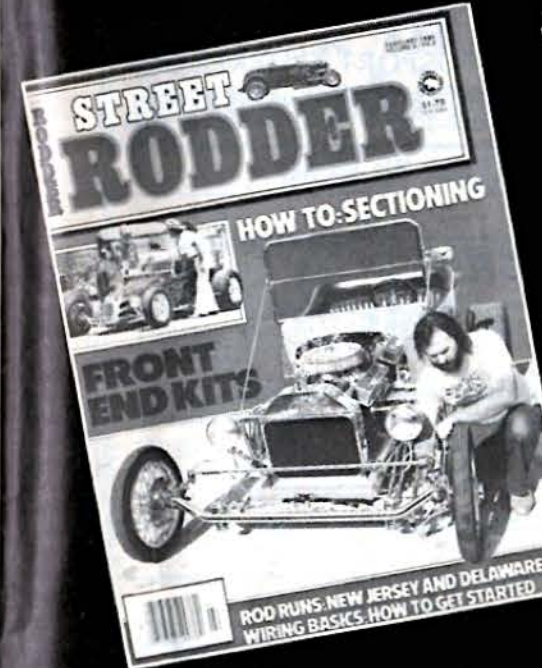
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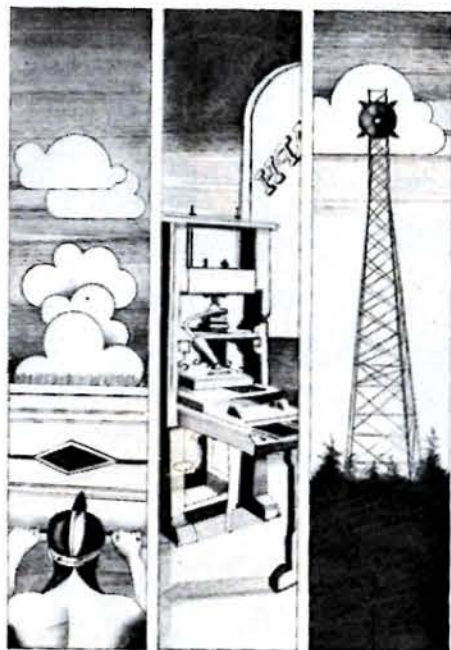
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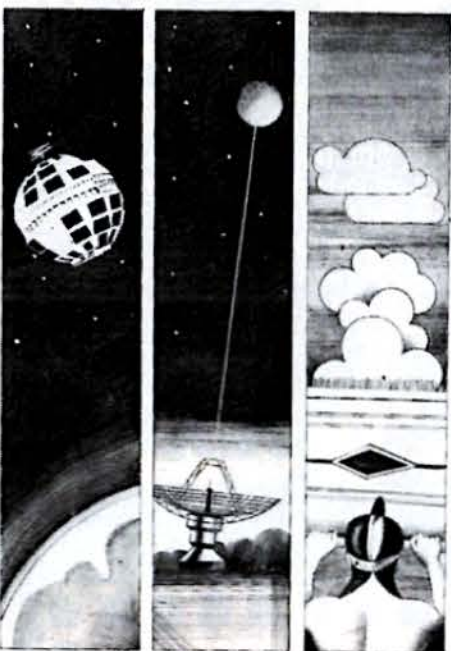
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Our ads have explained how High Energy Cams produce more power and efficiency and so you can push down on the gas pedal less to go the same speed which creates better mileage. Most customers understand this, but many ask the question:

"O.K., High Energy Cams make more power so you can get better mileage, but I have a bunch of speed equipment on my street rod motor. Can a High Energy Cam handle the added induction and still get good mileage?"

Here's the answer:

In our earlier ads, we printed a testimonial by Paul Gomme about his 32 Ford Roadster that went 14.00 E.T. and got 23 M.P.G. after installing a High Energy Cam.

Well, the Yesteryear Drags were held at Orange County Raceway and Paul's Roadster was the quickest street driven car. Absolutely nothing was changed after the car drove in. No open exhausts, No race tires, No plug changes, Nothing. We'll let Paul tell the rest:

"Since I installed the 268H cam last year, I have driven my Roadster 11,000 miles and that makes 28,000 miles on my never been apart junkyard engine. It's a low compression 350 smog motor. The only change had been the 268H High Energy Cam and a set of lifters. The engine has the original stock valve springs and the heads have never been off. A stock converter & trans pull a 3.08 gear.

I decided I wanted to run the Yesteryear Drags again, but I wanted to run with the best of the street cars.

I knew the 268H cam was good for 14.00 E.T.s and 23 M.P.G., but I had no idea whether the 268H High Energy Cam would allow the kind of breathing to run the twelve second times it would take to win.

I decided to leave the engine and cam alone and try to run as quick as possible without affecting the mileage and streetability of the car if possible.

So, I installed an Edelbrock Torquer manifold, a vacuum secondary Holley carb and a Nitrous Oxide System.

With no other changes, I drove the car to the local drag strip and ran 12.47! The next morning I drove to Orange County Raceway and ran 12.65 at 111.24

These runs proved that a 268H High Energy Cam would handle all the breathing it takes to run 12.47



and 111.24 M.P.H. with a street driven and street legal car that still gets around 20 M.P.G.

So, a 268H High Energy Cam can provide better mileage, good idle with all accessories and an automatic transmission, and take all the power and high performance accessories you want to ad AND be able to breath well enough to use them!

The amazing thing is that the car ran these times with the stock cast iron exhaust manifolds! Imagine what it would run with headers!

I must say I can't think of a better set up for a street rod. The car is just as streetable as ever, still gets over 20 M.P.G. and can run 12.50 and 110 M.P.H. anytime I want. When you compare that to the all out type engines it usually takes to run 12.50, you can see that a 268H High Energy Cam is the logical choice to use.

Another interesting thing is that everything that I did to my engine cost \$650 with no special deals, just mail order prices. That proves that you don't have to spend a bunch of money to get super performance and mileage. The obvious key is the camshaft which originally dropped the E.T.'s from 14.56 to 14.00, raised the speed from 92 to 100 M.P.H. and increased the mileage 3 M.P.G.

This same cam allowed the extra breathing provided by the manifold, carb, and nitrous to be used efficiently by the engine. I feel this cam would work just as well if the extra breathing were provided for by two carburetors, ram manifolds, headers, and/or blowers.

It's really all the cam you'd ever need on the street without any of the drawbacks of so called "street & race" type cams."

Once again, the performance merits of our High Energy Cams is proven. High Energy Cams are not mileage or RV cams. High Energy Cams are a whole new concept in nonsymmetrical cam designs. Each side of the lobe is different to provide you with power and efficiency in the range where you do the majority of your driving.

For further information, see your Competition Cams dealer or send \$2 now for a High Energy Cams catalog.



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