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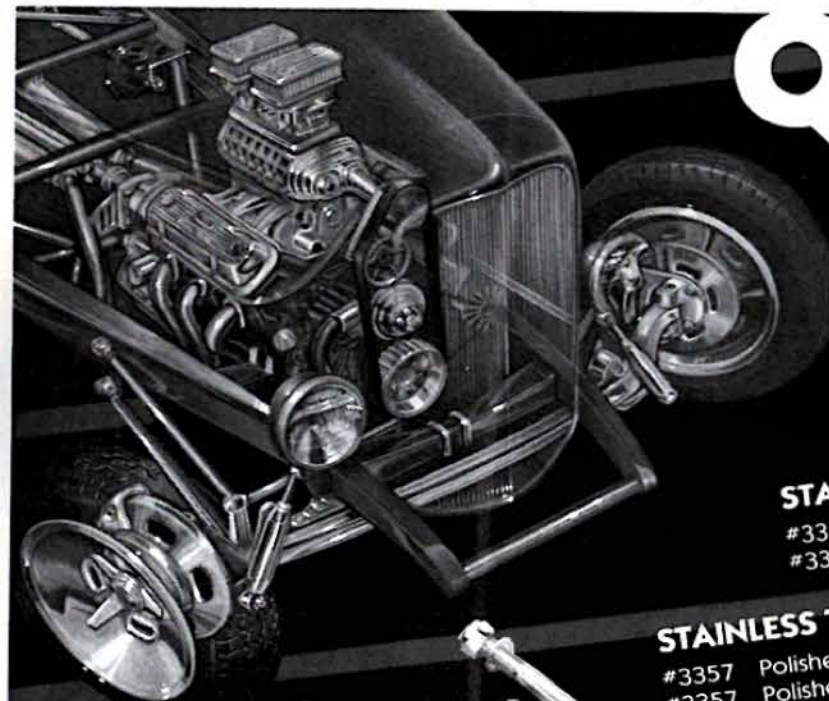
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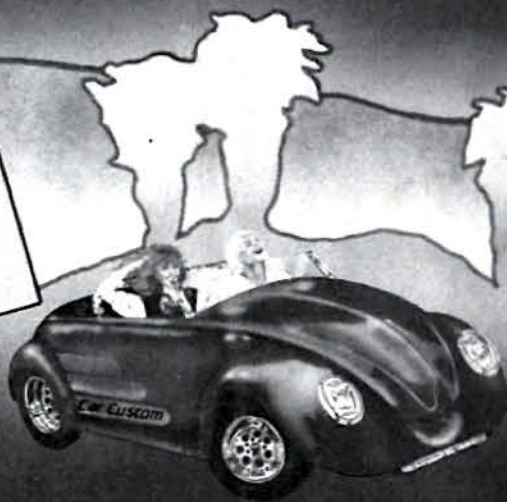
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Dale Moreau's photography adds even more drama to Bruce Russell's Maserati-powered Deuce roadster. John D'Agostino's Merc was photographed by Halo Martinez.

JANUARY/1985

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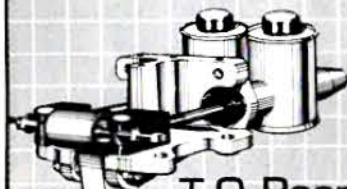
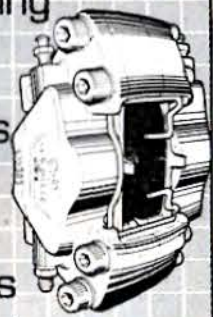
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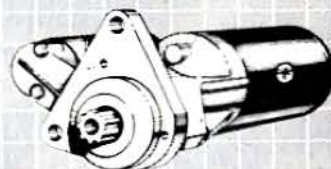
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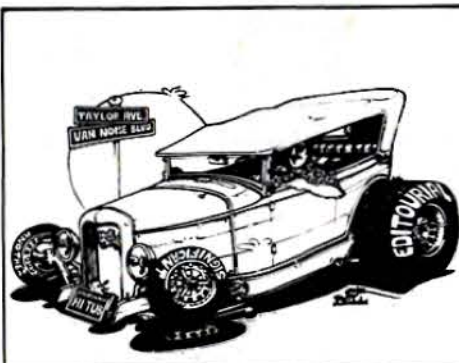
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## THE STREET CORNER

BY GEOFF CARTER

**N**ow that we have gotten the frivolity of the holiday season out of our systems, we can get back to the serious business of publishing a meaningful magazine, right? Don't bet on it. But our mission, which we chose to accept, is to have fun helping you have fun with cars.

Besides, since completing last month's unusual issue, we've barely gotten into the real month of October, 1984! The rest of the year is still in front of our staff, with office parties, Christmas bonuses and all that good stuff to look forward to.

Speaking of end-of-the-year pleasures, the SEMA show just closed yesterday, and was it ever impressive. If any of you ever felt the need to prove to yourself what a group of competitive businessmen could do in concert, just try to find a hotel room in Vegas next year and visit the largest automotive trade show on earth.

By combining two other organizations' (APAA/Automotive Parts and Accessories Association and AI/Auto International) expositions with theirs, the Specialty Equipment Market Association completely filled the Las Vegas Convention Center plus a large portion of the adjoining Hilton's exhibition floor. What really amazes me each year is the total professionalism of each exhibit — the glitter, the glamor and the showmanship that is projected in order to make a sale.

When the aisles between the booths reportedly total 45 miles, you can bet that

it may take something special to wake up the footwear buyer as he trudges by. How about Mr. T hawking a really tough car finish, or salesmen wearing jackets made of \$100 bills (with armed guards looking over their shoulders). And of course it goes without saying that calendar girls abounded. The convention-goer with a strong back could gather up enough decals, posters, buttons, balloons, sun visors and frisbees to trick-or-treat every kid in the neighborhood. Also on the daily schedule were seminars promising to teach everything from how to computerize your speed shop to the proper care and feeding of a fuel injection system.

And by night there was Las Vegas, a city which stands alone in its array of after dark entertainment.

So what am I telling you? That the usual platter of goods and services offered at the average street rod run is boring or ineffective? Not at all. But the high caliber sales techniques of the SEMA show exhibitors excited my colleagues and I as we wandered from row to row of two-level displays, looking at all of the new products being foisted on the automotive marketplace. I couldn't help but mentally compare these efforts with those of our own industry.

### Reach for the stars but keep your feet on the street

Can any of these techniques be adapted to the street rod market? Are some of them just what is needed to liven up your sales, Mr. Manufacturer? Would you sooner stop and look at a brightly lit and professionally arranged display than at a folding table strewn with unpainted parts, Ms. Rodder?

We have seen a few of our own manufacturers making moves in the direction of professional salesmanship at the past few Street Rod Nationals, and we believe that in the long run, more and more will see the success this professionalism breeds and will follow suit. The era of limited sources and little or no competition has passed. From the consumer's standpoint, however, our street rod industry members must not forsake quality production and courteous service for high rent glitz, or all their sales pitching will be for naught. It is right to reach for the highest industry standards of manufacturing and salesmanship, but let's remember to keep our feet on the good ol' street where we grew up.

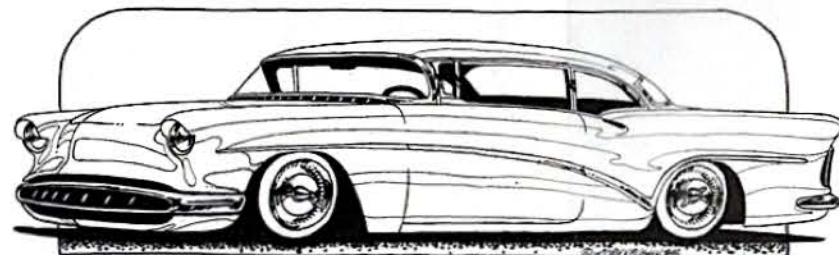
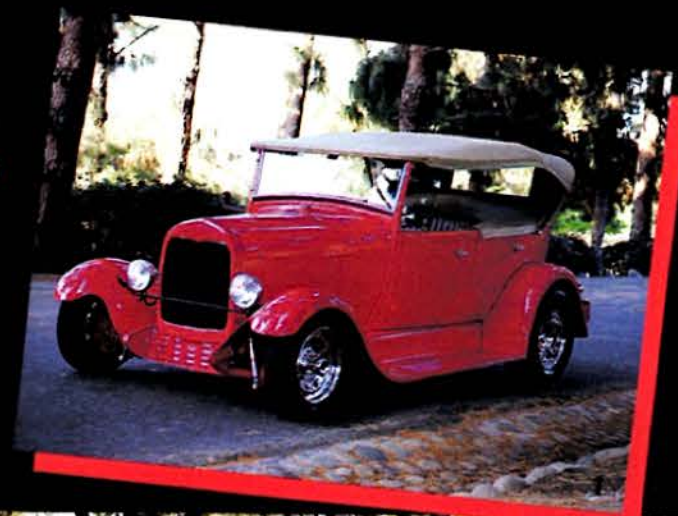


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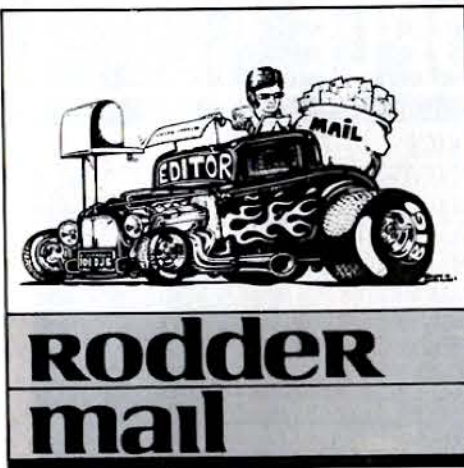
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## Rodder mail

### SALTED AWAY

This is regarding your November '84 "Rodder Mail" column. I have been a member of the Michigan Hot Rod Association since 1953. I started high school in 1949 in Lincoln Park, Michigan, and Ernie Szeleski's "Goldbrick" was the first hot rod I remember seeing. At the time, it was black with no top and had the fenders with headlights moulded to them. I believe Marty Ribits ended up with those fenders. I last saw Ernie about five years ago and I hear that Marty lives near Lapeer, Michigan, and that the Gold Nugget is in a barn being munched on by horses. I've heard rumors of at least two other Downriver Modified cars: that the Tarkani Brothers' coupe and Louie Wolff's cars have been salted away by the original owners.

**Dwight F. Fackender**  
Rockwood, Michigan

*We hope that your reference to salt is figurative, meaning to store or preserve. To many of us former Midwesterners, salt is nasty stuff that melts both ice and sheetmetal!—Ed.*

### NO CLUB

As usual, the November '84 issue of *STREET RODDER Magazine* was great. I did find one error, however. In the new "Club Registry," on page 107, I found Wyoming Vintage Tin listed as a club. I find it an honor to be listed in your magazine, but Wyoming Vintage Tin is our street rod/antique car parts business.



The club of which I'm a member is the Cheyenne Rods and Customs, P.O. Box 253, Cheyenne, WY 82003. Keep up the good work.

**Rick Eccli**  
Cheyenne, Wyoming

*Sorry, Rick. Sometimes we can't even explain it to ourselves. How about if we let everyone know where your club really is and give your business another free plug?—Ed.*

### SILENT MAJORITY

I have been reading your magazine for about a year now. I find it much better than the "other" rodding magazines.

What prompted me to drop you a line was your October issue, specifically the "Bill's Eye" column. I am a 17-year-old without pimples who takes cruising/rodding seriously.

My daily driver is a '55 Merc with a .040-over Y-block 292 sporting other "go" items such as a Holley 650, 3/4 race cam, etc. . . . what I'm trying to say is that the jerks who lay rubber and cause trouble are in the minority. It's just that they get all the attention. Us young-uns are the future of hot rodding, so give us good kids some credit.

May their Oxy-Five dry up and their rods fly.

**Brad Sinn**  
Manitou Springs, Colorado

### MORE MONTGOMERY

I have really enjoyed Don Montgomery's articles on the early years of drag racing. I know they must have taken a lot of thought and research.

I first met Don in 1954 at Bakersfield. The people who were racing against Don's Cord were a lot more familiar with the way the rearend looked then they were the front. Keep up the good work, and more articles and pictures, please!

**Gene Stark**  
Shafter, California

### MINIMUM COST ALUMINUM

We have a resource available to us in Seattle that may be of use to fellow rodders in the construction of their machines. That is abundant, cheap (relatively), aluminum—plates, bars, rods, tubes, everything—all available from Boeing surplus, generally under \$1.50 per pound. I make frequent trips to pick up aluminum for my own use and if any of your readers are interested, maybe we could work out an arrangement to get some of this neat stuff into their hands.

I am a licensed structural engineer with over 14 years experience designing construction equipment. If anyone has a difficult street rod structural problem, I'll trade an answer for whatever.

**Bob Garner**  
11054 Fremont Ave., No.  
Seattle, WA 98133

### COLOR BLINDED

As a street rodder currently working in the land of oil, and having been away from street rodding activities for the past few years, I need the following question answered: Have all street rods in the USA been painted red due to a bargain sale of that color, or has my eyesight been damaged by the desert sun, making all cars

appear red to me?

Your July '84 issue of *STREET RODDER* showed approximately 15 street rods on its cover, 12 of which were red. Page 56, centerfold feature car and back cover, again more red. To top this off, I then received the July '84 issue of *Street Rodding Illustrated*. What color of car is gracing its cover, Page 8, Page 39, centerfold feature car, Page 48, and finally Page 74? Again red! Tell me, is this the latest fad in street rodding? I sure hope things change as plans for my 1932 five-window coupe do not include the color red, and I sure wouldn't want to be banned from attending street rod functions due to being considered some kind of rebel.

**Raymond Callan**  
Jeddah, Saudi Arabia

*We think it may be a plot to take over our major organization and change its name to the National Street Red Association.—Ed.*

### REALLY RIGHT-ON

I thought you might like to see my engine since it is almost the same as the one in your "Really Right Flathead" series. The engine is in my 1936 Ford two-door sedan and has been on the road for two trouble-free years. It is a 1953 Mercury with Offenhauser heads and intake manifold. It has an early Ford carburetor, Mal-



lory distributor, .060 overbore with stock pistons, a mild Isky cam for a smooth flathead idle and a Ford alternator for a 12-volt system. It has no problem keeping up with modern-day traffic.

**Bill Roth**  
Milwaukee, Wisconsin



ILLUSTRATION: NOEL CUMMINGS

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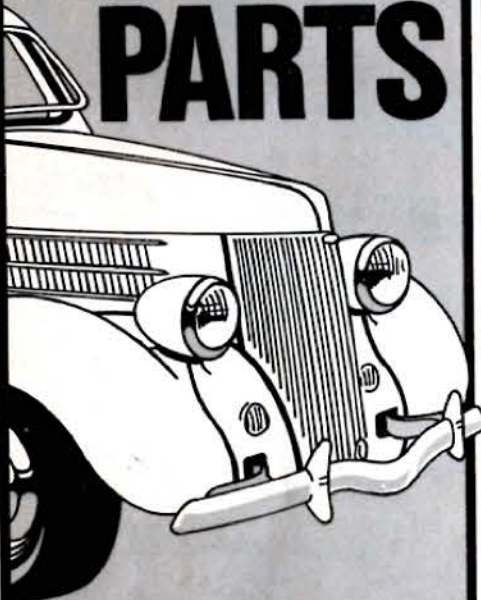
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## RODDER MAIL

(Continued from page 10)

### CONSTRUCTIVE CLOUT

I have just turned two score and one years of age and I have set out to relive my lost youth by renewing my long dormant interest in street rodding. My wife is greatly relieved that I have chosen this route to satisfy my mid-life crisis since the other great pastime of my youth was chasing women.

I have just finished reading your editorial on the need for SREA and your feature on the Street Rod Nats' trade show (both in the Oct. '84 SR). Since you asked for it, I thought I'd give you some constructive criticism.

First, I think you need to define for your readers just what "constructive" criticism is. Constructive criticism seeks to define a problem and then offers a solution. Plain ol' criticism is just bitchin'. With that in mind, let's proceed to the real problem facing the street rod industry.

The problem street rod equipment and service marketers and manufacturers have, like street rodders in general, is one of perception. Street rodding is too often thought of as only a pastime. While tooling down the street in a glitzy rod with the Stones belting out "Jumpin' Jack Flash" on the megastero may be fun, but it's not

street rodding.

Many people fail to see the challenge of street rodding and dismiss serious street rodders as irresponsible adolescents, or as adults who never grew up [sic]. If the street rod industry is to grow and prosper, its number one priority must be to change this perception.

The purpose of SREA is, or should be, to show the public (and the street rodding public in particular) the complete story of street rodding. SREA is the best equipped organization to promote street rodding as a technological challenge, as a business, and as a rewarding career.

SREA provides its members with technical standards, business guidelines, and the forum to get the media and political clout necessary to get the sport and the industry the public respect it deserves, which it wouldn't get if SREA was still only a segment of a larger organization. That is why SREA is necessary and needs the support of both the producers and consumers of street rod equipment and services.

Eventually, I see all aftermarket automotive equipment manufacturing and marketing associations coalescing into a powerful confederation that will protect the rights of all automotive fans to enjoy their sport. Until then, SREA's main duty will be to define and refine itself into an effective organization within its own specialty.

(Continued on page 113)



ILLUSTRATION: MIKE CHIAVETTA

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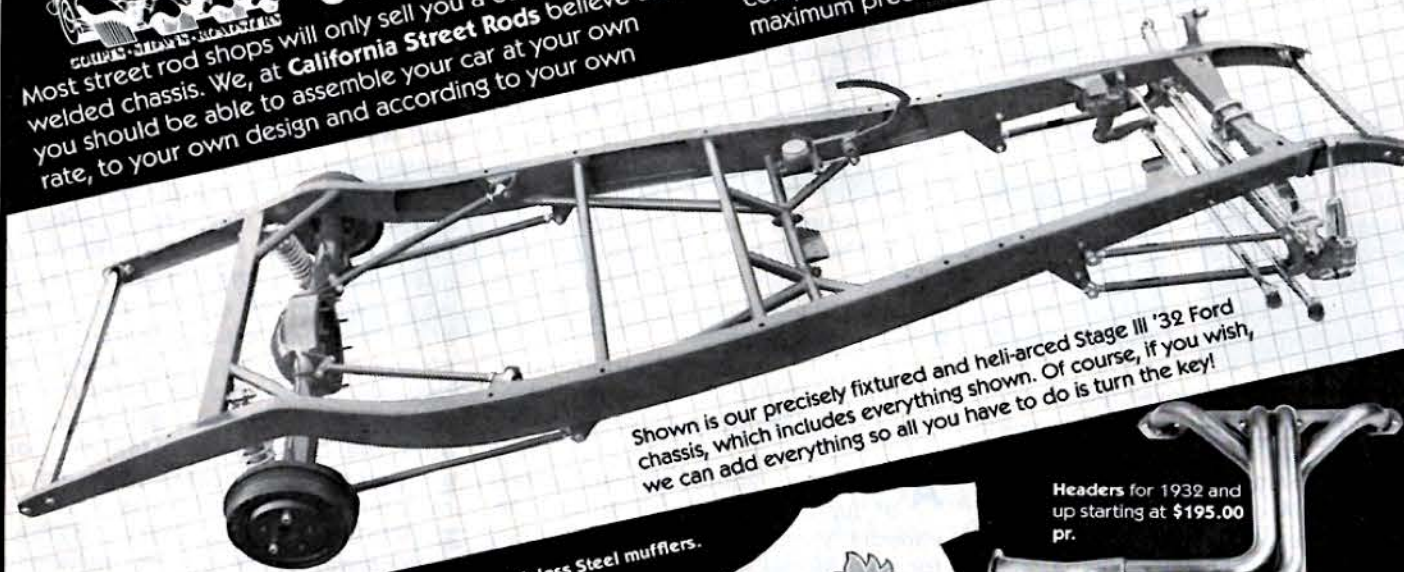
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**shop  
MANUAL**

BY FRANK ODDO

**BY THE NUMBERS**

**Q** I was reading the "Shop Manual" in the January, 1984 issue and noted with interest the letter about running three Rochester two-barrel carburetors on an old Edelbrock intake manifold. I would like to do the same thing and I have all the pieces. My one problem is finding the correct rebuild kit for the carbs. The Rochester Products (RP) carbs on the manifold I have, have no numbers that the parts house can use to locate the necessary rebuild kits. All I have is the casting numbers (all three carbs have the same casting numbers) which is 700, and the number 701197 in a circle, and the number 57 inside a circle. Any help would be appreciated.

**Bob Bickels**  
Omaha, Nebraska

**A** Bob, I'm more than a little baffled as to why your parts man couldn't come up with a kit for the little Rochester 2G/2GC/2GV two-barrel carb. The basic carb is dirt common. It was introduced in 1955 and used (with various jet changes and linkages) on GM V-8s from then until at least 1969. One old rebuild kit instruction sheet I have before me lists over 125 distinct applications including the Brockway Truck L-6 motor (whatever the heck that is)! I also have one brand new GM/Delco/RP carb still in the original box that was ordered for me several years ago. On that box is the number 22-686, but I don't think that is important. The little tag on the carb, which is what parts houses use to identify kits, reads "7013063" and "C C6 41." But if all else fails, just tell your parts guy you want a rebuild kit for the 1955-'57 Chevy two-barrel.

★★ HOT TIP ★★

Sometime ago a reader wrote in asking about the installation of five-stud, 4½-inch bolt pattern front wheels for a '74 Pinto front end. I found that this can be done by installing 1974-'76 Ford Granada or Mercury Monarch rotors on the 1974 Pinto or Mustang II front suspension. These rotors use the same spindle but are larger—11-inch diameter vs 9½-inch diameter. I also used the Granada calipers to match the larger rotors for all around better brakes. The only part that needs to be fabricated is a bracket to hold the factory Granada caliper bracket to the Pinto or Mustang II front suspension. Being a low-buck builder, I designed brackets to be built at home. I will send the design to any one who forwards a stamped, self-addressed envelope.

**Mike Prince**  
113 Greenland Circle W.  
Newark, Ohio 43055

**STEERING OUT OF TROUBLE  
IN AFRICA**

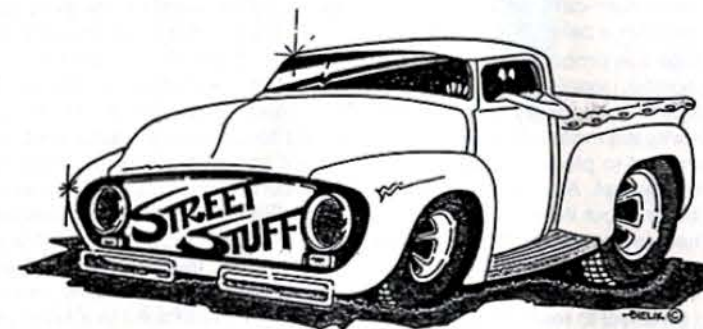
**Q** I have a 1929 Model A Sedan and I have a few problems which I hope you can help me with... I am using a 1934 Chevy chassis and I am installing a 427-inch mill with an automatic tranny. Friends tell me the motor is too big and I would get better performance with a smaller Chevy, especially since I am using a Jag differential with a 3.07:1 gear. I hope to have quick off-the-mark performance. Any comments you have in this regard would be appreciated. My second problem is with the steering. I installed a Jag 320 front end, but this model uses a steering box located on top of the crossmember. The box was in the way of my radiator, however, so I replaced it with a Jag rack-and-pinion which I had to shorten at the arms. The same friends tell me that this will cause "bump steer." Is it possible to use the r/p with this setup, or what should I do?

**Dennis Graves**  
Alberton,  
Republic of South Africa

**A** Looks like you sure aren't afraid of jumping in feet first, Dennis, especially with your choice of frames for your Model A. I would never have suggested a 1934 Chevy chassis as a starting place. But since you haven't indicated any chassis problems, per se, I will assume everything (so far) fits and you are satisfied. As for your engine dilemma, with the amount of torque even a stone stock

Ford 427 develops (in the neighborhood of 400 to 480 foot-pounds!) you can come off the dime like a raging rhinoceros. I sure hope that 50-year old Chevy chassis and the Jag rear are in good condition when you feel like hammerin' the hides. I have only one misgiving as regards big displacement engines in street rods... their physical dimensions. The Ford 427 is several linear inches bigger (in any direction) than a small-block Chevy or Ford. I don't think a stock Model A hood will hug it very well! But automatic transmission and 3.07:1 final drive not withstanding, you won't have to take a back seat to anybody. Now with respect to "bump steer" and your mating together of a rack-and-pinion and the Jag 320 front suspension, I'm not prepared to predict either the occurrence or absence of bump steer in any car with a modified front suspension. Nevertheless, it is an important subject that deserves serious thought by any street rod builder. Bump steer is defined as a change in the toe setting as the wheels move up and down. Toe setting, to refresh your memory, is the angle measured between the leading and trailing edges of the tires as you look down on them from above. Toe-in means the leading edges of the tires are closer together than the trailing edges. Toe-out is when the trailing edges of the tires are closer together than the leading edges. Bump steer is bad news when it comes to handling, because if either front tire hits a bump, the car will change direction on its own. In a street rod with extensive modification to the front suspension, it is certainly not impossible to build in a bump steer problem. There are several ways this can happen, although usually the rack is too high or too low. Because you have adapted a rack-and-pinion from Car A to a front suspension for Car B and installed the assembly in a chassis from Car C, you can almost expect some misalignment and consequential bump steer. If, however, you have not radically altered the length of the tie rods, and if when you designed and built the bracketry for the r/p, you allowed for a vertical adjustment of the steering assembly, it is relatively easy to adjust bump steer out by raising or lowering the rack. By the way, it is not necessary to actually road test your car to determine whether or not you are going to experience a bump steer effect. Any knowledgeable front end shop can anticipate bump steer problems with a toe gauge and a floor jack.

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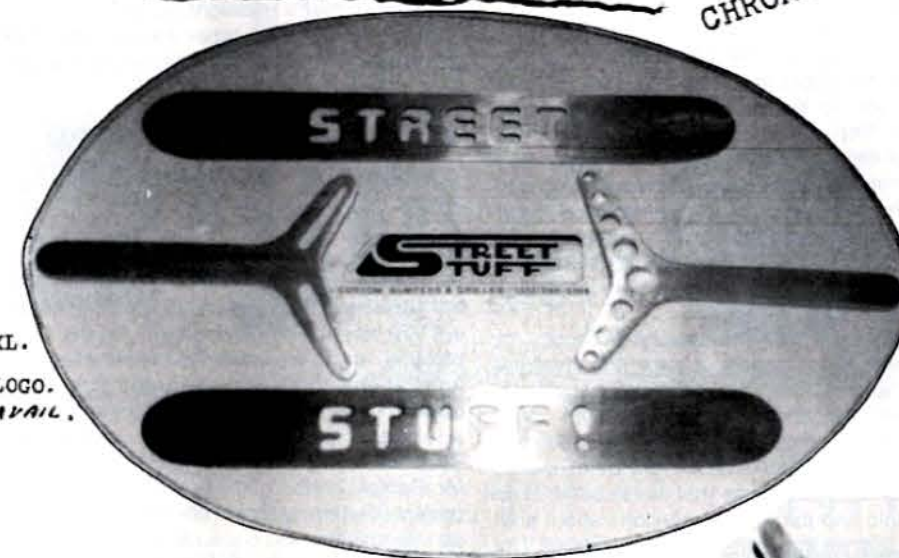
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STREET RODDING IN

# BILL'S EYE

BY BILL BURNHAM

**T**his is going to be a heavy (perhaps boring) article because it is another one containing lead—to be specific, leaded gasoline. Much flap of late centers around the speculated demise of our auto hobby/sport due to a proposed ban on leaded fuel. (You should see the mail we've been getting since Geoff Carter spoke his piece on the subject ("The Street Corner," SRM, Nov. '84. And while the mail carrier is still holding up, you're gonna get my opinion, too.)

Every time some bureaucrat proposes, or the legislature enacts, a new law involving automobiles, the "Sky is Falling" bunch proclaims the end to rodding. This over-reactionary group, through the media of special-interest publications (like ours), makes claims and statements that cause some of us to panic and jump to conclusions about subjects that we know little or nothing about. The problem here is that almost all of us have a tendency to believe just about everything we read. We assume that if the newspapers, television and magazines report on something it must be fact. But take that word and break it down: ass-u-me. That's right, when you assume, it makes an ass out of you and me. (Me, I can live with.)

A few of us just delight in being scared out of our designer jeans. Others in our group see everything that comes down the pike as a threat to our hobby. But there's so much to worry about today, it's a wonder that street rods are even being built anymore.

For example, a recent medical report claims that an inordinate amount of aluminum has been discovered in the brain cells of people who were afflicted with the dreaded Alzheimers disease. Does that mean we can't drink beverages from aluminum cans? Or that those who manufacture aluminum goodies for our cars are destined to become even more senile?

Highly toxic chemicals are used in chrome plating. Does this mean that we will ultimately have to resort to the use of just plain old paint for our running gear? And Bob Reed will have to go back to drilling for oil?

One medical study states that the toxic gases emitted from an automobile's vinyl interior exceeds someone's idea of a safe dosage limit. Are you going to rip out your trim and replace it with virgin wool or leather? (That could be hazardous to the health of a couple of cows. I wonder if any of them are worried.)

Have you ever read the directions and warnings on the side of a can of auto paint? You should. Show it to a toxiphobe (that's the clinical term for a person who has gone over the edge with a fear of chemicals) and he or she will probably never enter a paint store again.

In your garage are probably a dozen cans of wax, spray bombs, cleaning fluids, and other hazardous materials. A toxiphobic neighbor would wonder why the manufacturers of these fluids are permitted to place their poisonous products on the market. And maybe he won't come over to borrow your Weedeater anymore. The fact is that, in recent months, a "toxin paranoia" has started to creep across this nation. Depending upon to whom you want to listen, or what you elect to read, the very house you're living in is pouring out volumes of toxic gases from plastics, paints, glues, dyes and lead. What are ya gonna do? Sell your hot rod and build a cabin out in the wilderness? And be some rattler's midnight snack?

Now—and on the other hand—enter the manufacturers. As far as I'm concerned, some

## If my engine takes a dump tomorrow, I'll just fix it.

of the engine parts aftermarket suppliers, and the gasoline companies and their lead sources are just about as "off the wall" as the toxiphobes and environmentalists. Reason number one: those who specialize in the production of Tetra Ethyl Lead are going to be in a world of total hurt if lead is banned. Therefore, they have a serious axe to grind. Mr. Daniel Lundberg, the renowned oil expert, projects that many small refineries will go belly up if lead is banned because they can not afford to switch to unleaded fuel production. Finally, the people who sell some of our high-performance internal and external engine parts will probably lose some part of their market. Forget ye not—most of these high-performance parts are, according to the warning on the cartoons, "for off-road use only." Well, I'll tell you something, my car is too low to take "off road" and besides, I don't want it getting too dirty between semi-annual clean-ups.

Because the three entities mentioned above do face an economic problem of serious proportions, they have run up the flag that says, "old engines and high-performance engines will fail prematurely if unleaded fuel is used."

Here's how it really shakes out, as far as I can determine. The oil and engine people tell us that our engines will die if we don't use lead and the EPA tells us that our kids will be dumb or die if we do use lead. What has all this led to (no pun intended)? The EPA and its backers have convinced the wife and grandmother that we rodders (and restorers) are cruel and heartless car nuts who care more about our hobby and toys than we do about our own kids. Of course, the manufacturers have convinced many of us that we won't be able to take the

wife and kids to a rod trot because our engines will blow up, stick pistons, warp valves, gall guides, or just plain puke in general.

Maybe we should all just panic and go sailboating. If we did, it wouldn't be long before the little woman would start to worry about the kids getting sunburned or the lake being contaminated with fish urine. The boat builders would probably be told by the government that they could no longer market Porsche Indian Red sailboats with milled aluminum rudders because they were blinding the polluting fish.

But back to the issue at hand. Who are you going to believe? The people who get their kicks out of killing white rats and see a skull and crossbones on mothers' milk? Or are you going to fall in with those predicting engine failure and the termination of our auto hobby? I've found a super simple answer to the problem. First of all, since I can't prove otherwise, I'll accept the contention that if too much lead will kill a rat, then it might be harmful to my neighbor's kid. I'll not worry about how many lead sinkers I clamped to a fishing line with my teeth, or how many lead pellets I packed around "between cheek and gum" when I was "big game" hunting for sparrows in Illinois with my single-shot Crossman air rifle. If leaded fuel is really as bad as they say it is, then let 'em pull it off the market. It won't affect my street rodding at all.

You see, I've been running unleaded fuel for the past 40,000 miles in a relatively high-compression, high-performance big-block Ford motor. That's several years of street rod use with no ill effects. I'm not alone in this regard. Many rodders have discovered the same lack of problems. By all accounts from the "manufacturers," my big-block should be suffering from all kinds of terminal ailments... but it isn't. I didn't elect to use unleaded premium because my heart bleeds for our environment. I use it because it is about seven octane points higher than the readily available leaded regular. I'm into high-octane, lead or no lead. I'd rather pay an extra couple of bucks for a tankful of the un-leaded stuff just so I won't have to listen to all that ping and knocking. Just how good do you think that makes your engine feel anyhow? At the risk of flying in the face of some industry experts, I'll verify the SAE's claim that in a lightly loaded (street rod) application, unleaded fuel hasn't done anything worse than to slightly dent my pocketbook. If my engine should take a dump tomorrow because of the use of unleaded fuel, I'd just fix it and drive it another 40,000 miles. Ain't no big thing. If, as the experts claim, unleaded fuel will use up an early or high-performance motor, let me ask them why my engine and my friends' engines run so damn good, and have lasted so long?

I worry a whole lot more about my bluedots, low headlamps, lack of fenders and handcrank windshield wiper than I do about "to lead or not to lead." As a matter of fact, the subject never really entered my mind until all of the Chicken Little Doomsayers started their latest chant — "the sky is falling!" If all gasoline was taken off the market, I'd convert to propane before I'd panic into selling "Old Blue."

Do you really want to worry about something? How about Red Dye #2 — I've been told that it's a "carcinogen," and it seems like there's an awful lot of rodders who have this stuff smeared all over their cars!

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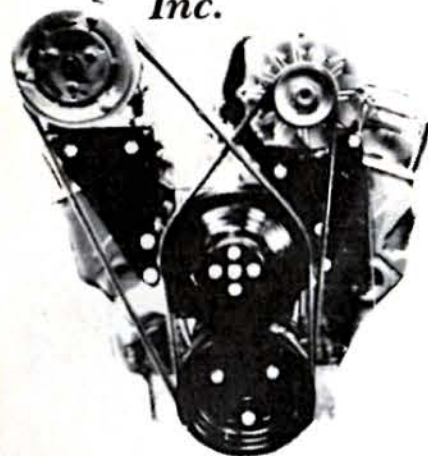
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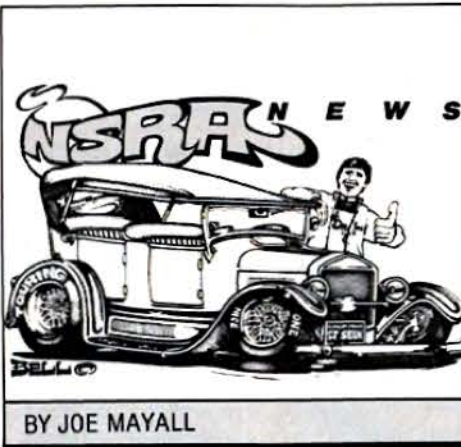
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## Top participant prize for '85 NSRA Nationals will be '29 roadster



The top participant prize for the 1985 (16th Annual) NSRA Street Rod Nationals will be a completed version of the Magoo "Kit Rod." The NSRA Nationals will be held in St. Paul, Minnesota from July 18-21, when the roadster will be given away to a registered participant in attendance who has a street rod on the grounds.

**T**he National Street Rod Association is pleased to announce that the Magoo "Kit Rod," one of the most popular items entered in the New Street Rod Products of the Year competition during last year's NSRA Nats, will be the 1985 NSRA Street Rod National's top giveaway participant prize next July in St. Paul. The Street Rod Nationals will be held at the Minnesota State Fairgrounds, July 18-21.

Although Magoo's ordinary Ford roadster kit is delivered sans engine, transmission, paint, upholstery, wiring, wheels and tires, the (16th Annual) NSRA Street Rod National's giveaway car will be complete in every way, including the same finish-

ing and detail Magoo would use if he were building it for himself! With the reputation Magoo has earned as a top builder of quality street rods, someone lucky will surely be the envy of everyone at the Nationals when he or she drives home in this Magoo-tailored roadster.

When given away, the '29 hi-boy will be painted, upholstered, plated and ready for someone to turn the key. Powered by an out-of-the-crate, brand new 350 Chevy Targetmaster engine and Turbo-Hydro transmission, it will give its new owner countless miles of trouble-free driving. And

due to its traditional styling and up-to-date technology, the roadster won't become outdated or obsolete because it was built according to passing fads and trends.

To be eligible for this prize, the winner will have to be a registered participant of the 1985 Street Rod Nationals, be present when the drawing is held, and must have a street rod on the fairgrounds. That's all there is to it! No chances to take, raffle tickets to buy, puzzles to solve or jingles to write.

In the coming months, NSRA's member-only magazine, *StreetScene*, will feature several stories on the building and finishing of the roadster, which is scheduled to be shown at nearly all of NSRA's major events prior to the Street Rod Nationals. Information about the 16th Annual NSRA Nationals is available by writing directly to NSRA Headquarters, 4030 Park Ave., Memphis, TN 38111, or by using the membership application included in this issue of *STREET RODDER* to join today.

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## LEADLINES

BY JOHN LEE

In addition to the "koolest" trophies presented each year at the Leadsled Spectacular (announced in the last "Leadlines"), three other extra special awards were given at the Des Moines event. The newest one this year is the Harry Bradley Achievement Award.

Harry Bradley, as every *STREET RODDER* reader must know by now, is not only one of the foremost automotive designers, he is also an artist the custom and street rod world can truly call its own. Harry has his own design business where creativity can roam free, unconstrained by a certain "package" look set down by Detroit marketing departments.

### Harry Bradley Achievement Award and Hall of Fame honors highlight '84 Leadsled Spectacular

Many Bradley renderings have set us to dreaming about what is possible in the creation of a car. The appearance of these features periodically on the pages of *STREET RODDER*, plus his own "La Jolla" 1951 Chevrolet full custom that has followed him on moves around the country for the past 30 years, are testimony to the artist's love for customs and rods.

In cooperation with the Kustom Kemps of America, Mr. Bradley has established the Design Achievement Award to be presented at each Leadsled Spectacular by Bradley or a selected representative who will personally choose the recipient. According to Bradley's standards, a car should meet the following criteria:

- be radical (chopped, sectioned and/or channeled);
- be newly customized, i.e., not a restored "old" custom or replica;
- demonstrate original styling ideas

rather than often-used design components;

- follow the tradition of customs of the '40s, '50s and '60s;
- exhibit a coherent, cohesive design;
- show attention to detail and a high standard of workmanship.

Bradley was unable to attend the 1984 event himself, but commissioned fellow custom designer Dave Crook to make the selection. Although he said that "not one car met the criteria of Bradley's perfection 100 percent," Crook determined Marv Englert's ground-hugging 1950 Chevy coupe came the closest. The Minneapolis, Minnesota, custom is chopped, de-chromed, frenched, moulded in the best custom tradition, with grille of 1953 Chevy teeth and '48 Ford taillights deeply tunneled. The interior is ultra-modern, and the six-cylinder engine compartment detailed to the hilt.

The Bradley Award is a pinnacle toward which custom builders are sure to aspire to in coming years.

So, too, is induction into the Kustom Kemp Hall of Fame, an honor begun with the first Leadsled Spectacular. It recognizes contributions to the hobby by individuals in the earlier era, through 1963, and in the years since.

Bill Cushenberry, whose chopped, channeled and sectioned '40 Ford coupe, "El Matador," set new styling trends in the late '50s, was named in the first category. But that doesn't mean he retired with the "Silhouette," a futuristic sports coupe, in the early '60s. A special guest at the Leadsled Spectacular, Cushenberry is still doing custom body work and painting in Bakersfield, California, but because there hasn't been much demand for radical '40 Fords lately, his talents are being spent more on the likes of Mercedes, Panteras and the world's longest Cadillac limousine.

Named to the Hall of Fame in the more recent years was Lee Pratt, whose home is in Des Moines. Lee never stopped building customs, and is recognized for such creations as a chopped, moulded and lowered '65 Buick hardtop and a hydraulic-equipped '41 Buick fastback in which he traveled to California and back. Now driving a '50 Chevy and working on a '50 Ford convertible, Lee was also recognized for the photography and how-to articles that helped generate the custom car come-back of recent years.

A KKOA goal sometime in the future is a permanent site where members of the Hall of Fame can be appropriately recognized.

The Harry Bradley Achievement Award is given each year at the Leadsled Spectacular for outstanding custom car design. Marv Englert and his 1950 Chevy took the honors this year.



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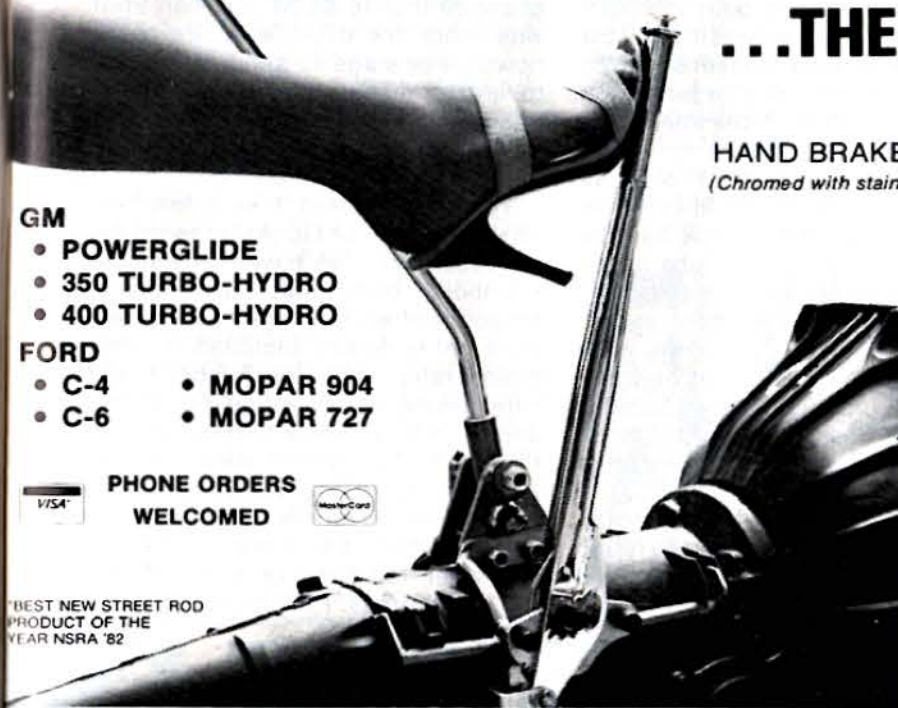
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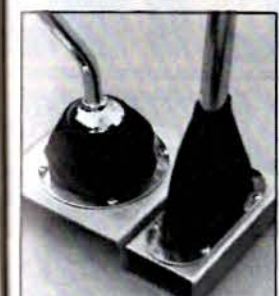
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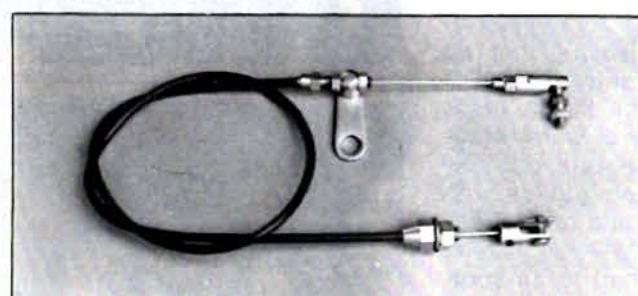
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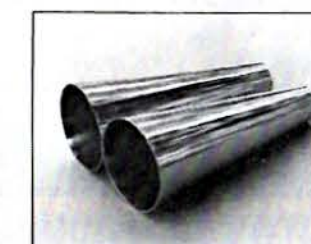
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## An uninhibited look inside the workings of one of street rodding's most prosperous clubs.

BY JERRY JOHNSON

**G**eoff Carter and I were, strangely enough, discussing street rodding while closing the coffee shop at the headquarters hotel in Columbus this past July. He asked me, "Why is the Minnesota Street Rod Association such a steady, successful, trendsetting organization?" After I had outlined a few of what I consider to be the major points, Geoff asked me to sit down and put my thoughts, experiences and ideas on paper so that other clubs and associations might be able to learn something from MSRA's success.

I will try to explain some of the things that have helped make the MSRA probably the largest statewide street rod association in the world. I am offering these ideas as food for thought. They are not to be taken as rules, but they have worked for us and, with some effort on your part, they should also work for any organization.

To give you a brief background on the Minnesota Street Rod Association, I will begin by saying that we have been organized since the fall of 1967. The idea for the MSRA came from necessity. There were many small car clubs in the state, but they were all very tight-knit groups with their own rigid rules and regulations for joining. You know—you had to own a finished car, had to be sponsored by another member, you had to sit in on three meetings and then be voted in by 100 percent of the membership, pledge allegiance to the club and not belong to any other, etc. It was that last rule that had a lot of us "streeters" (as we were known then) bothered. Most of the clubs in the late '60s combined drag racing/hot rod and custom clubs. We wanted to get a little more organized but we didn't want to give up the individual clubs that we had worked so long and hard for.

A fellow street rodder, Ron White, and I came up with the idea of forming an association of fellow "streeters" with a common bond—we all loved to drive our street rods and have fun with them. One thing we wanted to do was create something that would give any person who had an interest in the sport the opportunity to belong to a group of people with similar interests. That was the beginning of the idea.

It was kept very simple. Ron and I decided to take it up among our fel-

low club members (we both belonged to separate, but very similar car clubs.) The general consensus was that because this new organization was to be called the Minnesota Street Rod Association, it would not really conflict with any current club as such, and because it would probably help many clubs, it therefore had the blessing of most of the clubs in the state. We were off and running.

We ran an advertisement in the local papers stating that we were going to have a meeting of all interested street rodders. That ad brought out some 30 people to the first meeting. From there, things just started growing.

It wasn't all peaches and cream, though, we did have some rough times. In fact, the first thing we did was almost bankrupt the Association

before it even got started! We wanted to keep this new organization so easy and simple that we decided on a \$3.00 lifetime membership fee! Well . . . needless to say, that lasted all of one meeting. At the next meeting we changed that to \$5.00 per year. That was more like it. At least we could now buy postage to send out a flyer to all the members and pay for the newspaper ads. Since that first meeting, the membership of MSRA has grown to over 1,650 families.

You noticed that I said *families*. That is one of our biggest reasons for success. While we have many single members, both male and female, those members who are married have their entire family included in their membership, with the husband and wife having equal voting privileges, and the whole family participating in the sport. Well, that's about enough background on the MSRA. Let's get down to why it works!

**Suggestion #1: Keep it Loose.** Don't get tied down by a lot of rules and regulations. Follow some sort of

guideline, but don't let it get too complicated.

**Suggestion #2: Promote Family Participation.** Get the whole family involved in the sport. Membership should include the spouse and kids, and if your member isn't married but has a girlfriend, make her feel welcome, too.

**Suggestion #3: Conduct Monthly Meetings.** Find a location in the area where you have the largest segment of your membership, then set a time and place where the meetings will be held. I believe *this is important*: Don't change the location from month to month as it will only confuse your members, and that can kill your organization. If you meet in a regular spot each month, your organization should begin to grow and grow. The MSRA meets at a designated meeting place 10 months of the year, with special meetings in November and April at a larger facility to accommodate larger-than-normal meetings. Members who live a distance away from the meeting will show up from

time to time, but for those who can't, give them a detailed account of the meeting through a monthly newsletter. The MSRA has found that the second Thursday of each month is the best time for us. We have been meeting on that day for over 10 years and we enjoy a *standing room only* meeting each month . . . and our meeting hall seats 300 people.

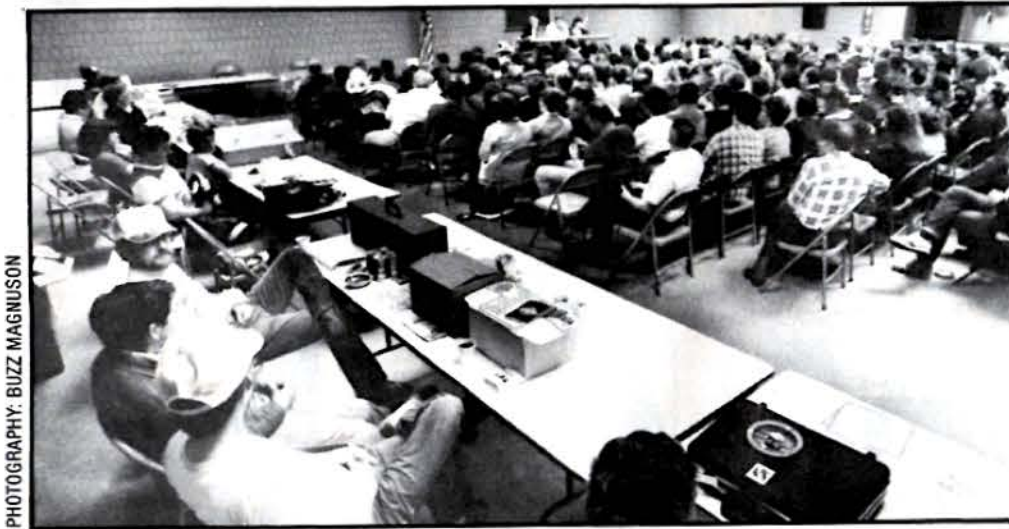
**Suggestion #3A: Hold Semi-Annual General Membership Meetings.** As I mentioned in the preceding paragraph, the MSRA has two meetings, one in November and one in April, that

are different from our 10 monthly meetings. They are held on a Saturday evening, with the afternoon set aside for special street rod clinics, and related subjects. The main reason for these special meetings is the vast size of the Minnesota Street Rod Association. We have members in every corner of the state as well as many members in surrounding states. It is therefore necessary to schedule at least two meetings a year especially for everyone to attend. The November meeting is set so that out-state members (*who live outside the*



BELOW — The No Trophy Car Show draws over 650 cars for a cruise. You have never seen a cruise until you witness one of MSRA's "Back to the '50s Cruise" weekends — the biggest event of the year for MSRA. Here members prepare pancakes for the pancake breakfast. All pre-'60 cars are invited to the Cruise, which is held annually on Father's Day weekend.

# ORGANIZE FOR SUCCESS



PHOTOGRAPHY: BUZZ MAGNUSON  
ABOVE — A regular monthly meeting of the Minnesota Street Rod Association shows some of the 300-plus people who attend each month.

RIGHT — More than 450 people show up bi-annually for MSRA's special general membership meetings. MSRA must rent a large school auditorium for these November and April congregations.



LEFT — Civic events are a big part of MSRA. Here the street rods carry local St. Paul Civic leaders during the annual School Police Parade.



MSRA is big on picnics because family participation makes the sport fun for everyone.



# S U C C E S S

metro Minneapolis-St. Paul area—Ed.) can come to meet with their fellow members for one last get-together before winter, to renew their memberships for the coming year, and of course, to have a good time. The reason for the April meeting is the same, but it is set up to allow rod run organizers a chance to plug their events for the upcoming season. These meetings usually enjoy crowds of more than 450 members each.

**Suggestion #4: Keep your Meetings Brief and Interesting.** Make the meeting a social happening with the wife and kids welcome. MSRA meets in a sheetmetal workers union hall which has kitchen facilities. We serve pop and coffee before and after the meetings with the proceeds going to our favorite charity. We also have all of our jacket, T-shirt, novelty and MSRA merchandise available at each meeting. The National Street Rod Association is represented at each meeting by a state rep. After the meeting is over (it usually lasts about one hour) most everybody breaks away in smaller groups to the local restaurants for coffee or dinner, making it a very sociable evening.

**Suggestion #5: Depend on your Board of Directors.** This group is the reason MSRA keeps its meetings brief. Our board of directors is the governing body that takes care of the association's business. It is made up of four key officers—president, vice-president, secretary and treasurer—and 12 board members. Of the 12 board members, four (original founding members of the MSRA) are on a permanent status and the remainder are elected for two-year terms, alternating to create an overlap each year. One of the elected board members is an "Out-State Director" and is responsible to the members who live outside the major metro area of MSRA. The four officers are elected annually and may run for consecutive terms. The board of directors meets on the Tuesday prior to the regular meeting on Thursday, and has the responsibility of making the major decisions for the association.

The board meetings are open to all members who have business to discuss. The meetings have been known to be very lengthy, some lasting as long as five hours, but most of the major business is thus taken care of prior to the regular meeting. The president and his fellow officers need only to review what transpired at the

RIGHT — MSRA has even gotten involved in politics. Here Minnesota governor Al Quie signs the law allowing street rods to own their own special license plates. MSRA worked long and hard on this project.



board meeting which usually solves any problems or questions that may arise. When items of a serious nature have to be discussed, they are brought before the regular meeting, but this is rare. It is very important that your officers and board of directors be truly dedicated street rodders as they must devote a lot more time to the sport than most members will.

**Suggestion #6: Publish a Club Newsletter.** The newsletter is the one thing that will bring, and keep, your membership together. It will also help increase your membership. No matter how simple or how fancy you want to get, make sure that you put out a monthly newsletter. This gives your out-state membership something in common with members living in the hub of activities. Get volunteers to write monthly columns. Share your newsletter with other clubs and associations for ideas and articles. There are a thousand things that I could talk about on newsletters, but most importantly, get it out monthly.

**Suggestion #7: Support your Member Clubs.** To many members of the MSRA, the association is their "club." But to those who also belong to individual clubs, the MSRA is the organization that binds the sport together for everyone. That is why member clubs are a very important part of any street rod association.

The MSRA comprises over two dozen clubs from all over the Midwest. Many of these have been established in recent years in areas where street rodding needed a little extra boost. The MSRA assists their clubs by promoting their activities and rod runs. By helping each other, each organization grows. I believe that a state organization should encourage clubs from all over the state to join, if for no other reason than to work out a non-conflicting schedule of events.

Here we have the aid of another organization, the Minnesota Associa-

tion of Car Clubs. This group is made up of auto enthusiast clubs (antique, classic, special interest, street rod, etc.) for the sole purpose of coordinating event schedules. It meets each January to set the annual schedule, and it works very smoothly. By working together, everybody knows what is happening and everybody helps each other. More states should try it.

**Suggestion #8: Recruit and Appreciate Volunteers.** Volunteers are the backbone of any organization. Without them, you can't make anything work. One of the biggest mistakes that most organizations make is putting pressure on people to work. The best way to recruit volunteer workers is to make subtle suggestions along the lines of a slogan such as *Working is Fun!* That is, if you give the volunteer some sort of incentive to work, you will most likely get the worker. MSRA sends around sign-up sheets at each meeting prior to major events. We usually get enough volunteers at the meetings to take care of most of the jobs, but we also ask for volunteers when we need them through the monthly newsletter. The joy of working an event, be it the Nationals or the smallest rod run, is meeting your fellow members and having fun. The most important thing you can do for those who do volunteer is to *thank them* for the work they did. We try to reward our volunteers with other tokens of appreciation, too, such as a certificate of appreciation, a free meal and always a personal *thank you* in the newsletter.

**Suggestion #9: Planning Events.** Here again, the MSRA tries to keep its events as simple as possible. One of the big things that has worked for MSRA is the *No Trophy* car show. This policy of not giving trophies at car shows or rod runs (other than the annual ISCA show that we host in St. Paul) has been met with much praise. There is nothing more frustrating

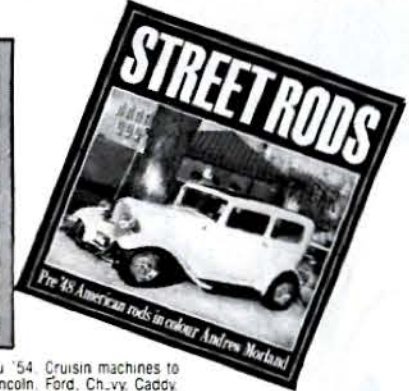
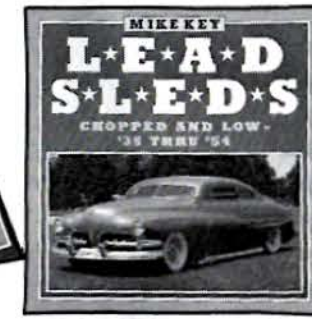
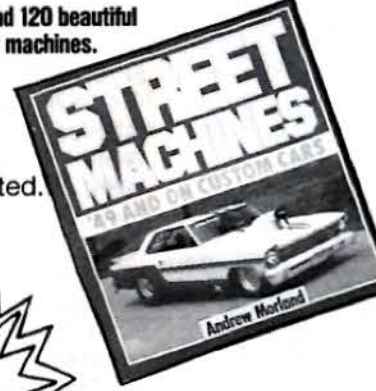
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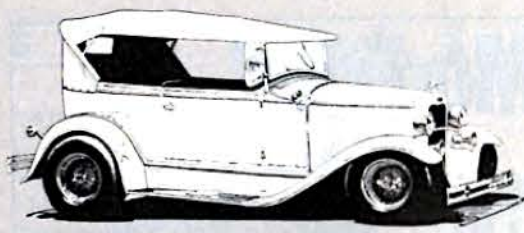
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**S U C C E S S**

(Continued from page 26)

than having disgruntled car owners fighting over whose car is "best." Without trophies, you don't have the problem. Simple!

Our big No-Trophy Car Show runs in conjunction with our Back to the Fifties Weekend and Swap Meet. In 1984, well over 1,200 cars entered in the show and there wasn't any problem other than finding enough room to park them. If you must give out trophies, limit them to "choices," such as "Prez's Pick," "Ladies' Choice" or "People's Trophy." Better yet, give the trophies to the kids for games. They'll appreciate them and it's much easier on the membership that way.

Another way the MSRA keeps its operation simple is by using its member clubs to supplement its own schedule. Street rodding in Minnesota is active every weekend from May through October and then some. With the help of the member clubs, rod runs are scheduled in just about every corner of the state, giving all the members an opportunity to take part. The MSRA officially sponsors only six events throughout the year, two of which happen in the winter months. The cost is kept down for the participant and each event is very easy going and laid back. Again the punchword is to keep it simple!

Suggestion #10: *Have Weekly Activities.* One thing that will keep street rodding active in your area is a weekly event. The MSRA has established two types of these. One is a weekly "Friday Night Cruise," which takes place in the Twin Cities area of Minnesota, and has become one of the Association's most well-attended events. Rain or shine, five cars or 650 cars (more than that attended the Fri-

day night cruise on the 1984 "Back to the Fifties" weekend) cruise weekly. The cruises are open to all special interest cars, members or not. "Squirrels," "tire burners" and booze are not allowed, a policy that is strictly enforced. The cruises leave a pre-determined spot at 8:00 p.m. sharp for a destination that is not announced until the time of departure. That way, the local "squirrel" can't get a group of his buddies together to create a problem. It has worked well for us for the past few years. The cruise always seems to end at a drive-in or restaurant, so most people come prepared. It is a great way to have a nice family night out, or to leave the kids home, if you prefer! It also helps promote the sport by making us very visible to the public: the local police departments have high praise for the weekly cruises, which average about 75 cars a week.

A spin-off of the "Friday Night Cruise" is the "Snack 'n' Yak." These meetings at pre-determined drive-ins (posted in the monthly newsletter), are held every other Wednesday evening for dinner at 7. The "Snack 'n' Yak" started this year and has proven very successful, alternating between about six local drive-in restaurants. If all goes well, it may be continued throughout the winter months. There are many similar events a club/association could schedule weekly. Bowling tournaments, drive-in movies, garage scenes, etc., are just some suggestions. The main thing is to keep plenty of activities available and make it something the whole family can do together.

Suggestion #11: *Generate Positive Publicity.* Whenever you can, get favorable publicity for the sport and for your club association. Whenever you can get the local media—television, newspaper or radio—to pro-



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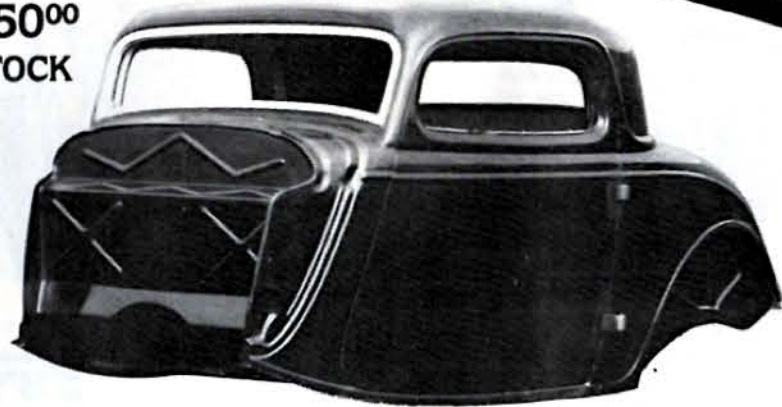
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## S U G G E S T

mote the sport, work with them. Get involved in civic projects such as street/highway openings, etc. It will also work to your advantage if you align yourself with a good local charity. Fund raisers will usually get you very good exposure, which in turn will help you when you want to promote your own event. Street rodding has come a long way in the past 15 years, but a lot of people still think we are nothing more than "four-wheeled Hell's Angels." Every street rodder should promote this sport favorably, and that is where *publicity* is a high priority for any street rod organization.

Suggestion #12: *Know Your Membership.* Use your membership to your club's advantage. All club/associations have members from just about every walk of life. Because of the size of the MSRA, we are very fortunate to



ABOVE — The MSRA trailer is a familiar sight at many events. Owned by charter member Pete Olson, it makes a neat meeting place for officials and members.

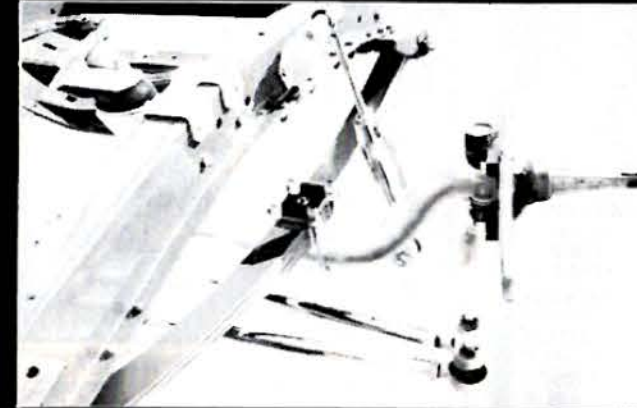
BELOW — The best way to get new members is to publicize your club. The MSRA booth at the annual ISCA Autorama in St. Paul is a great place to advertise for new members.



(Continued on page 32)

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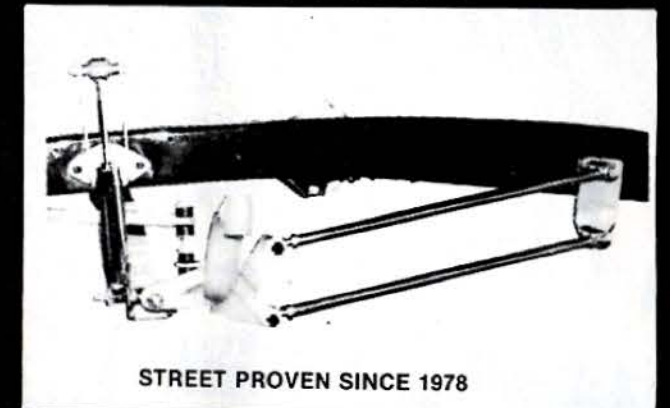


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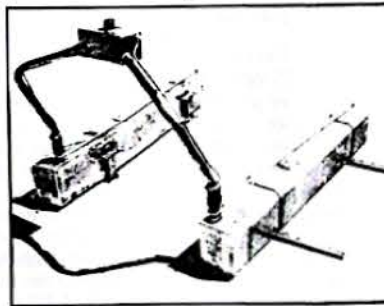
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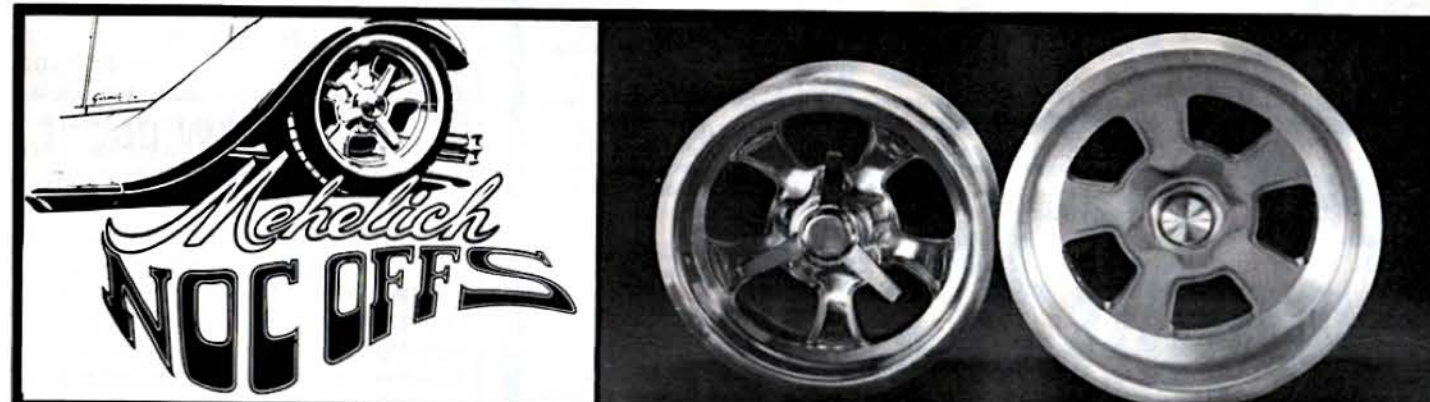
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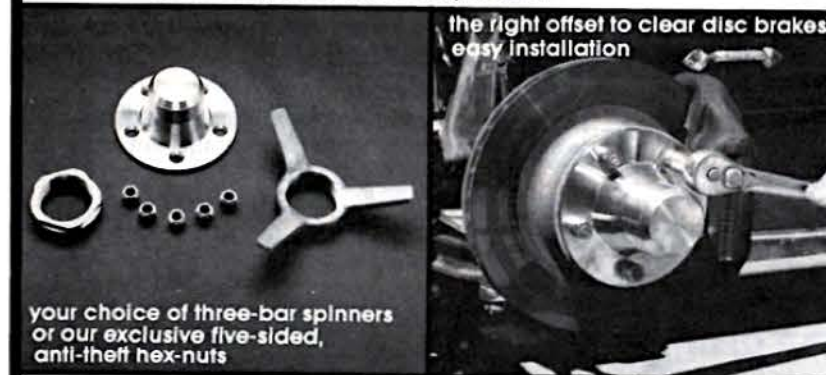
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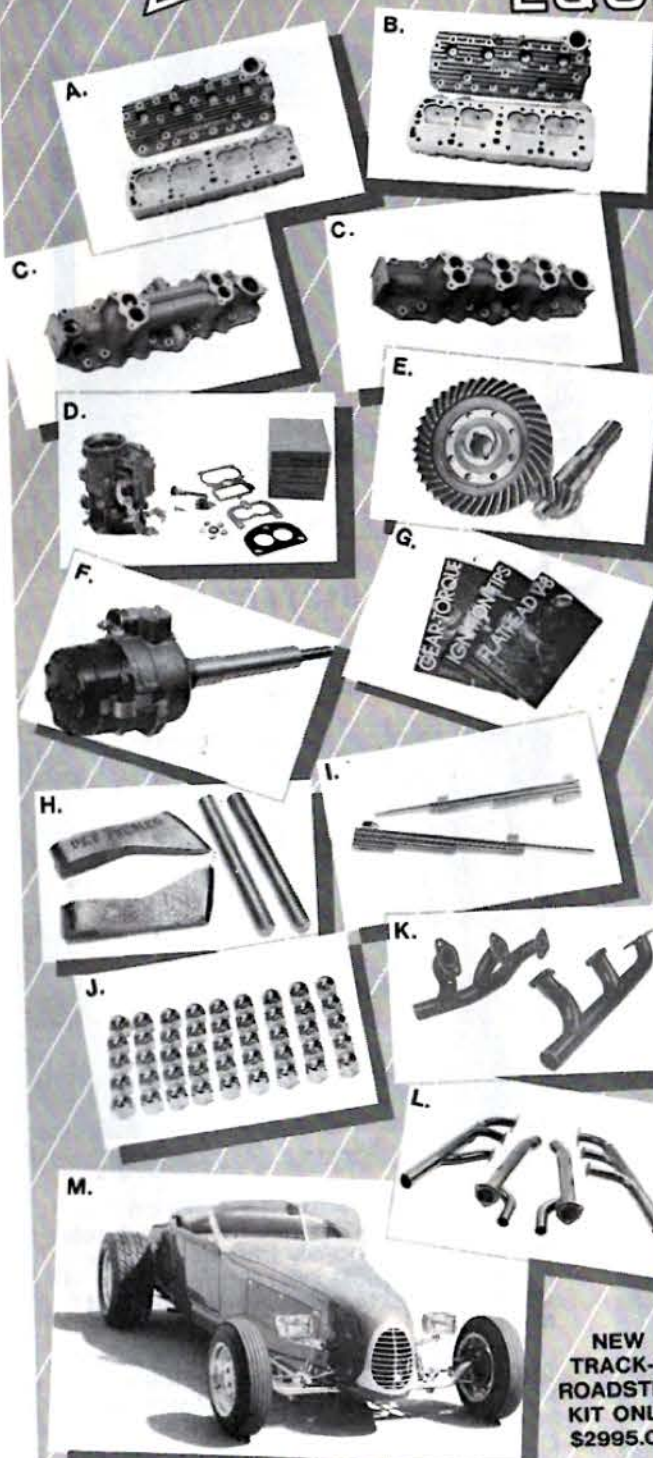
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## S U C C E S S

(Continued from page 30)

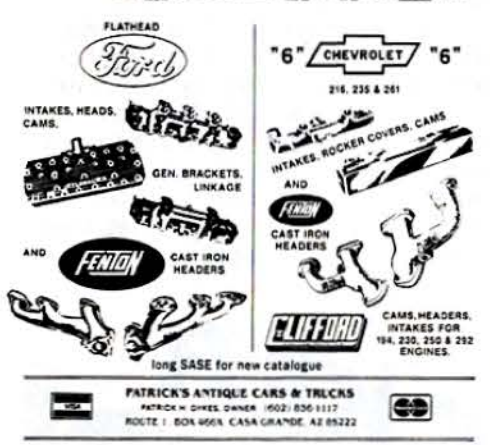


Tech clinics are held by several MSRA members for the benefit of other members. Here Brad Davies explains the wiring of a GM steering column.

have a wide range of occupations that can sometimes provide influence where it helps. For example, we have, among others, a large community mayor, several law enforcement officers, many fire fighters, numerous clergymen, lawyers, accountants, doctors and dentists, airline pilots and other self-employed professionals. You name it and we probably have that profession on our roster. Use your membership to its best advantage. For example, we have used the influence of our member mayor, Bea Blomquist of Eagen, Minnesota, to entice Minnesota's governor Al Quie to come out and greet street rodders at the Street Rod Nationals. Our president, Phil Van Tassel, is a sergeant with the Minneapolis Police Department who is instrumental in getting the needed cooperation from local police when we have a large cruise such as Back to the Fifties. Conrad Warner, an ordained minister, has volunteered his services as MSRA chaplain and has helped many members with their personal problems.

As you can see, I could probably write a book on this subject (*isn't that what he just did?*—Ed.). Many of the suggestions I have outlined here may work for your club or association. If they help you as they seem to work for us, all the better. The Minnesota Street Rod Association has been in business for a long time, but clubs that start today can be just as successful if you get together, and work together, in this wonderful sport called *street rodding*.

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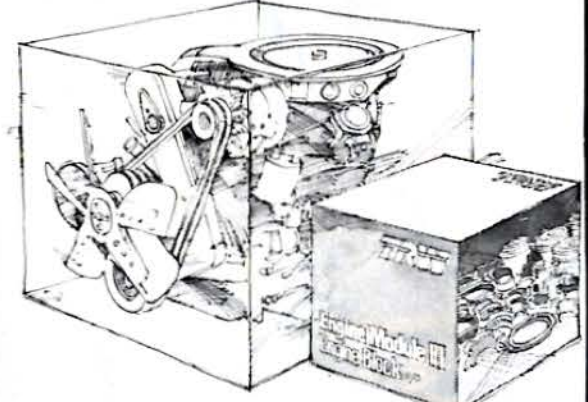


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BY LARRY JUDKINS

**T**rying to build a street rod on a no-bucks budget today can be very frustrating. Although many fine kits are available which enable the builder to literally bolt a car together from a shopping cart, the total cost at the bottom of your "grocery list" receipt can be prohibitive. Any one of several front mounting kits would have worked just fine on my '34 Ford coupe, but Dale Anderson, another low-bucker friend, and I believed that we could come up with something just as serviceable for less money.

This article is not intended to show the *only* way; rather, a cheaper way to mount shocks on the front of your car.

The complete cost, including a pair of '49 Plymouth front shock absorbers from Warshawsky and Company, was \$18.00. The total time spent on the project was approximately four hours. If your time, like mine, is more plentiful than the dollars in your deflated wallet, then maybe this is a project for you.

# ABSORB STICKER SHOCK

HOW TO dampen your ride without getting soaked

LEFT — To simulate the lower mount, tape a cardboard pattern to the wishbone, then transfer the shape of this pattern to 1/2-inch steel plate.

LEFT — C-clamp the shock into position and tack-weld the lower bracket to the lower part of the wishbone. The bracket is finish-welded with the wishbone removed from the car.

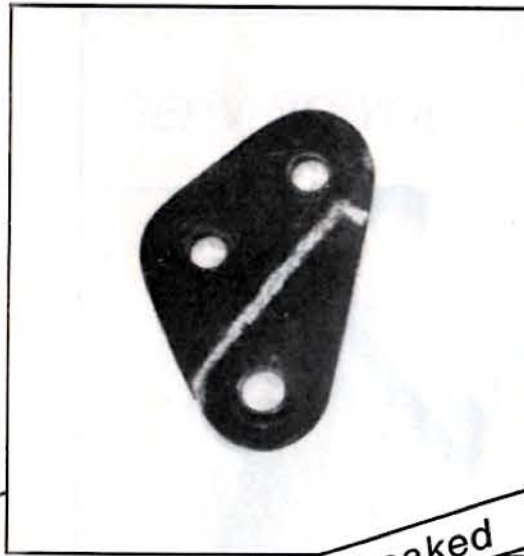
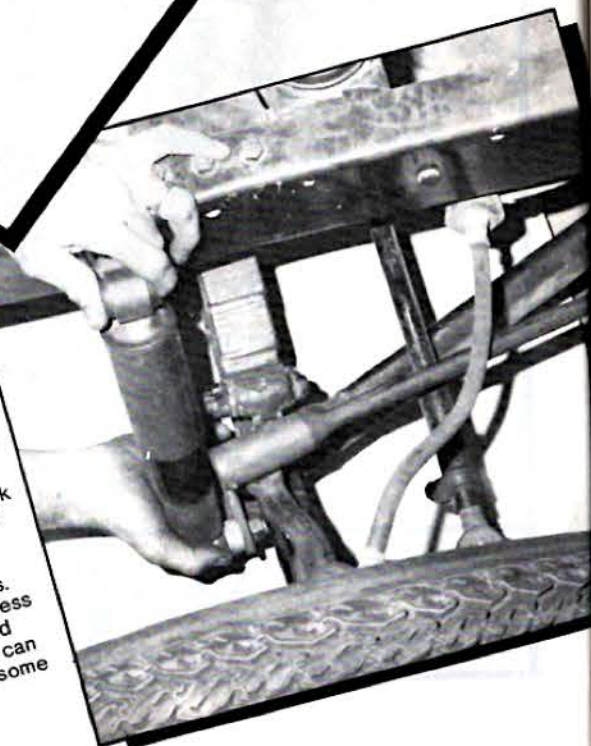
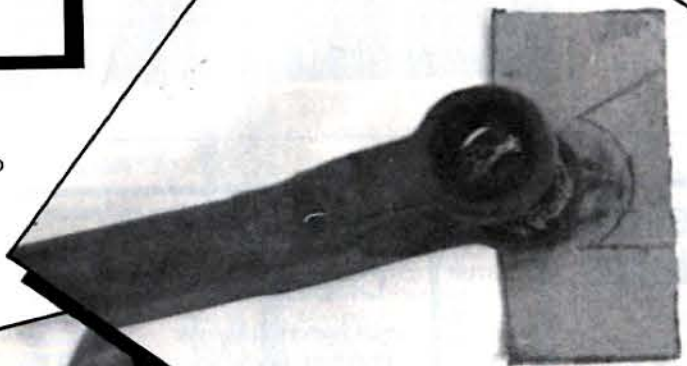
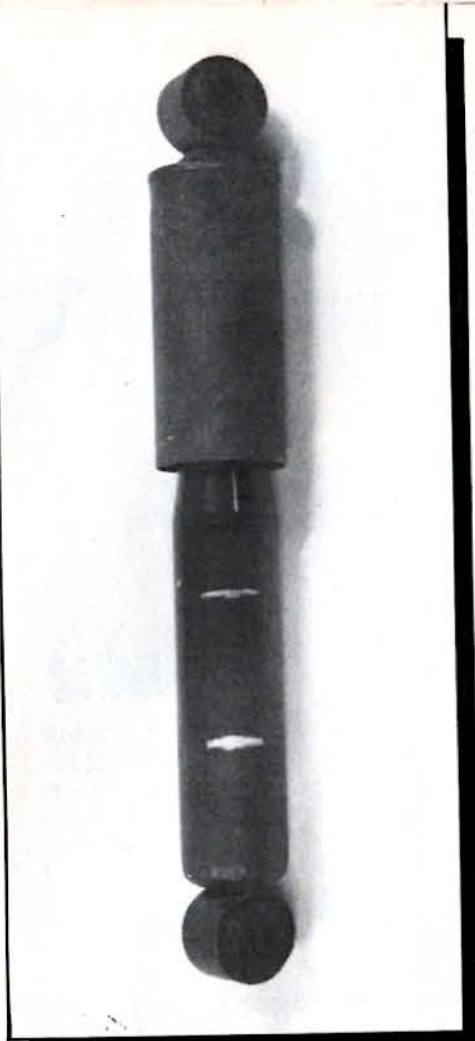
BELOW — clamp the shock into position and tack-weld the lower bracket to the lower part of the wishbone. The bracket is finish-welded with the wishbone removed from the car.

RIGHT — For the top bracket, again make a pattern from cardboard. Position it and make sure everything clears. It's a lot easier to modify and reposition cardboard than steel, so check often.

ABOVE — The shock absorber is shown fully extended, with chalk marks indicating the compressed and half-way-plus 1/4-inch positions to allow for spring settling. Use this mid-travel measurement to determine the distance between your shock mounts.

LEFT — Any 5/16-inch-thick steel plate will do, but we chose an old spring shackle-type shock mount for our other lower bracket piece because it already had a hole in it which was the right size for the shock stud.

RIGHT — The shock absorber is held in position at mid-travel to ensure everything clears. Note the closeness of the early Ford draglink which can interfere with some shock kits.



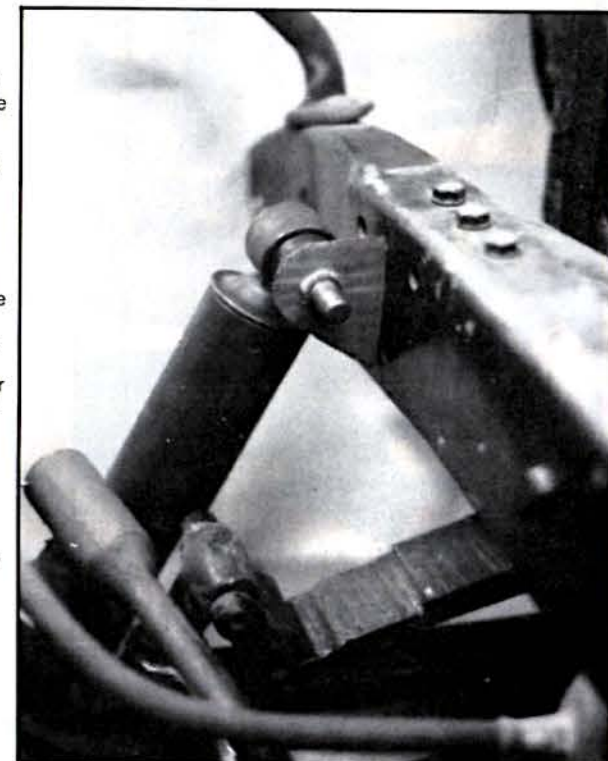
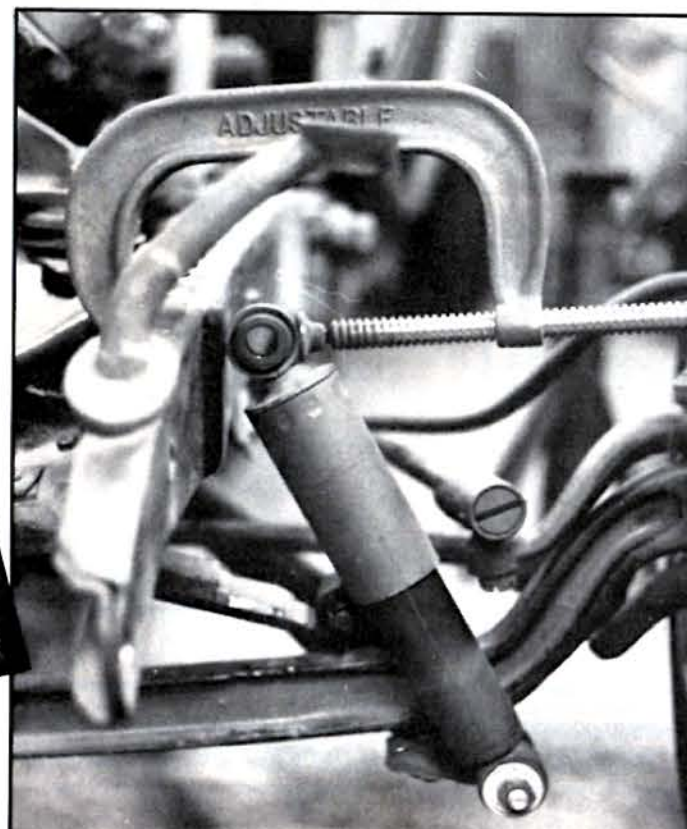
LEFT — The chalk marks the shape of the bracket which holds the lower shock stud. The brackets are cut from the plate with an acetylene torch — a flame-cutter would have made a nicer cut but we didn't have one of those.

RIGHT — The brackets for right and left side are clamped together in the vise and ground together, ensuring that they'll be the same size and shape.

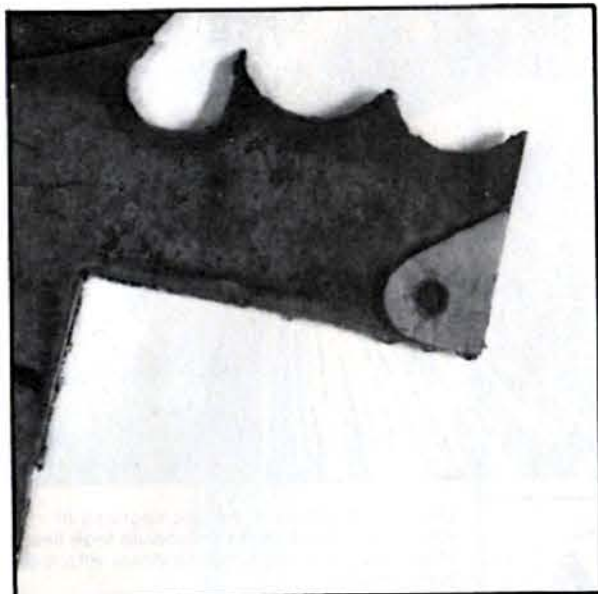


LEFT — This is what the two sections of your lower shock brackets should look like after they have been ground down with the body grinder.

BELOW — The two pieces are positioned together and tacked, then trial-fitted one more time before final welding.



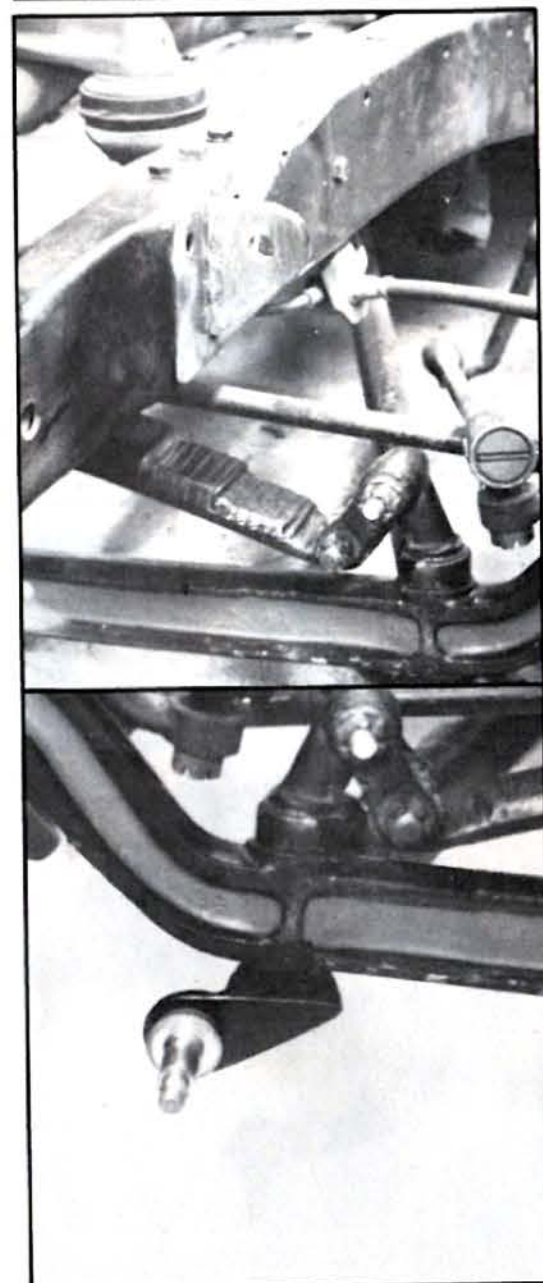
## STICKER SHOCK



LEFT — Again transfer to, and cut two from 1/4- or 5/16-inch plate.

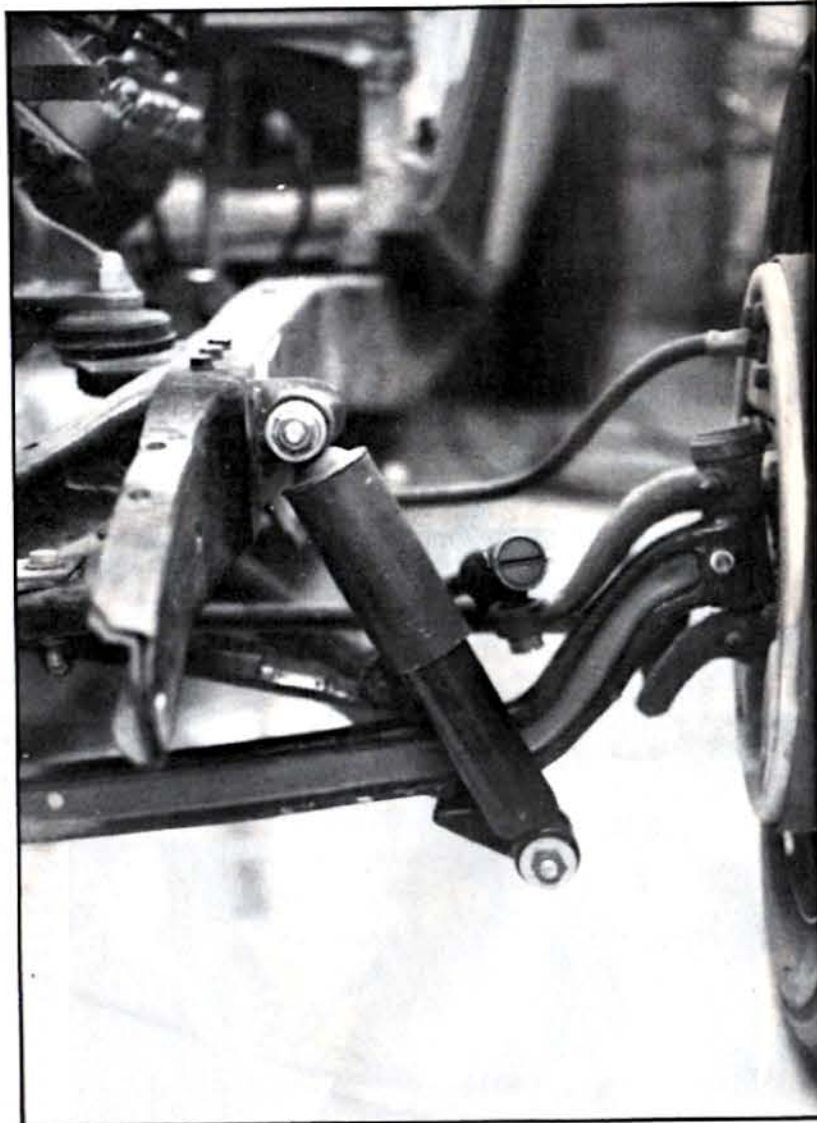


ABOVE — Your upper bracket should look something like this when it is finished. Remember to grind both brackets in the vise together so they'll be the same.



LEFT — Brackets are completed and ready for installation of shocks. A gusset was added to the rear of the top bracket, although it is not visible in the picture.

RIGHT — There it is, one cheap, reliable buggy-spring front end, ready for the chuckhole wars.



W A R N I N G

This builder's how-to is for the expert fabricator only. The improper following of instructions or the misapplication of fabricating skills may result in an unsafe product. STREET RODDER cannot guarantee the safety of any how-to procedure on these pages because it is impossible for us to judge the fabricating skills of each reader. Therefore we ask you to please carefully assess the quality of both your equipment and your fabricating abilities before beginning this or any other how-to project.

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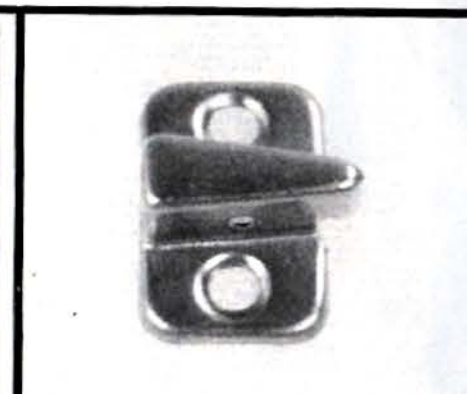
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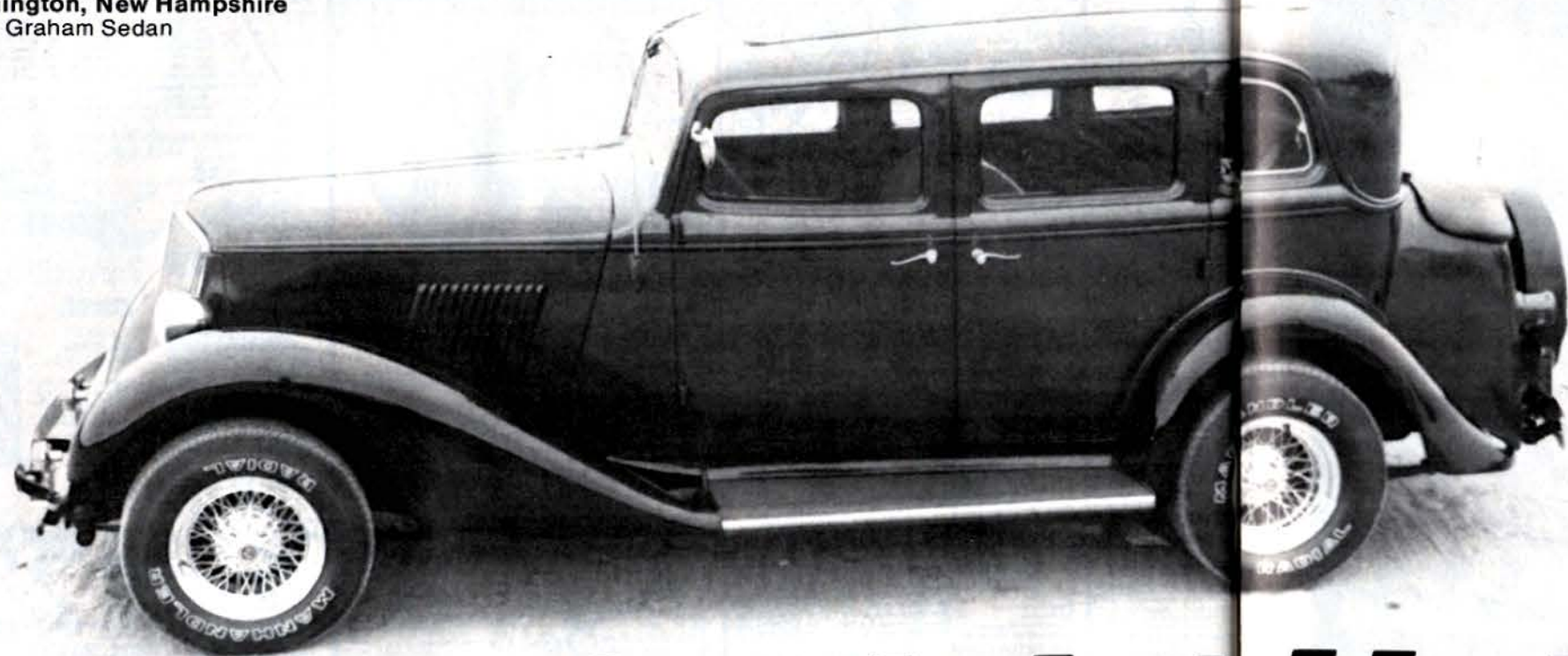


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1934 Graham Sedan



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# Cruisin' Hot

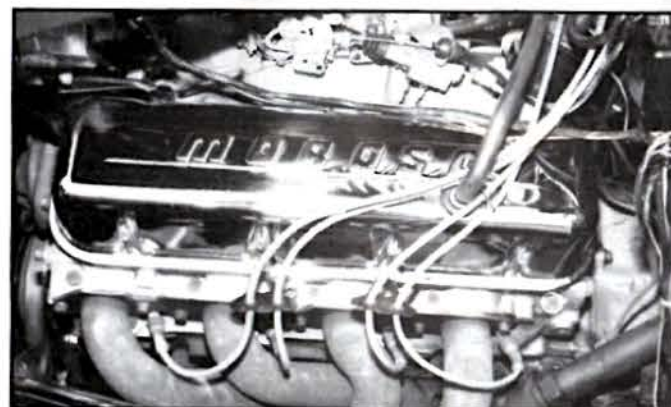
**W**hy not build something *unusual* next? Chances are good you won't have to shell out quite as much cash to get started, anyway. Ronald Goslin's latest was a mere \$375 investment when he began. And the total expenditure was less than some reproduction bodies cost. OK, so it probably will never win the Grand Sweepstakes *whatchamacallit*—so what? Most any weekend they wish, Ron and Peggy can load up the three kids and tour the scenic and historic New England countryside... and get home *fast* if they have to. What more could real street rodding be like than that?

PHOTOGRAPHY: TODD CRAFT

The front end mechanicals are stock, all way out to the Lee GR60 tires — even the trick split bumpers are original. See what you're missing, you die-hard Fordanatics?

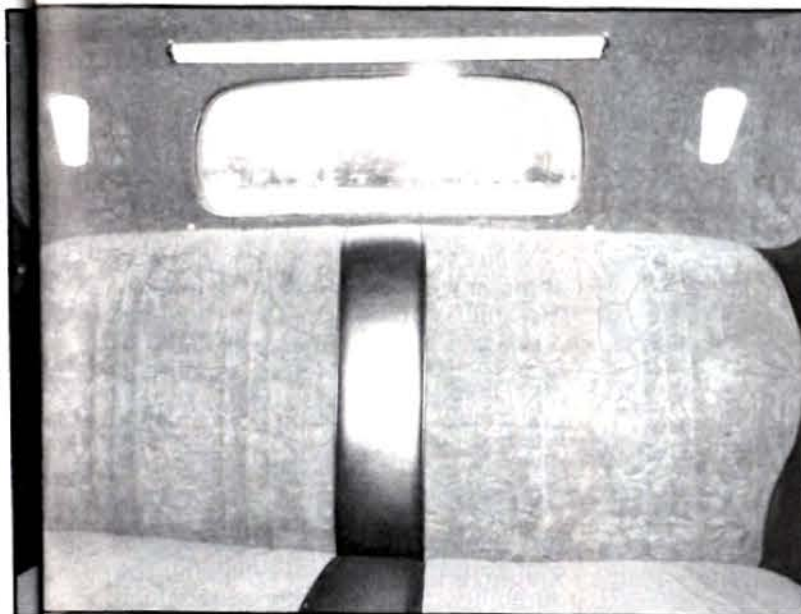


The rear suspension comes from a '72 Camaro rear on original springs and Gabriel shocks. Weld wire wheels and Lee LR60s span Monte Carlo brakes.

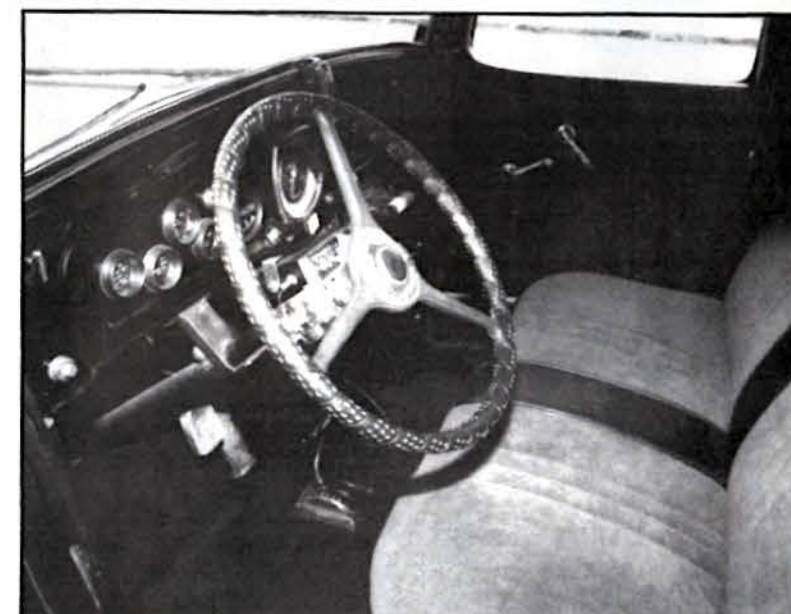


Man, this looks like a *hot rod*! That's 427 inches worth of L88 big-block Chevy between the Moroso covers. Holley carb, Crane cam, TRW pistons and M/T headers were assembled by Gozzie.

Though it looks a lot like a Ford of the same era, several distinctions about Ron and Peggy's four-door will make most of us stop and scratch our heads. This may be the only maroon and black '34 Graham street rod we'll ever knowingly see.



These days you'd have to buy a limo to get accommodations like the wine and black vinyl and velour in these spacious surroundings. No chopped coupes for the five Goslins, fer sure!



Gozzie wired up the Stewart-Warner instruments and stereo/CB in the stock dash. Driver input is allowed via a leather-wrapped stock wheel and Mustang-shifted '67 Turbo 400 by Bill's Transmissions.



Dick and Lynn are avid street rodders themselves, as you can tell by the portrait of their '32 coupe on the office wall.

## Goodbye, Mr. Chip

BY DAVID THACKER

**S**omewhere around the early '60s, thermo-setting powder "paint" was pioneered by Libert Freres in Ghent, Belgium. By 1966, the U.S. military had begun using it on aircraft as a protective coating for landing gear and other components abused by the elements. Soon after the product was released for consumer use in the States, powder paint became known for its popular, decorative and long lasting finish.

Those of us in the automotive field soon saw the advantages in its quality and durability. This heat-set process is a natural because its hardness resists the effects of normal rock chips, dropped tools, spilled brake fluid and almost any other ordinary, accidental act of destruction.

Powder coating is actually, at the very least, a dynamic improvement over conventional paint-finishing. The durability, or pounds-per-square-inch (p.s.i.), of the coating material depends a lot upon the component it is applied to.

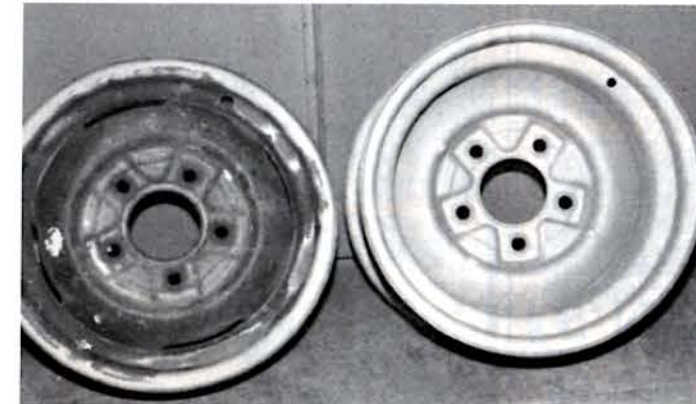
But try taking a hammer to a



The secret to powder adhesion is a well-prepared surface, which Dick thoroughly cleans by sandblasting.



ABOVE AND BELOW — Dick hangs the wheels on the rack, making a final, essential leftover check for any sand or dust particles.



The wheel on the right is ready for coating. There's quite a difference in "before" and "after" shots here, don't you think?



painted surface and see what happens. We cinched a piece of 1/8x5x5-inch stock in a bench vise, after the sheetmetal had been powder coated and cured, adding some aggravated assaults upon it with nothing less than a two-pound hammer. The result? Just normal dents in the metal and not a scratch on the finish! Not only did we try to beat the life out of this poor piece of steel, we also bent it 180 degrees. And still no chipping, breaking, cracking or running down at the heels! Actually the flexible polyester coating goes in any direction the metal goes.

First, the basic secret to the adhesion is a *clean* surface. After the surface has been sandblasted, polyester resin-based powder is applied by spray gun while a low amperage, high-voltage charge is introduced to the powder. Applied to a surface or part in its dry state, the powder is composed of resins and pigments. The metal to be coated is electrically grounded so that the charged powder is attracted to it and magnetically held fast to the surface.

Once the coating is applied, it remains in the powdered form until it has been baked in a 400-degree oven. The heat melts the powder, making it fuse smoothly to the surface in about 15 minutes, then the parts are re-



Dick electrically grounds the wheels before applying the powder.



The "powder" is virtually nothing more than a bag of colored dust being added to the gun.

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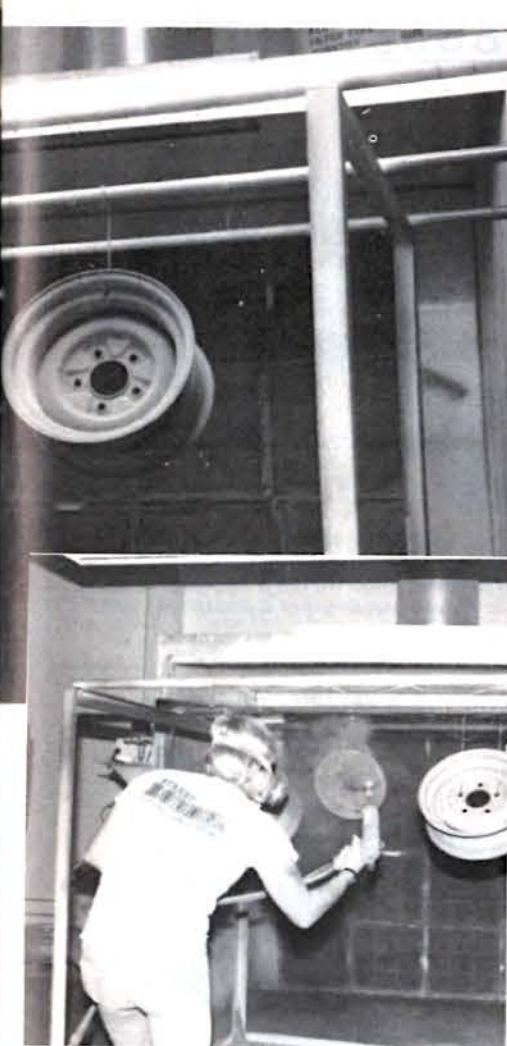


It's as simple as it looks. Just "dust" the components with the gun and right before your eyes, the powder dust particles attach themselves to the parts just like a magnet drawing steel, thanks to Dick's electrical grounding. An aspirator mask is a must while working because the powder has noxious effects.

moved and air-cooled. The thicker the metal, however, the longer it must be baked.

Another big plus to the customer is the range of colors available. Condor Coating (170 North Arrowhead Avenue, Rialto, CA 92376; 714/875-7080) offers a wide variety of base colors such as red, yellow, black, white, blue, in addition to the colors in the "candy" spectrum, plus a clear coat. The colors can also be matched within reason to your specs. The effect of some of the translucent

When Dick confirms that the powder is evenly distributed, the wheels go off to the 400-degree oven for about 15 minutes. Dick uses a double coating process, in which he will remove the parts after about 15 minutes, add a light powder coat on the already hot parts, and send 'em back to the oven for another 15 minutes. According to Dick, the double coating adds a security finish to those hard-to-reach places, as well as bringing up a little more gloss.



Here she is fresh out of the oven. Looks about like a wet lacquer finish, only it has a longer life span.

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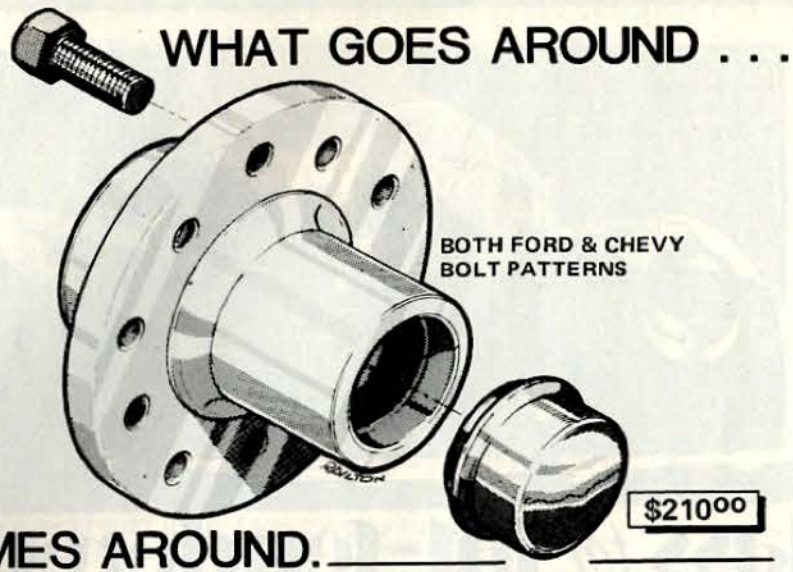
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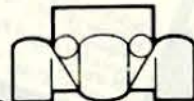
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## GOODBYE MR. CHIP



ABOVE AND BELOW — Here's a piece of stock that we beat into submission with a ball hammer. Then we did a 180-degree bend on it. As you can see, not a scratch in sight.



"candies" over polished or plated material is flat dazzling.

This powder painting process is being used more and more by rod builders on chassis components in the place of paint and chrome, and is leaving some mighty fine results and plenty of satisfied customers. We contacted fellow street rodders Dick Peters and Lynn Zatto, owners of Condor Coating about powder painting some steel '40 Ford wheels for use on a Deuce coupe.

If you have ever applied hubcaps and beauty rings to painted steel wheels a few times, then you know how ugly the paint can get from chips. After properly sandblasting the wheels, however, we coated them in a standard bright red. The local tire shop mounted the tires, then the caps and rings were put on... and surprise! Not a scratch! You should also note that cleaning and polishing the coated surface leaves a result like fresh lacquer. So next time you've got that suspension torn apart because it's starting to really look shabby, give powder coating a *serious* look.

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Paul Rick cut the dark-tinted glass to fit our chopped window frames and installed GM/power window lifts in the doors.



To locate our Corvette dash displays, Carl Sulkey cut out this masonite mock-up panel. Dan Fink used it as a pattern for the steel dash he made.

Here you can see the electronics under the front seats, as well as the air conditioning system that will be hidden in the cowl area.



Just below the quarter window sill is the keyless entry control which is connected to the solenoid in the door jamb. Also visible prior to upholstery are the gas tank, battery box and tool storage.



## VICTORIOUS!

Our latest street rod project goes together faster than any other

BY TOM McMULLEN

**E**ven after 20 years, I just can't seem to stay satisfied with the executive's lifestyle, spending all my days sitting behind a desk, shuffling papers. I guess I'll always be a car builder at heart. After finishing the latest "tub," it wasn't long before I began itching to get back out in the shop and start another project. When I saw the Unique Auto display at St. Paul in July, '82, I decided that their chopped '32 Victoria was the way to go. After I returned from the Nationals, I sent Bob Brace a check and he shipped me a crated body. My initial inspection told me that I wanted to make some modifications and improvements, so I got to work with the help of Whitey and his son "Squeak" at Whitey's Specialty Paint in Riverside, California. These guys could work miracles. When they were

finished, all we had to do was spend a few days block sanding, priming and prepping for paint.

While the body was in their shop, we started constructing the chassis. Using a set of smooth-sided, '32 Ford rails from Progressive Automotive, Chuck Lombardo turned the frame out of his jig at California Street Rods. When the frame came home, we set it up with a tube axle, JFZ brakes, and a set of Boyd Coddington's one-off, full knock-off wheels. Boyd also modified a '78 Corvette center section and fabricated the control arms and halfshafts, mounting it to the special rear crossmember.

I decided to go a little far-out with my electronics, as usual. I opted for the '85 Corvette full digital presentation, including the driver's information center. An overhead console was constructed to house 1985 Lincoln Continental Mark VII electronics, which will give us outside air temperature, compass heading, two overhead lights and a garage door opener. Because we had already smoothed the sides, we decided to utilize the Lincoln Mark VII keyless entry system, too. All of the electronic controls will be mounted under the seat in a specially designed package. To handle the glasswork, we contacted Paul Rick, who installed darkened glass and '78 Chevrolet Caprice power window mechanisms. We designed an 18-gallon stainless gas tank and installed it behind the rear seat, together with a battery and tool box.

The firewall was fabricated from .090-inch CRS material, studs were welded on the back, and holes were drilled in the fiberglass wall to ease installation. A masonite dash was designed to mock-up all the Corvette components, as well as the air conditioning controls and a Fujitsu 10 stereo radio. This template was then drawn on paper and delivered to Dan Fink who fabricated a gorgeous dash to house all of our components. The Vega steering box is controlled by a '68 Chevrolet van tilt column, disassembled and shortened by Reed Lillard.

We finally completed the car in a primed, raw steel stage. I almost hated to tear it down. The new three-piece hood from Dan Fink looks really neat in its bare aluminum stage. The wheels from Boyd, our new eggcrate grille and body modifications are very pleasing. But, as things go, it had to come down.

After getting down to the bare frame, we sorted all the parts. Boxes

of pieces were lugged off to Orange County Plating for chrome, anodizing and powder coating. We took the frame outside for sandblasting. I had recently obtained a good-sized unit from the Eastwood Company, and I'll tell ya! After years of using a one-quart blaster, this thing really saved the day. What an absolute pleasure to prep the frame with a sandblaster that has such a large sand capacity. You don't have to keep stopping to refill it. The different nozzles it comes with helps you to get down into the small cracks that so often evade you. After blasting, metal prep, primer surfacer and final paint in white acrylic lacquer, we stood the body up on end and painted underneath with the same white, and then covered it with clear polyurethane for some added protection.

During the summer I had a visit from Bob Larivee from Group Promotions, Inc. He saw the car and asked why I was building a closed vehicle, so I explained that it just seemed like a good idea, and was something I wanted to complete. He noticed a lot of our innovations and remarked on the quality of the car. Would we show it in Detroit in January? I said I had never had a car in a show before, but he said there is always a first time, so I agreed. For the first time in my life, I will display a car in at least one show before driving it. Now I knew I had better get going!

I started calling everyone I could think of for help. Carl Sulkey, a very good friend and master machinist came to my aid, working nights with me in the garage. I called Boyd and borrowed his English paint and bodyman Paul Wayling to help in the paint prep. Luckily, we were able to stay on schedule. I got the white acrylic shot on the body and all of the components. At that point, I assembled the body, aligning the hood and shell on a mock-up stand to lay out the graphics. A good friend, Pete Forgeron, stopped by to see how I was doing, and I immediately enlisted his aid, as well as his son, Dave's, in laying out graphics, shooting the colors that Stan Betz mixed for me, and in applying the clear acrylic to finish the paint. Without some of these people's help, I don't think I could have sanded, painted or assembled fast enough to meet our schedules and deadlines. After I rolled the body out into the sun, I brought the frame into the shop to start assembly.

We laid the frame out on the lift and set about tapping all of the painted holes to ease assembly.



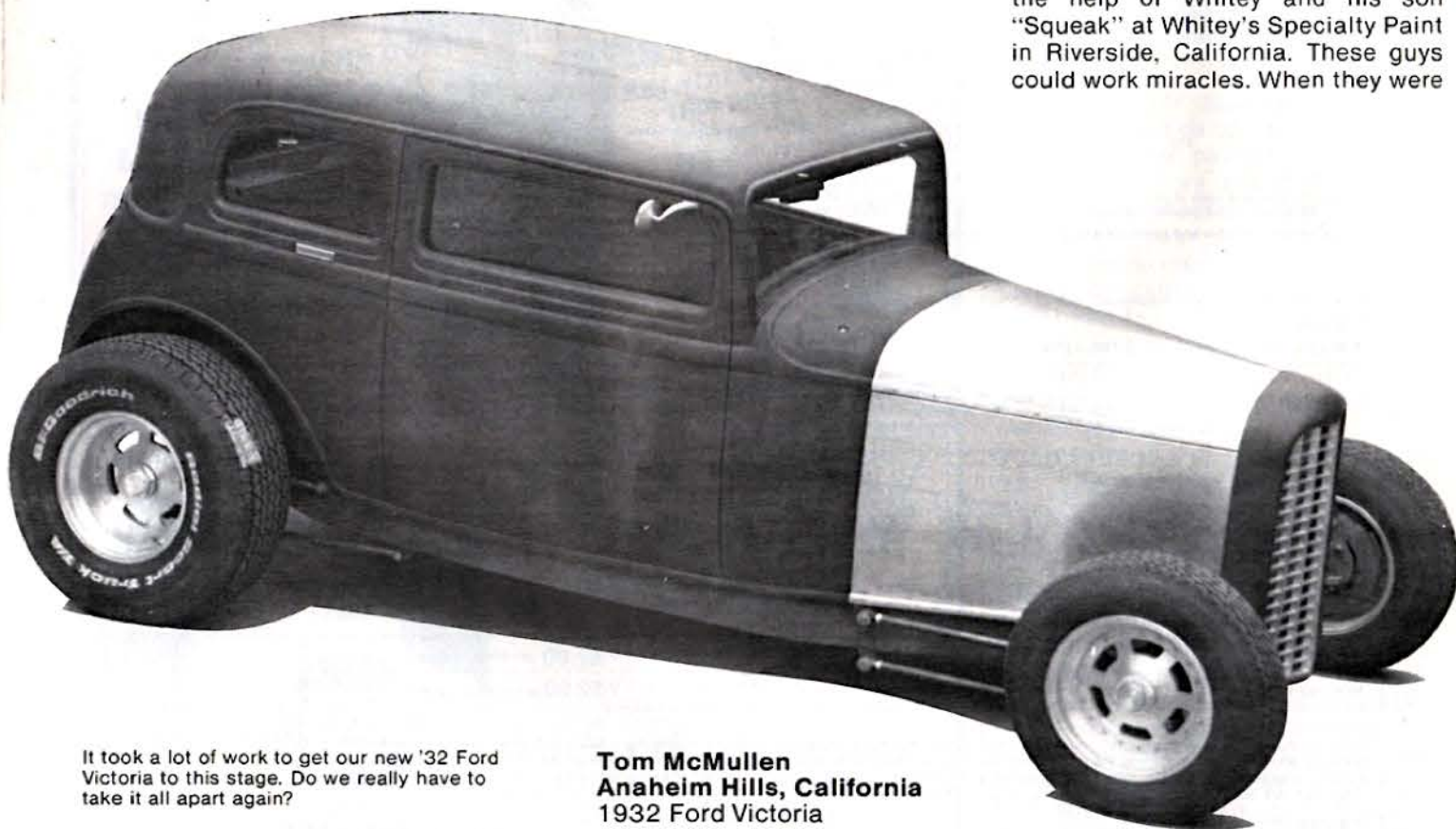
Philippe, Geoff and Jerry (left to right background) came out to help set the body on its nose so we could paint underneath. Paul Wayling (right foreground) helped throughout the entire paint prepping procedure.



After I shot the white base color, Pete Forgeron helped lay out the graphics, and sprayed a clear coat over the striking combination.



Orange County Plating polished and chromed just about everything we could unbolt, and that includes lots of nuts and bolts, too!



It took a lot of work to get our new '32 Ford Victoria to this stage. Do we really have to take it all apart again?

Tom McMullen  
Anaheim Hills, California  
1932 Ford Victoria

## VICTORIOUS!

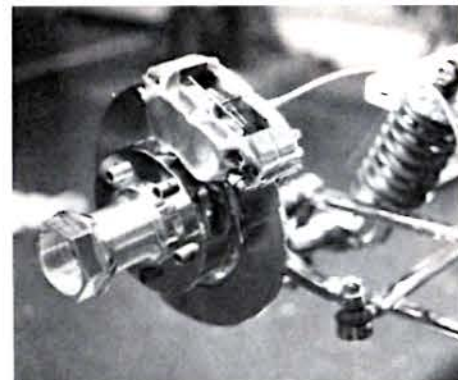
Parts had already come back from the plater and were laid out. All those holes were tapped and the threads chased. The front JFZ brakes were assembled and installed on the axle, and the axle and four-link were installed on the frame. The Vega steering box, after plating, was reassembled, lubed and installed. All the coil-over shocks, front and rear, were hung in place as well as the Mustang master cylinder. Things were moving along much more rapidly now.

The engine, which you saw here in May and June, 1984, a Jerry Magnuson-supercharged, all-aluminum 350, was uncovered and cleaned up for installation. A quick call to Blower Drive Service got one of the brothers over to help us bend some pre-polished stainless tubing to run our ignition wires through. We hung the Hayden trans cooler and Ford Bronco twin horns in place, because later they will be completely hidden by the full belly pan. The rearend was assembled and installed, ready to hang the wheels and tires.

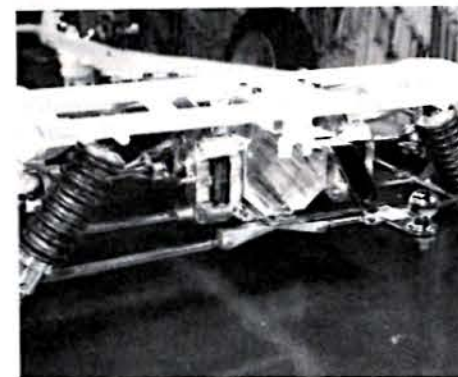
About that time, an old friend, Tom Taylor from Shawnee, Oklahoma, made the mistake of coming to visit the office. I took him home to show him the car under construction and immediately put him to work. Three days later he was able to go home, using up most of his vacation working with me in the garage. It was sort of a busman's holiday, I guess. Tom and I lowered the engine in and bolted it in place with a 700 R4 '85 Corvette transmission, modified by Art Carr. The case had been polished and the components chromed. We also used the Art Carr converter. (Watch for a story on this as Art has some real tricks for this new transmission with lock-up converter and overdrive.) Accessories were bolted to the engine in preparation for its firing at some later date. The stainless steel exhaust system, which Mike Hamm built, had been polished and was bolted in. It was taking shape and looking good too.

We completed the chassis, then cleaned it up so that we could take a nice picture to remember for our photo album. I called the office and enlisted four or five helpers to come out to the garage to lift the body and set it on the frame.

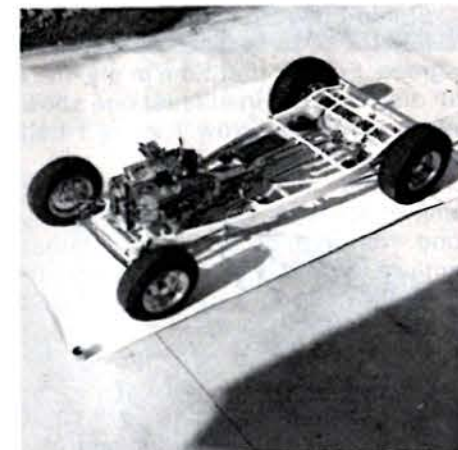
Next month we hope to have the color, the interior and the final construction completed in time to show you.



Boyd's hex-head, knock-off hubs are combined with JFZ disc brakes up front.



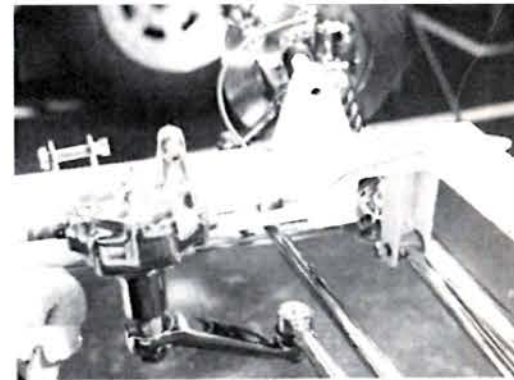
The rear is Boyd's version of a Corvette i.r.s., and except for the center housing and differential, it's entirely scratchbuilt.



One last photo session before the staff comes out to set the body again.



Well, I liked it before we blew it apart, but now it's even better. Just wait until you see the color!



The plated Vega steering box cross-steers a pair of Super Bell steering arms and spindles. Note the special hi-boy coil-over front end by California Street Rods.



Tom Taylor's vacation from his shop in Oklahoma came at the perfect time. He spent three days in my garage helping reassemble the chassis.



Blower Drive Service came over to check out our supercharger installation, and stayed long enough to bend some stainless steel spark plug wire conduits.



With the drivetrain now bolted in place, it was time for me to snug everything up.

Special thanks to the following individuals and companies for their help with the Vicky project:

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## MIDNIGHT SENSATION

Especially at trophy time

**C**ar shows provide a wintertime diversion for John and Toni D'Agostino, a break from the pleasure of attending custom runs during the summer months. Just take one look at their '51 Merc to see why it was voted the most popular entry at six of the first seven shows in which it was entered. It also boasts several "Best Paint" and "Best Use of Color" trophies, as well as "Custom Car of the Year," the news media's "Show Stopper" and the "Sam Barris Memorial Award." This Merc is indeed sensational.

Of course, the success of a custom depends largely on first impressions—usually the bodywork and paint. Luckily for John, Rod Powell of Salinas, California, was entrusted with that portion of his car's construction.

Unfortunately for Arly's Street Rods of Orland, California, most of their handiwork is completely hidden by Powell's perfection. It was Arly who performed the formidable task of channeling the body over the original frame and 6.70x15-inch, wide white Firestones. He also constructed the new floorboards with a completely tunneled driveshaft. The rear was C'd to clear the drum-braked '70 Mustang rear that was installed on de-arched springs, lowering blocks and Gabriel air shocks. He dropped the front of the car by altering the A-arms and reversing the spindles. An early Thunderbird steering box and '77 T-bird column do the directional duties. A combination of discs and drums keeps this sled from sliding

where it doesn't belong.

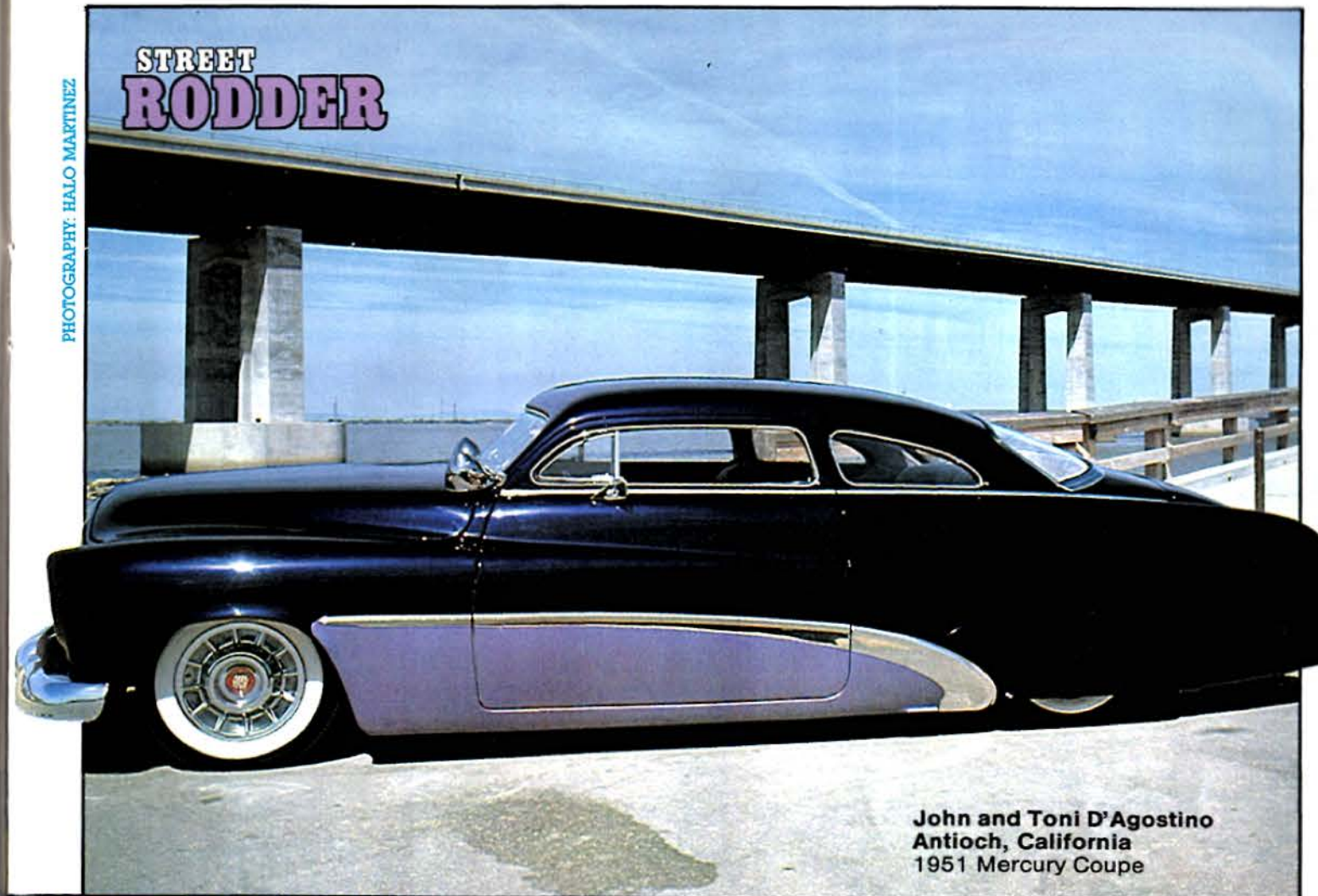
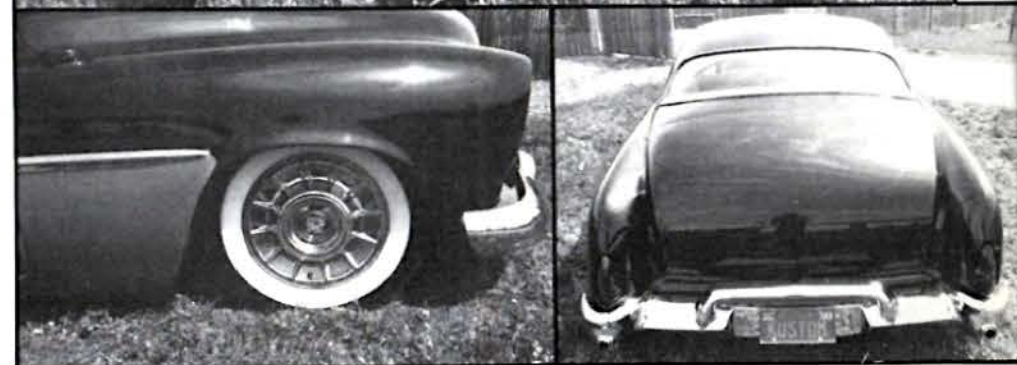
Like we said, Rod did good on the bod. The four-inch chop with slanted door posts and Keith Heiser glass is actually one of the first ones the "Hall of Famer" did when customs began to make their "comeback" in the mid-'70s. Resurrected in 1974, the car was chopped and garaged for eight years. By September of '83, however, it had taken its present

show-winning shape.

Rod frenched a pair of new-old-stock '53 Buick headlights and a like number of '52 Lincoln Capri tail-lenses onto the appropriate fenders, followed by a shaved '49 Merc front bumper with '55 Pontiac rails. The rear bumper also uses '55 Pontiac rails, but was originally a '51 Merc unit. Rod cut down an n.o.s. '54 Pontiac grille to fit the new cavity formed of two '49 Mercury upper pans, then '54 Lincoln bumper bullets were added to the ends. He also added a '49 Merc hood, shaved and rounded to match the doors and deck. All of the seams in the body were welded up and moulded in, along with flared front wheel wells, and the characteristic Mercury dip was taken out of the door, leaving a smooth transition from front to rear fenders which now mount '53 Buick side trim.

You get that midnight sensation from peering into the depths of the custom-mixed purple, or ultraviolet, pearl and lavender candy lacquer applied at Powell's then striped by Frank Mills of Concord, California.

Inside is a palatial combination of silver and lavender velour and mohair tailored by Kenny Foster of Sacramento. Beginning with a '66 Riviera front seat, Kenny built everything else from scratch, including the wet bar and ice chest. The custom-painted



John and Toni D'Agostino  
Antioch, California  
1951 Mercury Coupe



dash with '50s-style teardrop knobs backdrops a '72 Oldsmobile tilting wheel, framing a Pioneer digital stereo, complete with power booster, equalizer and 100-watt speakers. Air conditioning, power seats and windows, cruise control and a telephone are a few more luxuries that you might expect to find in a custom of this magnitude.

Kettler's Racing Engines of San Francisco blueprinted Ford Torino

351-inch Cleveland mill and '72 Ford C-4 automatic. A brass, Babb radiator keeps 'em cool, and Century Plating installed them with lots of care and chrome.

And during winter Sunday evenings, 'long about midnight, you'll be able to hear the shouting down at the show hall when John and Toni run up to carry away another arm-load of trophies with their midnight sensation.



# MERC DEUCE REUNION II

PHOTOGRAPHY: DAVE SKAGGS



## Happening only twice a decade, this is the "Olympics" of Rods, Customs and Friends

1. Watch for a feature on Dave Stucky's chopped and sectioned "King of the Mercs." It's one radical '51!
2. It's hard to beat the visual impact of Mavis Newman's colorful '55 Buick two-door.
3. Tasteful use of color emphasizes sparing applications of chrome on Jim and Sue Grinlinton's Independence, Missouri, '49 Mercury.
4. Ron Coleman's bright '32 Chevrolet was a close runner-up for the title of "Best of Friends."



5. Everyone who sees Bob Oman's chopped '50 Merc says the owner's name — "Oh, Man, what a car!"

6. Dave Cook's Deuce has the look of hot rodding's heyday. But what would you expect from Pasadena, ... Maryland?

7. Another '32 Ford that has somehow escaped modernization is Dick Lux's sanitary five-window coupe.

8. It isn't an old-timey Deuce, but we're glad Gary Meitner drove his '34 Ford phaeton to Wichita from Great Bend, Kansas.

9. Guitarist Jimmie Vaughan also participated in the Leadsled Spectacular the weekend before at Des Moines.



**T**he Merc-Deuce Reunion was first held in 1979 as the ultimate celebration of an era—the usually peaceful co-existence of rods and customs in the 1950s. This paralleled the unofficial appointment of the '49-'51 Mercury to the leadsled throne. By acclamation, the still-teenaged '32 Ford had already been declared the holder of similar station among the hot rodders of the nation. So when the Continental Kustoms and the Hollywood Deuces decided to band together and throw a party for their favorite kemps, just about the entire turn-out arrived in '32s and Mercs.

Nobody complained about the narrowed field of participation, but one of the reasons that the Kustoms wanted to stage this event in the first place was because they wanted someplace where they would be welcome with their cars from never-neverland. This was still 1979, remember? The Kustom Kempes of America and the Leadsled Spectacular were at least two years away. Meanwhile, slowly but surely, customs of (and like) the '50s were emerging from storage and restoration . . . all dressed up with no place to go.

And the hosting clubs were sure

that, given the chance, many of their street rodding friends would have enjoyed being able to join their celebration. From this desire was born the second, once-every-five-years, Merc-Deuce Reunion—with the additionally and warmly welcomed—"and Friends." No rejection at the front gate and no "special" parking place on the outside.

Just when it seems that rod runs are becoming a dime a dozen, with at least three within a day's drive most any weekend, along comes the Reunion—small, intimate and rare. A little over 1,000 cars showed up, and

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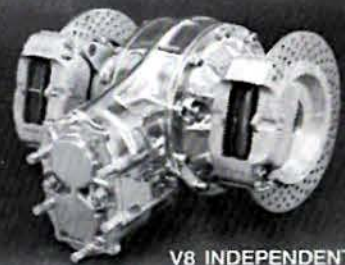
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## MERC-DEUCE

several of them were just friends. In everything from T-buckets to blown Camaros.

The special attraction? How about trying to remember the last time you saw four of the top customizers of all time in a special appearance at one place! Gene Winfield, Joe Bailon, Dave Stuckey and Darryl Starbird spent the weekend at the Kansas Coliseum. And, if you really paid attention, you probably saw two of the most genuinely car crazy personalities of the rock music world, Billy

Gibbons and Jimmy Vaughn. Both came in from Texas especially to soak up the Mercs and Deuces with their friends at the second Reunion, though Jimmy actually stuck around after the Leadsled Spectacular held in Des Moines the preceding weekend.

Then, to top off the weekend with just the right touch of that oft-remembered time, came the crowning of the Kings—"King of the Mercs," "King of the Deuces" and "Best of Friends." Each winner got to keep a special one-of-a-kind jacket, embroidered with the title of his respective award, and pockets stuffed with \$1,000 cash. The competition was as hot as the Kansas sun and the five



Commercial exhibitors set up their displays inside the Kansas Coliseum, making it a pleasant oasis from the hot Wichita sun. Fiesta flippers, anyone?



Lee Pratt, recently inducted into the KKO Hall of Fame nearly won with his smooth '52 Chevy.



Where are all these old-type Deuces coming from? (Joe Casto is from Ponca City, Oklahoma.)



Also from Oklahoma (Tulsa) is Ron Magnuson's magnificent red '32 Victoria.



Joe Burton's '40 Ford convertible was one of many friends who celebrated with the Merc and the Deuce.

runners-up could have just as easily been the winners on another day. But when the smoke had cleared, the fortunate three were Dave Stuckey (Mercs), Jack Walker (Deuces) and Kelly Puckett (Friends). Add at least another \$2,000 in door prizes and the sizeable donation to a retarded children's charity and you can see why so many people left with happy hearts.

So the next time you see an event advertised that's at least a year away, don't ignore it. Get out your checkbook and send in your entry fee right away. If it's anything like the Merc-Deuce Reunion, it'll be worth the wait 'cause there's nothing else like it on earth.



Joe Bailon (right) was a featured guest. At the front of the stage is one of three special award jackets given along with \$1,000 to each category winner.



And those deserving winners were (left to right) Kelly Puckett, New Albany, Ohio, '50 Ford; Jack Walker, Kansas City, '32 Ford; and Dave Stuckey, Wichita, Kansas, '51 Merc.



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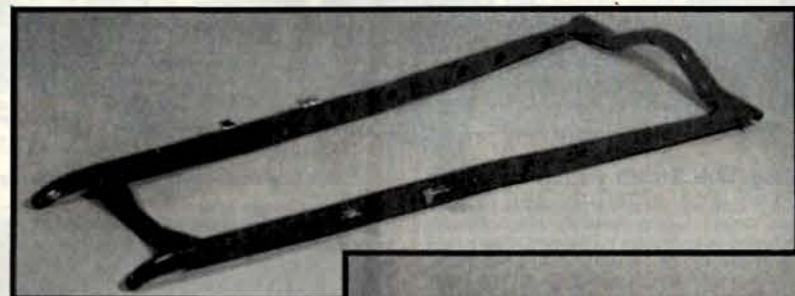
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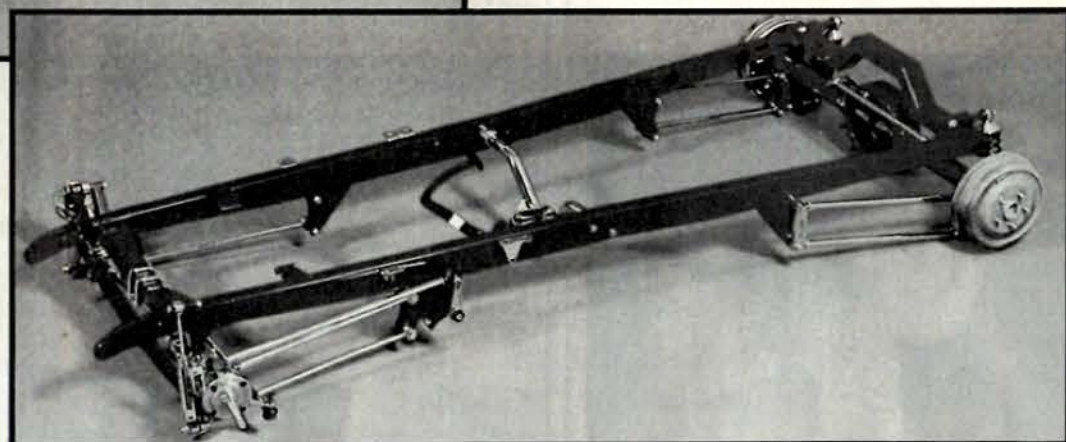
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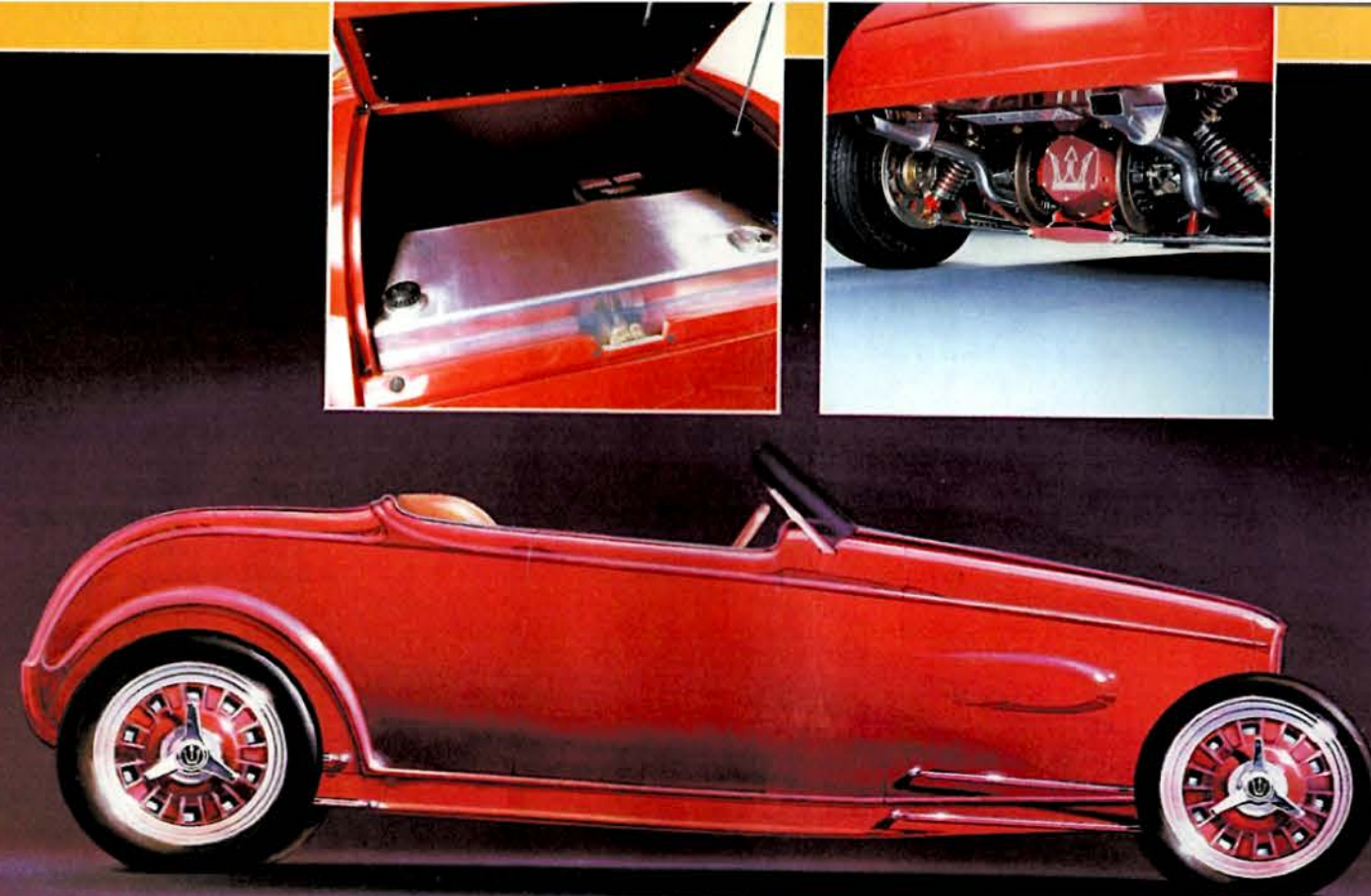
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MIDDLE  
OF THE  
**ROAD  
STER**

PHOTOGRAPHY: DALE MOREAU



One of the more interesting items that we've read in recent months was a small book published in the early '50s, entitled *Sports Cars and Hot Rods*. At one time, it seems, the pleasure of high-performance auto enjoyment was yet largely undefined, and little distinction was made between those who preferred foreign imports and twisty roads, and those who liked the home-grown hot rod with its brute power and unsophisticated handling abilities. Whether the car was an MG or a Ford, new or old, a product of factory white-coats or a backyard engineer in T-shirt, Levis and busted knuckles, the owner found pleasure in his vehicle's chosen level and type of performance. Years have passed and everything has changed . . . or has it? Street rodders have always been open-minded and progressive innovators. (Continued on page 107)

# STREET RODDER 1985



Bruce Russell  
Vancouver, Washington  
1932 Ford Roadster



PHOTOGRAPHY: DALE MOREAU

## JANUARY

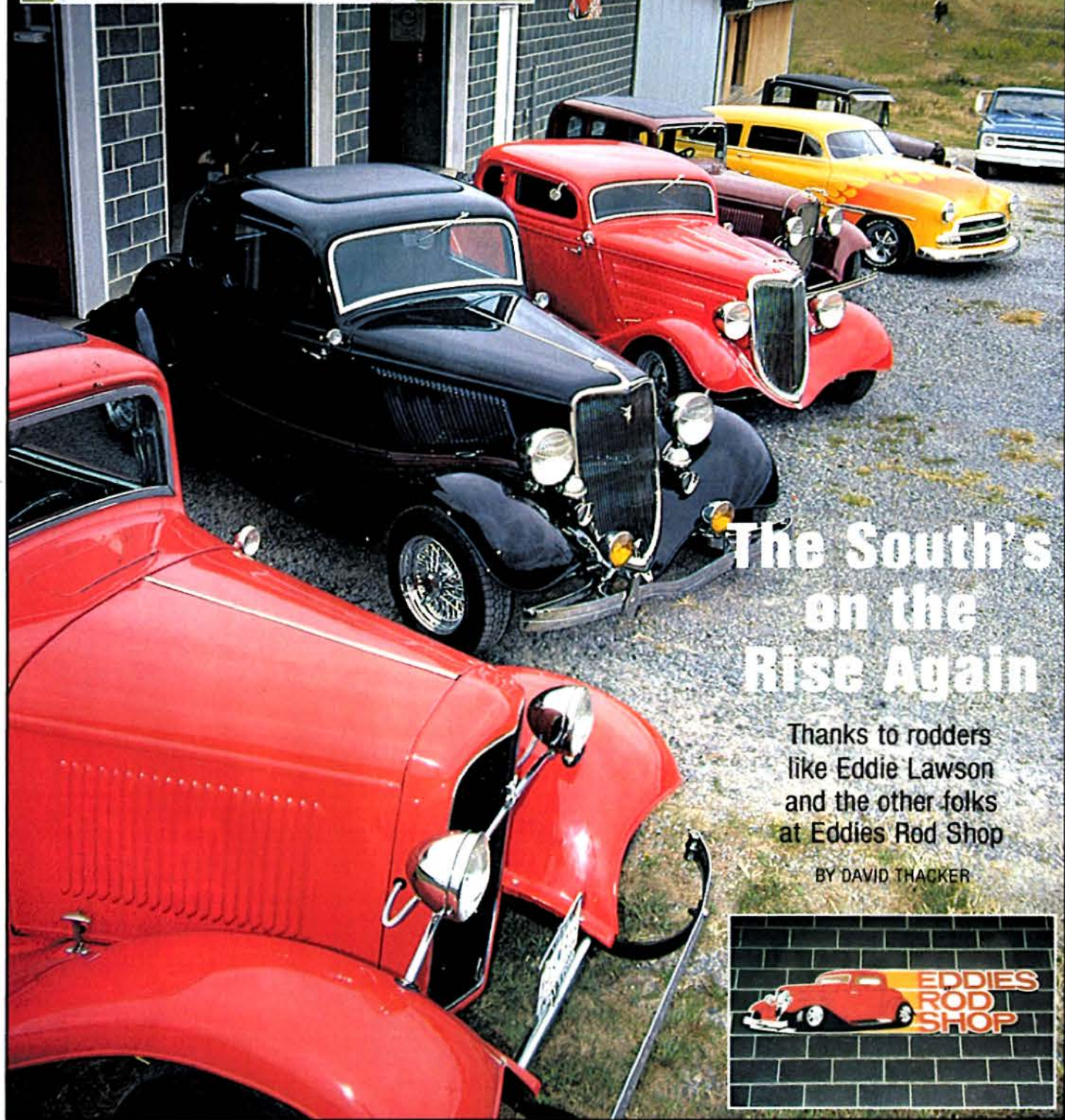
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## FEBRUARY

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## MARCH

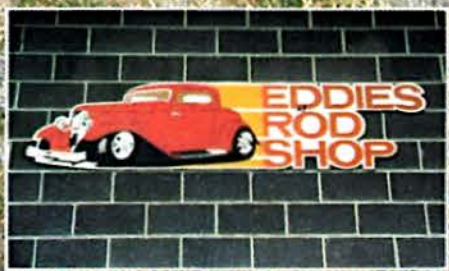
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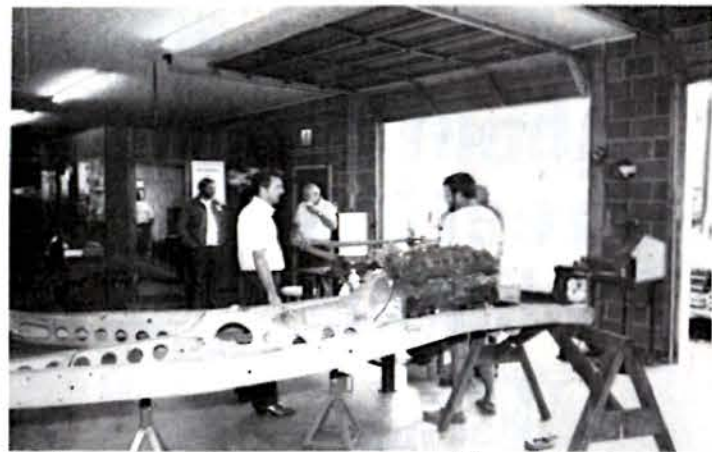
## The South's on the Rise Again

Thanks to rodders  
like Eddie Lawson  
and the other folks  
at Eddies Rod Shop

BY DAVID THACKER



Eddie Lawson, the boss, generates another day's work ordering stock and shipping supplies to the boys in the South.



The doors are always open to customers and the merely curious. In the foreground is a Merc frame being fitted with a small-block Chevy and Turbo trans.

Let's imagine flowing Tennessee mountains dressed up with winding, stoplight-free rural roads, the aroma of clean country air saturating your senses. There's something satisfying about waking up close to a dewy mountain sunrise with the thought of country ham and hot biscuits waiting on the table. Regardless of our native origins, it's safe to say we all have a little bit of country left in us. After all, for most of our history, the natural landscape of the United States was rural and untamed like most of Tennessee still is. Well, in the '80s, many of us must work for a solid year in the cities just to escape for one week to a paradise like this.

Eddie Lawson, owner of Eddie's Rod Shop (5321 Old Island Road, Kingsport, TN 37664; 615/323-2801) has always been a country boy. A native of these Tennessee hills, Eddie admits that "there really isn't that much to do at times, so we have always tinkered around with cars." Little did he foresee as a young pup growing up that he would eventually become one of the largest street rod suppliers in the Southeast.

After a period of years in the straight-line racing circuit in the '60s and '70s, Eddie drifted away from the drag strip and started building street rods. By spring of 1977, Eddie had

built a garage on his land and started distributing components for the likes of Pete and Jake, The Deuce Factory, Magoo's, Super Bell, SAC, and other high-ranking designers and manufacturers. Not only do they retail quality components, but Eddies Rod Shop also uses them on their own professionally built chassis.

From a visual inspection of the backyard shop, we noticed a couple of '34 Ford three-window bodies just sort of hanging around waiting for a home on a new frame. Yep, Eddie is also a dealer for Poli-Form.

Let's not forget the most important part of running a successful shop is owner courtesy, and believe me, you won't leave here without a generous helping of old fashioned Southern hospitality. Eddie and Connie Lawson are the sort of folks who leave you with the impression that if they don't have the part, they'll do *anything* to find it for you. After all, getting a reputation for good customer service is what made Eddie's the number one dealer in the Southeast for most major product lines.

Eddie has recently had to build extra space to handle the work as well as the inventory. Now, we're talking shop space in excess of 6,000 square feet! The extra legroom seems to be sufficient for now, but

The neat and tidy shop indicates an organization that cares about customer service and satisfaction.



Fully stocked shelves stand ready to deliver parts at a moment's notice. Eddie ships from his extensive inventory within a day of an order's receipt.



Eddie (left) and right hand man (on Eddie's left) Marvin Shaffer, measure a split-wishbone radius rod, preparing to cut the end and insert a threaded bung.

during the day we spent touring the shop, it actually was a thrill to see so many rodders stop by to pick up orders or just have a cup of coffee. Isn't it obvious by now why Eddies Rod Shop does as well as it does? As they told us, "These boys in this part of the country build rods that drive seven days a week!" And believe it, with the help of local distributors like Eddie Lawson, rodding stays alive and well in this part of the world.

Every shop needs a project for advertising purposes... at least that's what they all say. Eddie's Deuce will be ready for spring runs for sure.





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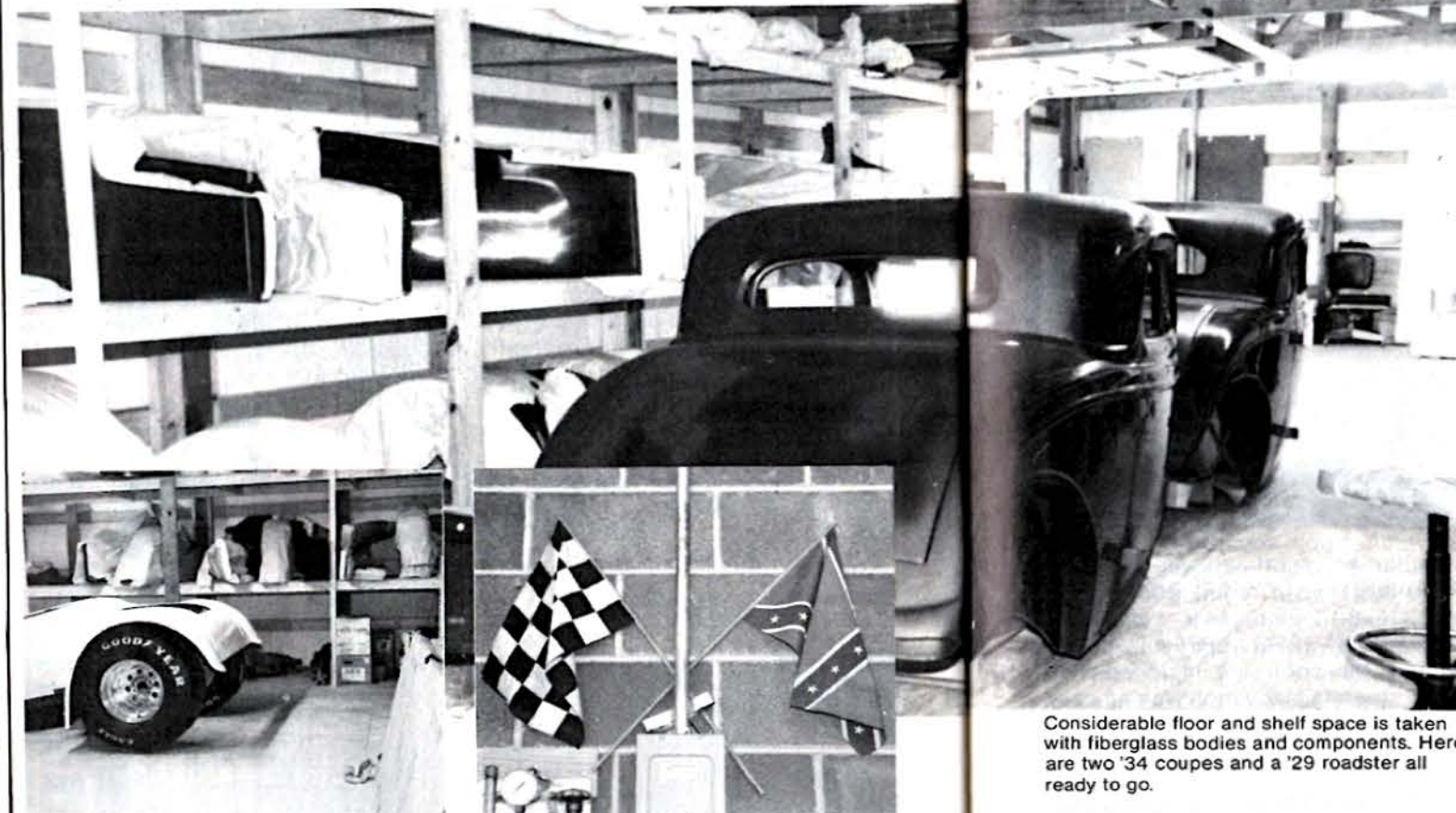
Much of the extra shop area is actually warehousing components by major manufacturers. Eddies Rod Shop is the number one dealer for many of his suppliers.



This new addition to the shop was completed last spring, giving Eddie over 6,000 square feet to devote to the growing business.



Eddies Rod Shop is also one of the largest stocking dealers for Posies parts. Their SuperSlide leaf spring is a fast-moving item.



Of course, once you have the 1320 bug, you never really stop playing with go-fast toys. We found this '27 altered roadster project hidden in the rear of the shop. Looks like about a nine-second machine to us!

And the tradition still stands. If you want street rod parts, go South... and go fast!

Considerable floor and shelf space is taken with fiberglass bodies and components. Here are two '34 coupes and a '29 roadster all ready to go.

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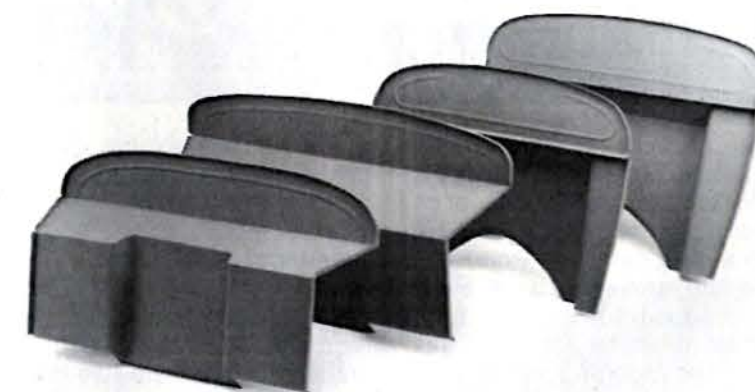


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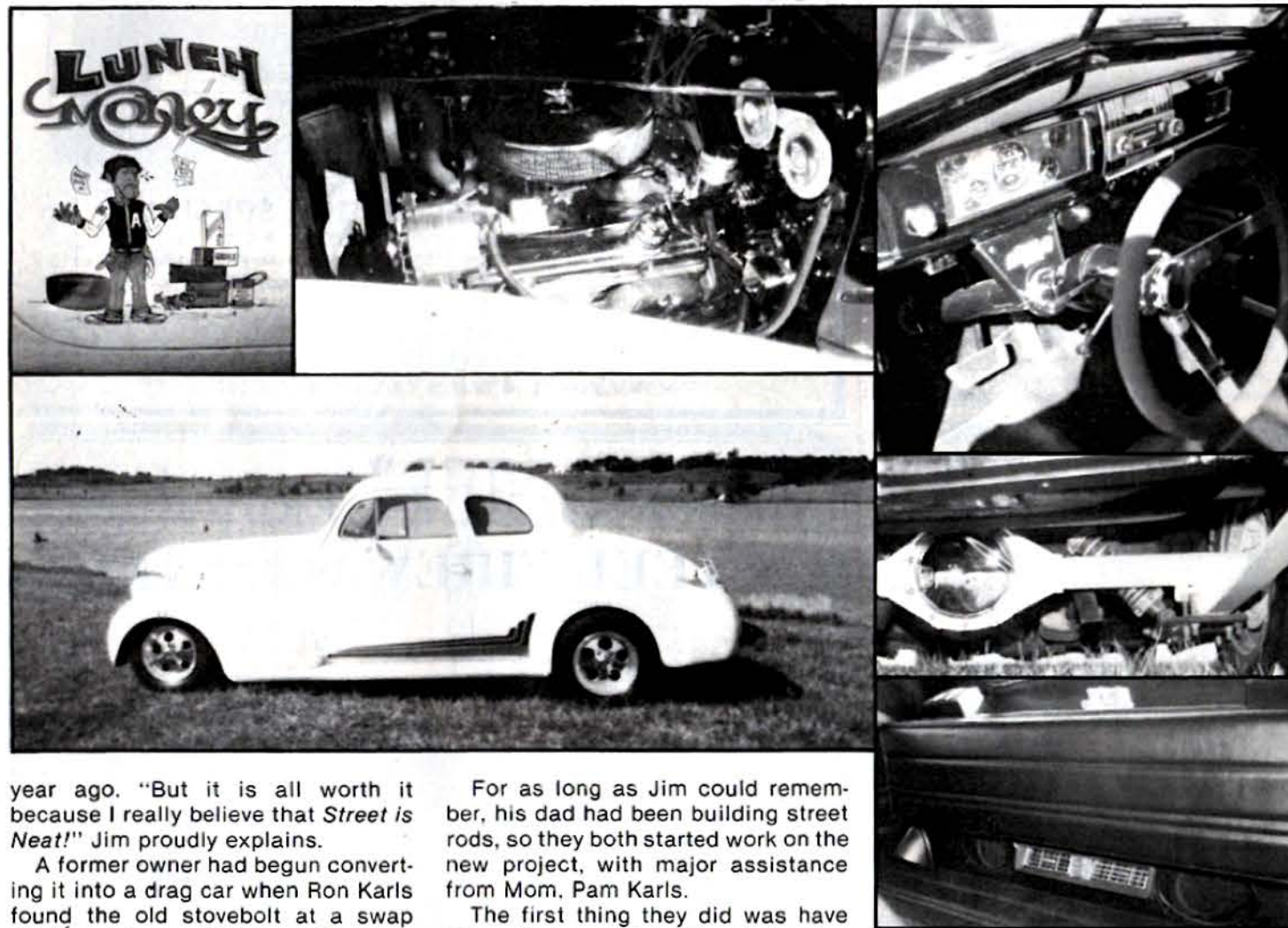
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PHOTOGRAPHY: RON KARLS

# LUNCH MONEY

Growing up is never easy,  
but having your own hot rod helps

**R**emember how much more your first car cost than you thought it would? Young James Dean Karls is learning that lesson right now. He works nights, weekends and all summer long at the Taylor Oil service station to make payments, buy gas and pay rod run entry fees. 'Cause this one isn't his dad's car, it's his own. Has been ever since dad brought it home for Jim's 15th birthday . . . a



year ago. "But it is all worth it because I really believe that *Street is Neat!*" Jim proudly explains.

A former owner had begun converting it into a drag car when Ron Karls found the old stovebolt at a swap meet and dragged it home. The back fenders had been cut out for tire clearance, the runningboards discarded and a monster mashing Olds rear installed. But Ron wasn't bringing it home for himself. He had already asked his son if he wanted a Chevelle or Camaro like his friends had. According to Jim, "There was no question in my mind that it had to be a street rod. Several of my dad's friends have '39 Chevys which I've always admired, so naturally I was thrilled when my dad brought one home for me."

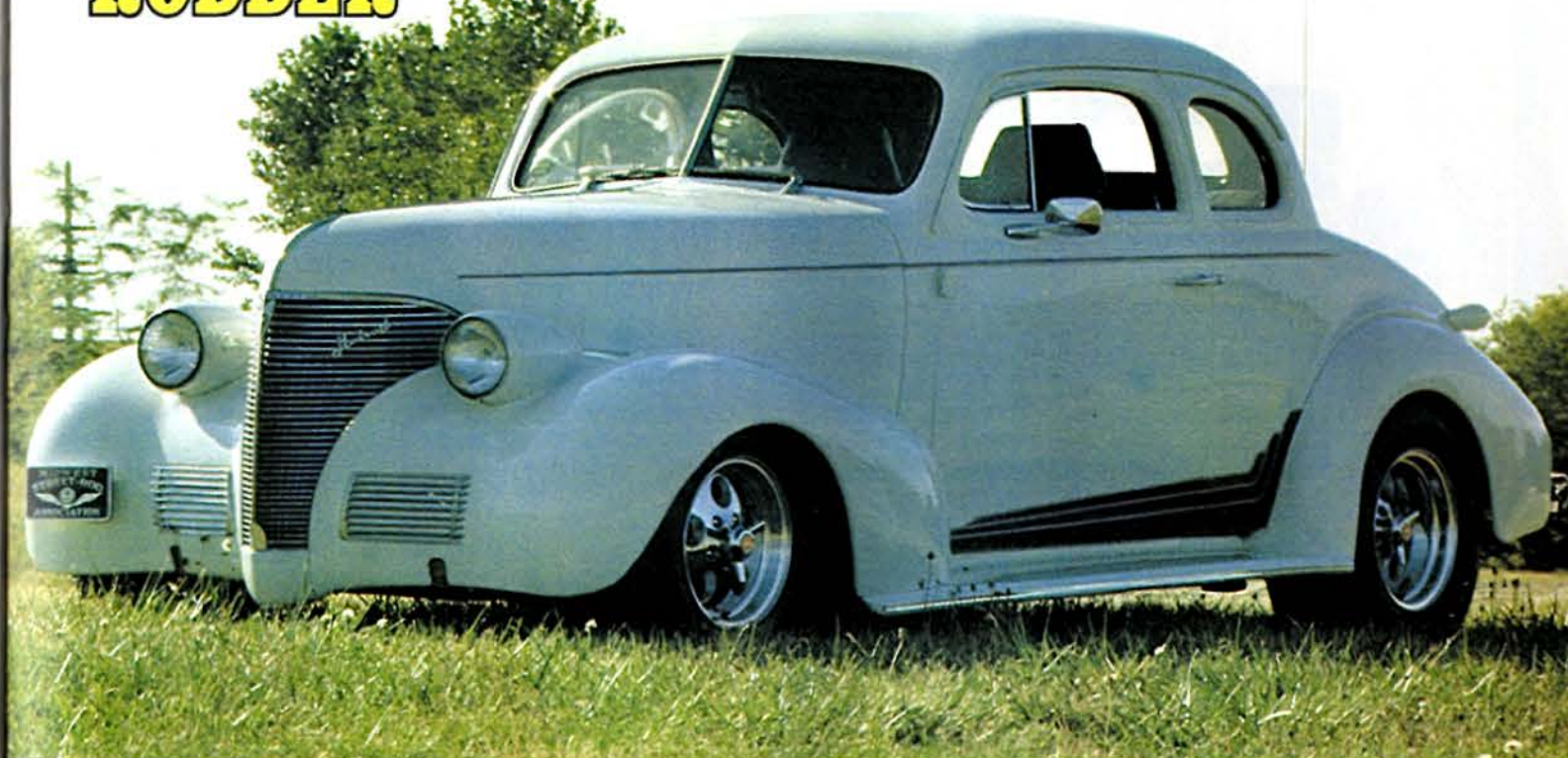
For as long as Jim could remember, his dad had been building street rods, so they both started work on the new project, with major assistance from Mom, Pam Karls.

The first thing they did was have Doug Kovar of Schuyler, Nebraska, narrow a '70 Nova subframe two inches and give it a two-inch kick up under the front end, complete with six-cylinder passenger car, full coil springs. Then a 58-inch wide, '67 Nova 10-bolt rear and mono-leaf springs were hung under the coupe with lowering blocks incorporated into the spring pads. The front and rear drum brakes from their respective Novas were retained, but a '66 Fairlane master cylinder was plated and called into the pressure-packing situation, stopping Enkei six-inch

modular knock-off wheels with BF-Goodrich 175R14 radial front rubber and 15x8-1/2-inch rear rims surrounded by BFG LR70 T/As. Of course, the subframe included a '70 Nova steering box which was an easy fit to a Grant wheel-topped, '64 Chevelle SuperSport tilting steering column.

After completing the all-Chevy suspension, the choice of drivetrain was a foregone conclusion. An Edelbrock Performer intake and Holley 650 cfm carb-fed, Custom Auto Radiator-

## STREET RODDER



Jim Karls  
Kennard, Nebraska

1939 Chevrolet Coupe

cooled, '69 vintage 327 and Mustang-shifted 1980 Turbo 350 transmission were bolted into the frame on home-made engine mounts, and coupled to the limited-slip rear by a shortened, 52-inch '70 Nova driveshaft. A GM seven-blade clutch fan, air conditioning compressor and chromed 60-amp alternator hang on the front, and a few chromed dress-up items give plenty of flash, even on a schoolboy's budget.

The radical lowness of the car almost makes one forget the three-color candy graphics sprayed on by Dad and striped by Bob "Carob" Buttery. But they really set off Gary Gerberding's GM frost white paint which covers the filled hood side panels and smooth metal runningboards.

The Old Car Co. (that's Mom and Dad) stitched the black naugahyde-trimmed '80 Camaro front and custom rear seat, laying in the nylon loop pile carpet. Dad also wired the '39 to include Stewart-Warner instruments in the stock dash panel and a teenager's mandatory Sanyo AM/FM cassette-playing sound system.

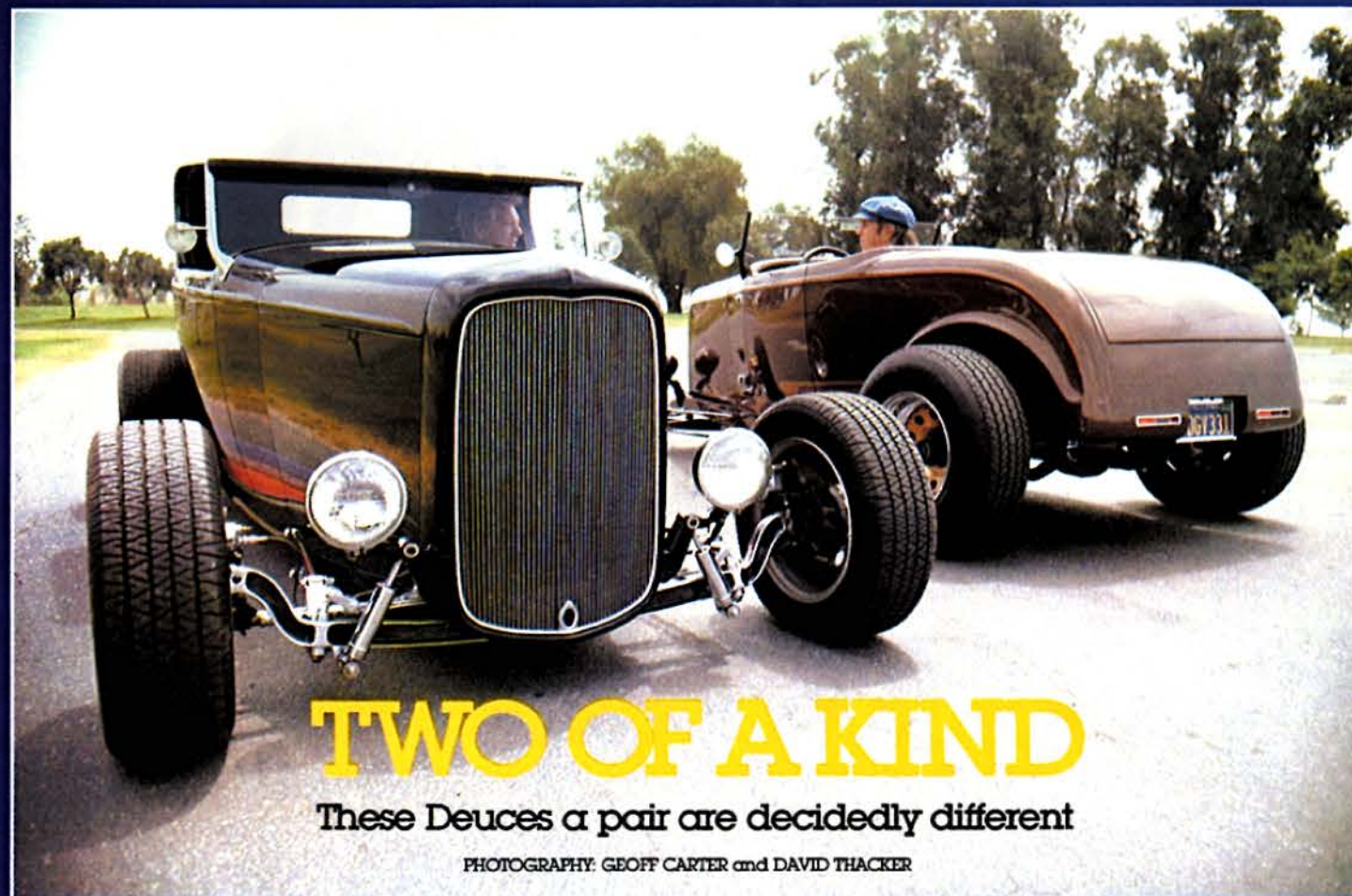
Scarcely seven months after Ron brought the birthday present home, Jim entered it in the Nebraska Motor Sports Auto Show, immediately be-



ginning its life as a thousand-miles-a-month daily driver.

"I was born and raised around street rods, so I guess it was only natural that I continue to be a 'car nut,'" adds young Karls. "At first, my classmates at Arlington High School laughed at me for wanting an 'old car

like a '39 Chevy' . . . but they aren't laughing anymore." He still remembers his first Nationals, even though he was only six years old when his parents took him to St. Paul in '74. "It was neat!" he exclaims. "I can hardly wait until next summer when I take my own car back to St. Paul!"



## TWO OF A KIND

These Deuces a pair are decidedly different

PHOTOGRAPHY: GEOFF CARTER and DAVID THACKER



**Bud Boyer**  
Chino, California  
1932 Ford Roadster

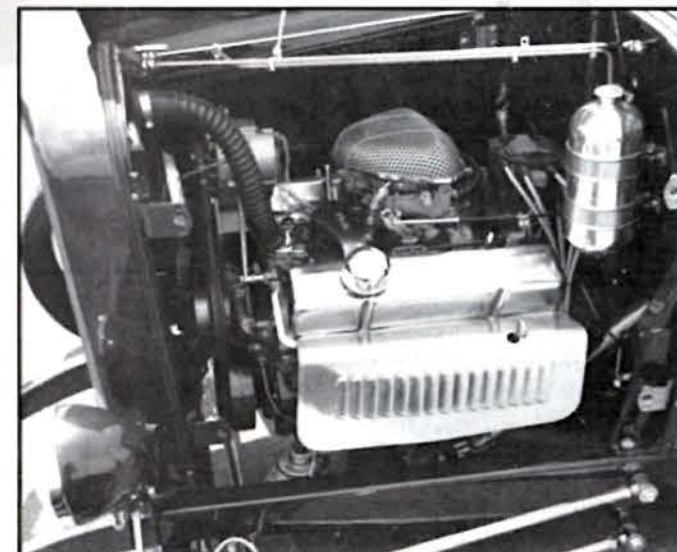


**Terry Finch**  
City of Industry, California  
1932 Ford Roadster



**W**hen two friends set out to build the same make and model of rod, the difference between the finished products can be very interesting. Such is definitely the case with Terry Finch's and Bud Boyer's fenderless '32 Ford roadsters. Bud needed a new cruiser when he sold his bright yellow '51 Mercury (*SRM*, Dec. '81, Page 42) so what could be more natural after a Merc than a Deuce roadster? The former funny car pilot wasn't going to have a slug for a hot rod, but he

## TWO OF A KIND



wasn't looking for any hassles from an unreliable car either. Therefore, he chose to design a relatively standard roadster in the classic hi-boy style.

First he had Pete Eastwood shorten the rear horns and set up his '32 frame for a narrowed nine-inch Ford rear on Pete and Jake's ladder bars and Aldan coil-overs. A Vintage Chassis Works I-beam axle on transverse leaves was set up in front. A LeCarra wheel, '67 Thunderbird column and Vega box steer the '40

Ford spindles which were fitted with Thunderbird discs. These, in combination with '58 Ford drums in the rear and a Mustang master cylinder, brake the Western wheels and Firestone tires down from cruising speed.

Eric Vaughn whittled the driveshaft down to 40 inches, hooking it up to the popular combination of Chevy four-bolt 350 and 350 transmission. A 22-gallon tank by Scott's Hammer Works feeds the Carter four-barrel carb and Weiland manifold. Scott

Knight and Terry Finch also formed the three-piece hood and coolant overflow tank. Electrically speaking, Bud depends on Mallory wires and an 80-amp alternator, with an electric fan pulling air through the Walker radiator. Finally he buttoned the small-block up with Moroso valve covers and a Stellings air cleaner.

Bud unleashed his own talents when he painted the Wescott glass body with chesnut brown lacquer. Then, after applying the graphics and

## TWO OF A KIND

pinstriping himself, he turned the lettering chores over to "The New Guy."

The interior trimming was handled by Wes Hodges at The Seat Shop in Montclair, California, in combinations of tan, orange and rust-colored leather and cloth, complemented by tan carpeting.

A modified '32 dash houses Stewart-Warner gauges and a Pioneer stereo wired by the owner. Elsewhere in the circuit, he installed Deitz headlights and Cadillac Eldorado taillights.

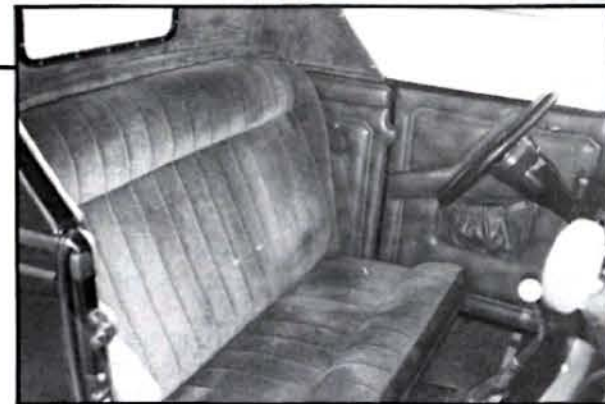
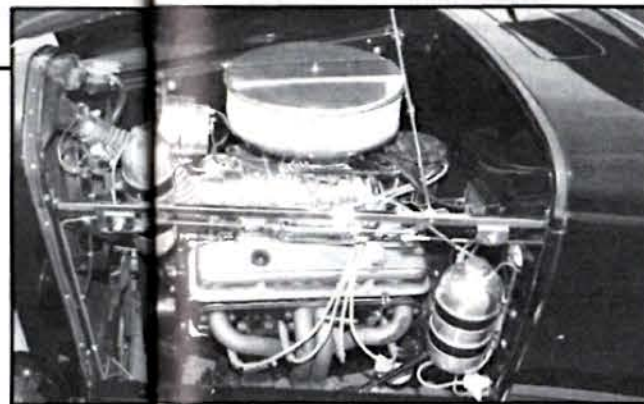
Meanwhile, back at the bodyshop, Boyer's friend Finch was taking a different route towards his own fenderless roadster. Beginning with a set of stock rails, Mike Hoag added two inches of length, narrowed the front crossmember five inches, stepped the frame at the cowl, removed the front and rear horns and notched both ends for axle clearance. Using only Pete and Jake's and Super Bell components, he added a Ford rear with Lincoln discs by Currie and stopped the front with a Super Bell disc kit.

Though he also used a glass body from Boring, Terry made his own hidden door hinges, floor, firewall, hood, windshield posts and modified '32 three-window dash. He applied the black pearl paint at his place of business, Terry's Specialty Car Repair. Thom Taylor designed the graphic paint scheme, which was sprayed by Bud Boyer. Thom also takes credit for the top that sets this roadster apart from the rest. After Terry had built a wooden buck according to Thom's drawings, Scott formed the removable lid from steel, along with the 22-gallon gas tank and aluminum rear pan. Wes Hodges trimmed Terry's car, too, utilizing shades of black and dark gray.

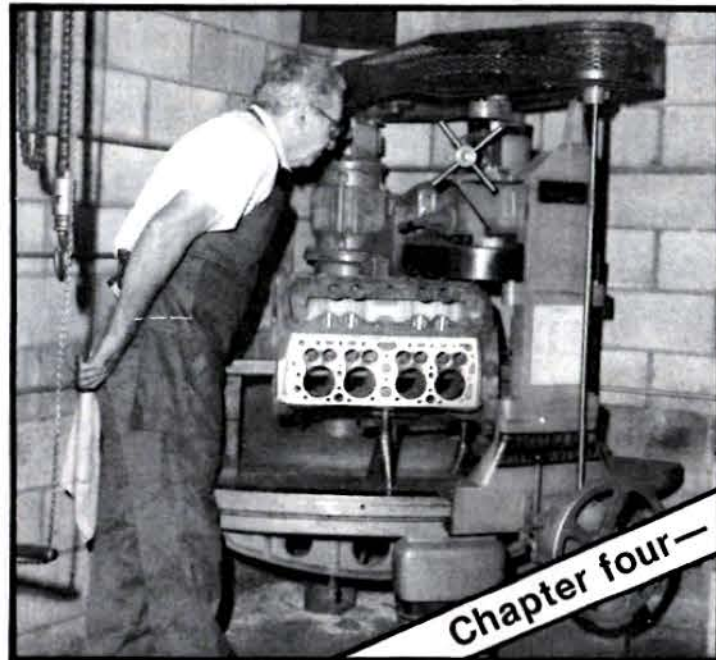
Terry's four-bolt 350, however, got just a bit more steam than Bud's when Ron Patitucci added water injection and a wide-ratio Muncie four-speed. Then, too, inhalation is forced by a B&M supercharger and exhalation eased by Mike Hoag headers and exhaust.

Neat aluminum parts by Mike Harper and plating by Chrome Masters in Pomona finish off Terry's roadster, along with BFGoodrich Comp T/A 205 and 255/60VRx15 on Center Line six- and ten-inch "Style X" rims.

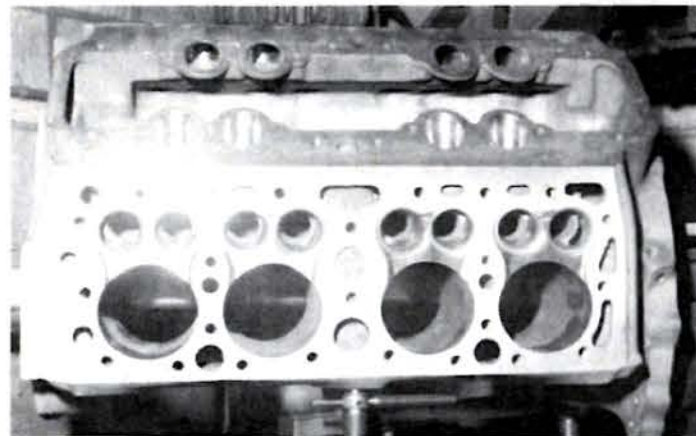
No "cookie cutter" cars for this pair.



# How to Build the REALLY RIGHT



Chapter four



ABOVE — Clarke's procedure is to take .007-inch off of one side (arbitrarily chosen). If that cleans it up, he takes that much off the other side. The same amount must be removed from both surfaces in order to keep the deck heights the same. Jim's tenth block made it through with the minimum on both sides.

LEFT — Clarke Cagle has been bending over flathead Fords since the late 1940s when he started building competition motors for himself and his friends. Here he inspects the resurfacing of the cylinder head surface on Jim's block. The machine is the Storm-Vulcan Block Master. The cylinder block sits on a precision ground bar running through the main bearing saddles. This keeps the reground surface parallel with the crankshaft axis.

Pick an experienced shop when you farm out the machining operations

BY FRANK ODDO

Well, Hallelujah! At long last we found a crack-free 8-BA block! If you've been with us from the beginning, you know it took some doing to locate a used flathead that would meet Jim Bremner's criteria. And I was beginning to wonder if that day would ever come.

After the chosen block was Redi-Stripped, Magna-Fluxed, ported and relieved, Jim delivered it to Clarke Cagle's machine shop (8856 Rosecrans-Unit G, Downey, CA 90242) for the precision massage that gentleman has been known for since the late 1940s when his flathead motors first began setting records at the lakes.

It might come as a surprise to many a reader who, like us, cut his street roddin' teeth on a 24-stud Henry, but lots of automotive machine shop employees have never even seen a necked flathead. And while all V-8 blocks are similar when they're turned upside down, right side up, flatheads don't look like anything else with those unique valve locations! The guys working in your run-of-the-mill machine shop behind the parts store who bang out OHV valve jobs every thirty minutes are very likely to stiff arm a time-consuming, low-profit job such as you will be lugging in.

It therefore behooves the flathead enthusiast to do a little checking around before he settles on one particular automotive machine shop. As I said, not everybody will want the work. More importantly, you won't want to give the job to just anybody. You're gonna need a man with experience . . . and that's spelled "o-v-e-r-5-0."

Don't get me wrong. I'm not saying that the flathead V-8 is some kind of weirdo mill. It is a bit temperamental and needs to be treated with just a little more sensitivity than a small-block Chevy. The problems we described last month—the cracks and rust-aways—go to show you that this old duffer, largely because of its in-block exhaust passages is subject to different stresses. But there are other considerations as well.

Take the basic problem of performance. In order to keep up with its OHV-powered brethren, the flathead-powered street rod is going to have to develop more low end torque than it does in its "natural state." And the only practical way to get more torque out of any engine is to increase its displacement by boring and stroking.

In the '50s, strokes of up to 4-1/8-inch (and more!) were considered par for the flathead course. Getting that

last eighth inch, however, is far too costly today. Especially, as we mentioned at the outset of this series, when a good, respectable four-inch stroke Mercury crank and rod assembly is available at a reasonable cost, with little to worry about in the way of reliability. The four-inch crank alone will lend 16 cubic inches and 30 foot-pounds of torque to a 1946-'48 Ford or Merc block, and almost that much to the later Fords. That's really not too shabby. So for now, we'll just forego any thought of a really long arm and concentrate on the additional benefits of a moderate overbore.

The flathead blocks we have considered so far as appropriate material for a really right 1984 street rod motor are those with a standard bore of 3-3/16-inch. These include the 1939-'53 Mercury and the 1946-'53 Ford offerings. (By the way, any of these can be filled easily with a four-inch Merc crank. It has long been held that any of these could be safely bored out to 3-3/8-inches, or 0.1875-inch oversize. True, there is the possibility of encountering an occasional "core shift" block in which one cylinder was originally cast slightly out of kilter, and wall thickness on one side is too thin for a safe 3/16-inch overbore. But we've enough problems without conjuring up the improbable.

# FLATHEAD



The cylinder-boring machine (called a boring bar) is clamped on the block, usually over the cylinder that is worn the most to ensure that it will clean up and accept the next larger oversize piston.

Nevertheless, even though we've just said you can safely overbore 0.1875-inch, we don't recommend it unless the crack-free block you are contemplating is going to need to go all the way out to 3-3/8 inches just to get rid of the scrapes and gouges. We are suggesting a more conservative overbore because someday you are going to want to rebuild the engine again . . . and you're going to need the remaining meat for *that* clean-up.

What we do recommend is the absolute minimum overbore to get all eight holes in sync. Naturally you must settle on a reasonably conventional bore size for which you can get pistons and rings. These change from time to time, but as of this writing I am told one can purchase standard (3-3/16), standard plus 0.030, 3-5/16, 3-5/16 plus 0.030, and 3-3/8-inch slugs. All are in conventional three-ring configuration, and are usually made for both 3-3/4- and 4-inch strokes. Shelf pistons are available from Speed-O-Motive, Joblot and Speedway Motors. Every size is not necessarily available upon demand, so an early investigation is prudent. Forgedtrue, Jahns and several other custom piston manufacturers will, of course, make anything your block may require. Minimum orders and somewhat higher prices most often accompany custom work. We'll discuss piston assemblies and the crank kit at length in our next segment.

## FLATHEAD V-8 Engine Specifications FORD

Year	Model	Bore and Stroke (Cu. Ins.)	Piston Disp.	Comp. Ratio	Brake H.P. @ RPM	Torque Ft. Lbs. @ RPM
1932	V8-18	3 1/16 x 3 3/4	221.0	5.50:1	65 @ 3400	n/a
1933-4	V8-40	3 1/16 x 3 3/4	221.0	6.33:1	75 @ 3800	n/a
1935	V8-48	3 1/16 x 3 3/4	221.0	6.30:1	85 @ 3800	144 @ 2200
1936	V8-68	3 1/16 x 3 3/4	221.0	6.30:1	85 @ 3800	144 @ 2200
1937	V8-74	2.6 x 3.2	136.0	6.60:1	60 @ 3600	94 @ 2500
	V8-78*	3 1/16 x 3 3/4	221.0	6.20:1	85 @ 3800	144 @ 2200
	V8-78**	3 1/16 x 3 3/4	221.0	7.50:1	94 @ 3800	n/a
1938	V8-82A	2.6 x 3.2	136.0	6.60:1	60 @ 3500	94 @ 2500
	V8-81A	3 1/16 x 3 3/4	221.0	6.12:1	85 @ 3800	146 @ 2000
1939	V8-922A	2.6 x 3.2	136.0	6.60:1	60 @ 3500	94 @ 2500
	V8-91A	3 1/16 x 3 3/4	221.0	6.15:1	90 @ 3800	155 @ 2200
1940	V8-022A	2.6 x 3.2	136.0	6.60:1	60 @ 3500	94 @ 2500
	V8-01A	3 1/16 x 3 3/4	221.0	6.15:1	90 @ 3800	155 @ 2200
1941	V8-11A	3 1/16 x 3 3/4	221.0	6.15:1	90 @ 3800	155 @ 2200
1942	V8-21A	3 1/16 x 3 3/4	221.0	6.20:1	90 @ 3800	156 @ 2200
1946	V8-69A	3 3/16 x 3 3/4	239.4	6.75:1	100 @ 3800	180 @ 2000
1947	V8-79A	3 3/16 x 3 3/4	239.4	6.75:1	100 @ 3800	180 @ 2000
1948	V8-89A	3 3/16 x 3 3/4	239.4	6.75:1	100 @ 3800	180 @ 2000
1949	V8-8BA	3 3/16 x 3 3/4	239.4	6.80:1	100 @ 3600	180 @ 2000
1950	V8-0BA	3 3/16 x 3 3/4	239.4	6.80:1	100 @ 3600	181 @ 2000
1951	V8-1BA	3 3/16 x 3 3/4	239.4	6.80:1	100 @ 3600	187 @ 1800
1952	V8-B2	3 3/16 x 3 3/4	239.4	7.20:1	110 @ 3800	194 @ 1900
1953	V8-B3	3 3/16 x 3 3/4	239.4	7.20:1	110 @ 3800	196 @ 2000

\*With factory installed aluminum cylinder heads.  
\*\*With factory installed cast iron cylinder heads.

## First Serial & Engine Numbers

### Ford V-8 1935-'53

Year	Model	Serial Number
1935	48	18-123457
1936	68	18-2207111
1937	74	54-6602
	78	18-3331857
1938	82A	54-358335
	81A	18-4186447
1939	922A	Continued from 1938
	91A	18-4661001
1940	022A	54-508501
	01A	18-5210701
1941	11A	18-5896295
1942	21A	18-6769036
1946	69A	99A-650280
1947	79A	799A-1412708
1948	89A	899A-1984859
1949	8BA	8BA-101
1950	0BA	B0-100001*
1951	1BA	B1-100001*
1952	B2	B2-100001*
1953	B3	B3-100001*

Location — 1935-48: On top of clutch housing and on left frame near cowl.  
1949-53: Plate on dash.

\*Additional letters between basic model letters and serial numbers denote assembly plant.

## First Serial & Engine Numbers Mercury V-8 1939-'53

Year	Model	Serial Number
1939	99A	99A-1
1940	09A	99A-101701
1941	19A	99A-257101
1942	29A	99A-466701
1946	69M	99A-650280
1947	79M	799A-1412708
1948	89M	899A-200502028
1949	9CM	9CM-101
1950	OCM	50-10001M*
1951	1CM	51-10001M*
1952	All	52-10001M*
1953	All	53-10001M*

\*Additional letters in serial numbers denote assembly plant.

Location — 1939-48: On top of clutch housing and on left frame near cowl.  
1949-53: Plate on dash.

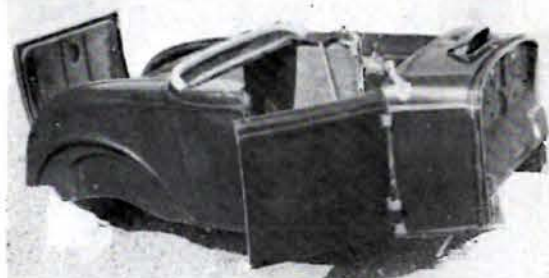
## FLATHEAD V-8 Engine Specifications MERCURY

Year	Model	Bore and Stroke (Cu. Ins.)	Piston Disp.	Comp. Ratio	Brake H.P. @ RPM	Torque Ft. Lbs. @ RPM
1939	V8-99A	3 3/16 x 3 3/4	239.4	6.15:1	95 @ 3800	170 @ 2100
1940	V8-09A	3 3/16 x 3 3/4	239.4	6.15:1	95 @ 3800	170 @ 2100
1941	V8-19A	3 3/16 x 3 3/4	239.4	6.15:1	95 @ 3800	176 @ 2100
1942	V8-29A	3 3/16 x 3 3/4	239.4	6.40:1	100 @ 3800	176 @ 2100
1946	V8-69M	3 3/16 x 3 3/4	239.4	6.75:1	100 @ 3800	180 @ 2000
1947	V8-79M	3 3/16 x 3 3/4	239.4	6.75:1	100 @ 3800	180 @ 2000
1948	V8-89M	3 3/16 x 3 3/4	239.4	6.75:1	100 @ 3800	180 @ 2000
1949	V8-9CM	3 3/16 x 4	255.4	6.80:1	110 @ 3600	200 @ 2000
1950	V8-0CM	3 3/16 x 4	255.4	6.80:1	110 @ 3600	200 @ 2000
1951	V8-1CM	3 3/16 x 4	255.4	6.80:1	112 @ 3600	206 @ 2000
1952	V8-MA	3 3/16 x 4	255.4	7.20:1	125 @ 3700	218 @ 1700
1953	V8	3 3/16 x 4	255.4	7.20:1	125 @ 3800	218 @ 1700

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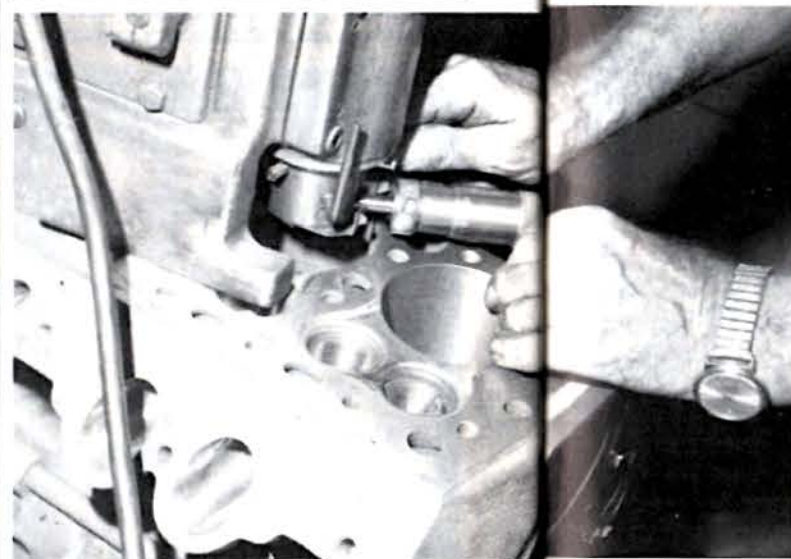
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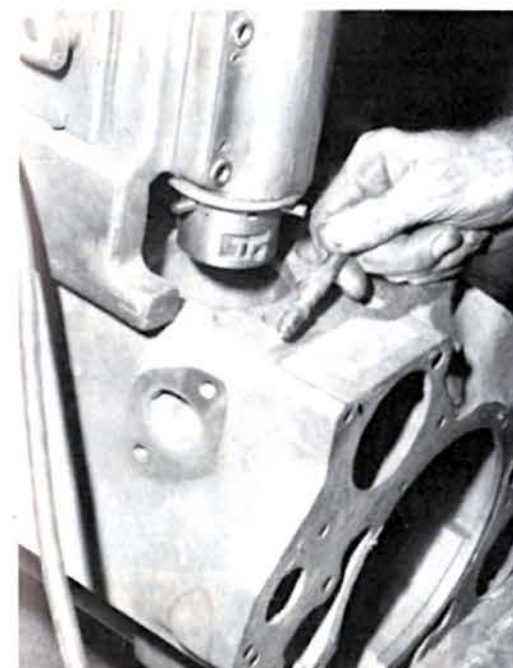
1928-'40 Ford body, fender, & parts catalog \$2.00

## FLATHEAD



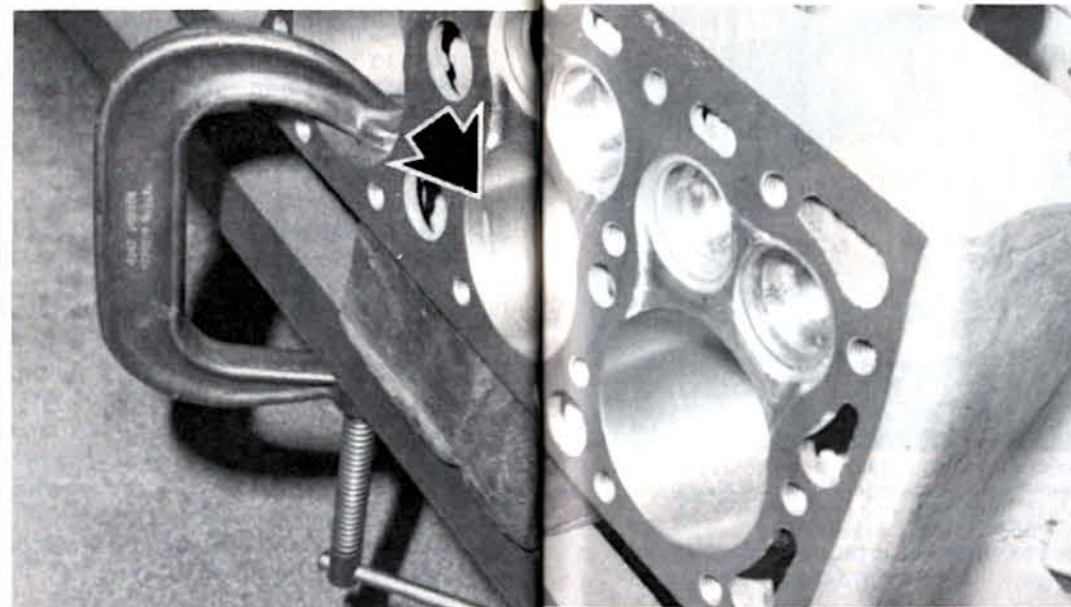
The first cut is a roughing cut and is less than the final bore diameter required. In this instance, Clarke determined that he could safely take out .027-inch in one pass, saving about .003-inch for the power hone to clean-up. A special micrometer controls the depth of the cut.

"Everything about a flathead valve job is unique and special." At least that's what Clarke said as his right hand man, Gene Sheldon, was preparing Jim's block for said operation. The standard flathead seat angle is 45 degrees for both intake and exhaust valves. And, here more than any other machining operation, it was apparent that experience was critical.



RIGHT — After a partial pass is made he checks the dimensions, and if everything is OK, he proceeds with the remainder of the cut.

BELOW — The "eyebrow" in this cylinder (arrow) was cut by the top ring. This type of gouging is caused by the piston wobbling slightly as it changes direction during operation. It and any scuffs caused by that pesky C-clamp will be removed during honing.



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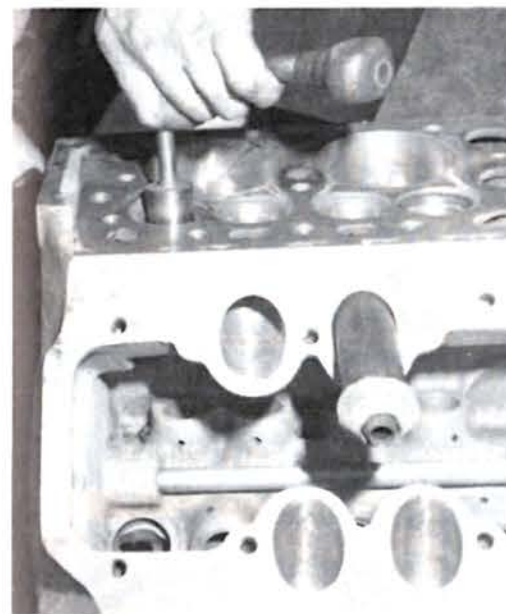
The Sunnen CK-10 Power Hone takes out the last few thousandths of material. If you microscopically looked at a cylinder wall after it has been bored (we are told), it would look like a plowed field. The boring tool literally rips the metal out. The hone, however, precisely grinds out that roughness. In the old days, this was a hand job. But no more.



Never one to hide his light under a basket, Clarke congratulates himself on "guesstimating" just when .003-inch has been removed. Yep. He was right on.



As clean as this engine was when it came back from Redi-Strip, it is now full of cast iron "dust" from the boring and honing operations. No big deal, though, Clarke just hustles it out back to the degreasing tank where it is given a very hot bath.



Everything about a flathead valve job is unique and special. Not every shop will even have the proper pilots. Gene Sheldon squatted right down on the floor to start his end of the machine work.



Gene grinds the seat at 45 degrees, topping it off with a 30-degree grind. This is currently considered the most practical for street use.

Gene used a pair of dividers to match valve seat and head diameters. Then, after the basic seat was ground, a finishing cut of 30 degrees topped it off. Watching Gene sit there on an old milk crate with the block on the floor was a wistful reminder of nearly 30 years ago when my own first flathead got a professional valve job. Hand lapping will be done later when Jim assembles the short block at home.

And that's about where we will pick up this series again—the painstaking, but home garage assembly of the really right flathead.

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- Q. Why do I need an adjustable dampening shock?  
A. First we must understand the purpose of the shock absorber. Without any shocks at all, a car will continue to bounce up and down on the springs. The shock, or dampener, as it is called, is there to control the spring rebound. If you have a heavy car you need a heavy spring and if the dampening in the shock is too light it cannot control the spring. The car will bounce a number of times before leveling out. The opposite of this is, if the shock dampening is too stiff for the spring, the spring then cannot function properly and the ride will be too stiff. The shock must have the proper dampening to control the spring being used.
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# STREET RODDER MAGAZINE INDEX



This easy reference index will help you locate articles that have appeared in all 12, 1984 *STREET RODDER* issues. We have listed the articles by topic rather than by exact title to better describe their contents. When ordering back issues, please refer to our back issue ad (right) for current availability. Many of our issues have sold out completely. You may order photocopies of articles for \$2.50. Please specify month, page and topic and enclose exact amount in check or money order. (For your information, *STREET RODDER* article indexes have appeared since 1977.)

— Compiled by Kristina Anderson

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- 62—'53 Plymouth Coupe (Carl Zechbauer)



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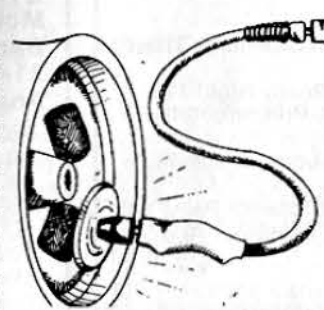
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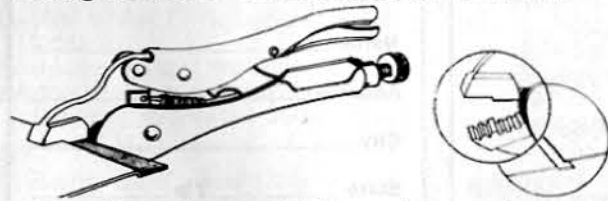
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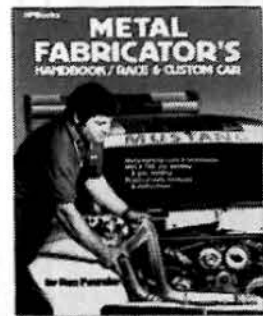
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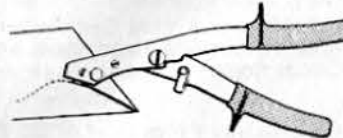
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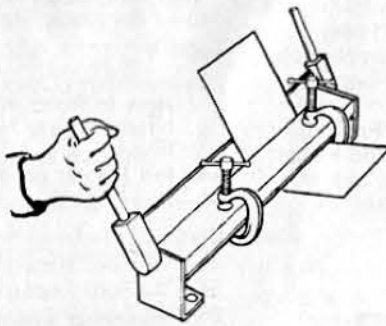
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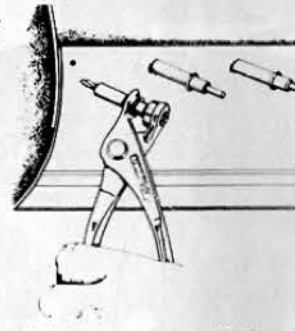
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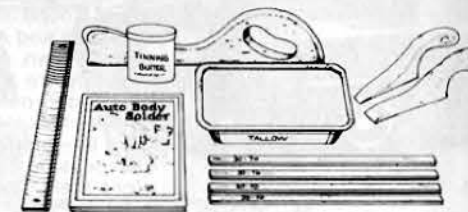
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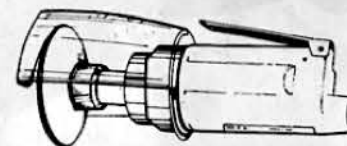
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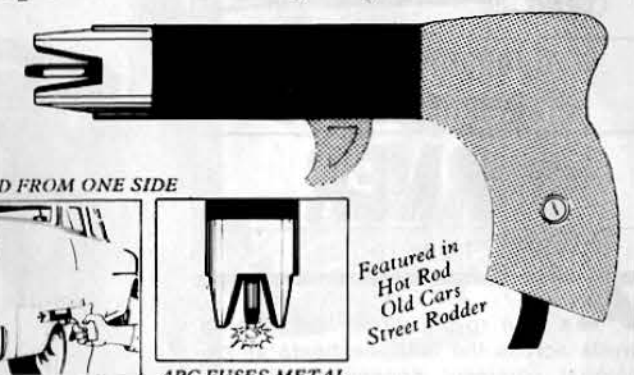


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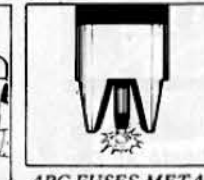
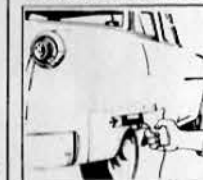
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## MODELER'S CORNER

BY TIM BOYD

**A**s your roving model car reporter travels across the land, he hears an occasional comment concerning the unavailability of new street rod kits over the last few years, resulting in frustrated builders who run out of ideas for new street rod models. Such hobbyists are apparently unaware of one of the fastest growing trends in street rod modeling—the creation of new bodies that were never made by a model manufacturer!

Actually, this trend has two variations. The first consists of building a body variation of an existing kit. For instance, modelers have created a replica sedan delivery from an existing coupe body. Examples are '41 Plymouth and '37 Chevy sedan delivery conversions, their respective coupe bodies combined with Monogram's '39 Chevy Sedan Delivery rear body. Some of these conversions are now available in resin-cast bodies, for those who feel less confident about the actual conversion process.

A second variation builds off the popularity of Thom Taylor's "Phantom" body conversions for the '32 and '34 Fords. We've seen such fictitious bodies as '40 and '48 Ford car/pickups, windowed sedan deliveries, and even a fake Australian "Sloper Sedan Delivery" based on AMT's '39 Ford Sedan kit. The possibilities are endless. Why not give it a try yourself after reviewing the accompanying photos?

### From the Choice Rumor Dept.:

AMT, Monogram, Revell and Aurora have all marketed 1/24- or 1/25-scale '34 Ford kits at some point during the last 25 years. How would you like to see the single best one of these kits reissued which duplicates one of the most popular full-sized street rods of all time? Keep your fingers crossed, it just might happen.

**More Choice Gossip:** Some very big firms are becoming interested in model car building. A multi-city, professionally organized contest series for 1985 is increasingly rumored to be in the works, underwritten by a major publisher and model manufacturer. And a 200-page *Model Car Annual* may be forthcoming from another large publisher. Kind of exciting, isn't it? Stay tuned to "Modeler's Corner" for confirmation of the details.

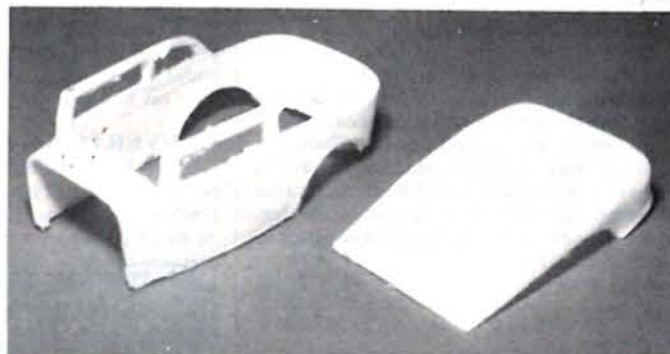
## Body Building Can Be Fun



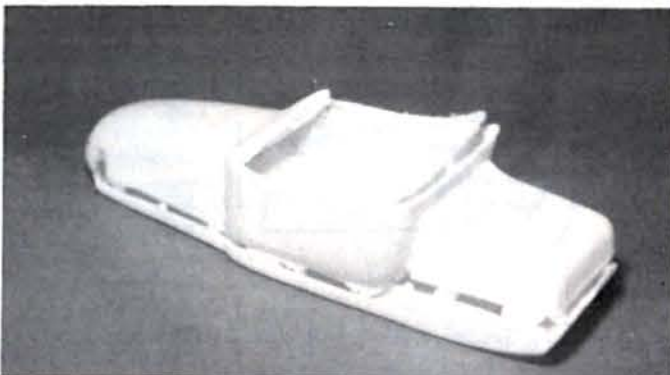
From the fertile mind of "Modeler's Corner" veteran **Dave Hill** (Los Altos, California) comes this phantom '48 Ford convertible pickup. Dave combined the front end, center section and all four fenders of Testor's '48 Ford Convertible with the rear cab and pickup bed of Monogram's '40 Ford roadster pickup going together on his modeling table.



**Pryor Passorino** (Santa Rosa, California) is up to his old tricks again, this time creating a '48 Ford sedan from Testor's '48 Ford Coupe (out of production) and AMT's '39 Ford Sedan. Along for the ride are an upholstered interior, small-block V-8 power, and late-model front coil suspension. Paint is Testor's Metalflake Blue.



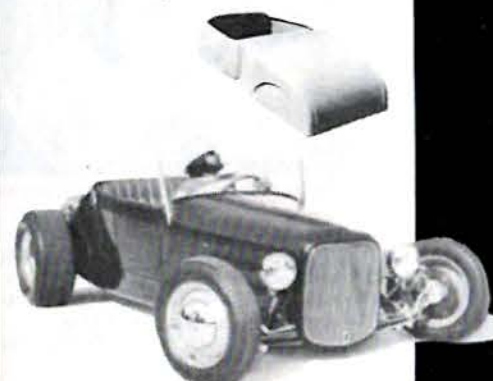
**Jim Kampman and Andy Martin**, proprietors of Tundra Parts, sent this prototype '32 Ford B-400 convertible sedan. The body and top are resin-cast, and are based upon a master created by Ohio builder Tom Woodruff.



Tundra Parts is also working on a track roadster kit. The self-contained kit will include a one-piece nose/hood/body/turtle deck, plus a frame, interior bucket and belly pan. This one's going to be nice.

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## MODELER'S CORNER



TKM Models of Oklahoma has an extensive list of body conversions available in resin. This is a '48 Chevy after much preparation work. TKM Models are very expensive (\$30 and up) and require considerable effort to finish to normal model standards. For a complete list of available kits, check the classified section of *Scale Auto Enthusiast Magazine*.



Pryor Passorino whipped up this '41 Plymouth sedan delivery especially for this article. Most of the body is the AMT '41 Plymouth Coupe (shown in white), mated to the rear section of Monogram's '39 Sedan Delivery. The rear door will be cut in two, with an appropriate split window as well. Isn't this sweet... who's going to be the first to complete this conversion?



Here's the conversion that's been tried before, but seldom with as fine results as this. Wes Hutchinson (Austin, Texas) mated the lower body and cowl of AMT's '51 Chevy Fleetline Sedan to the roof section of Revell's '53 Chevy Sedan Delivery. Glassy smooth metallic paint, Monogram wire wheels with knock-offs and Bare Metal chrome trim complete the effect.



The grand master of street rod body conversions is Jim Newcomer (Waterloo, Iowa). This time Jim offers us a '41 Willys American four-door sedan. Revell '41 Willys Pickup doors were placed back-to-back, the resin-cast, while the remaining rear portion was scratchbuilt. A '40 version (similar, but eliminate the rear quarter windows), and '37/'38 edition are also under construction on the Newcomer workbench.



Here's what Geoffrey Rea (Victoria, Australia) is up to in the area of body conversions. Using Monogram's ancient kit, he has created two '30/'31 sport coupes with chopped tops. He is now creating a similar '29 model, using AMT's '29 roadster kit and the Monogram top parts.

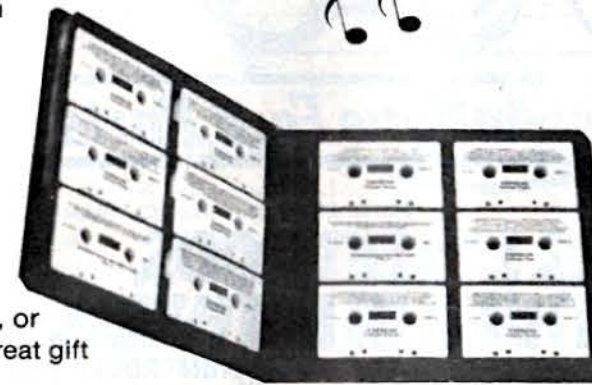
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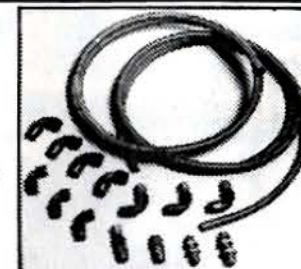


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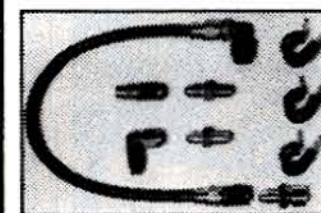
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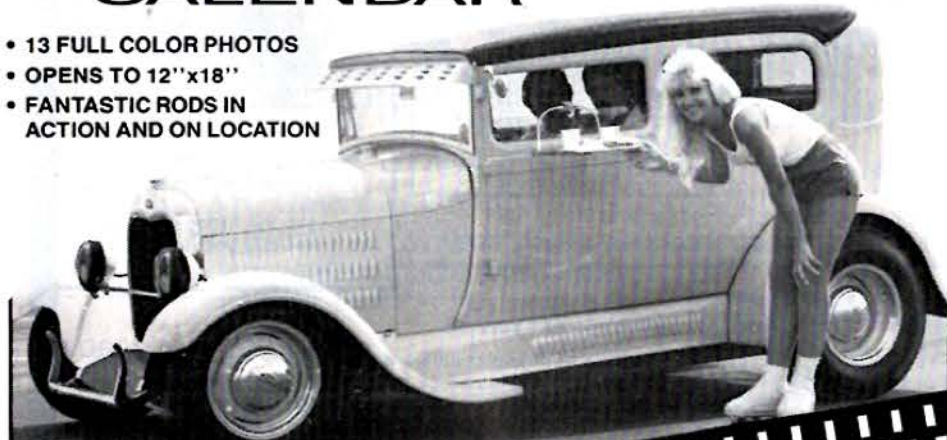
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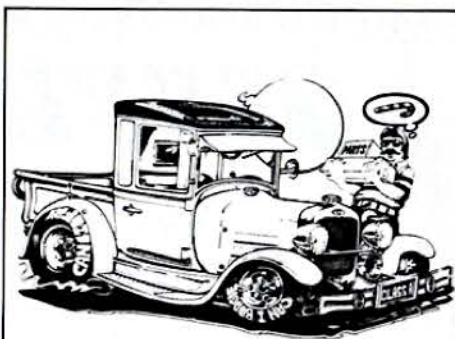


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## RODDERS SHOPPING MART

The product claims in this column are those of the manufacturers. Their appearance here does not constitute testing or endorsement by STREET RODDER Magazine.



### ASSEMBLY LINE

Childs & Albert, one of the performance industry's most respected manufacturers of precision engine components, has announced the availability of a complete high-performance assembly for small-block Chevrolet applications. Included in the package are the firm's forged steel connecting rods, forged aluminum pistons, lightweight wrist pins, high-performance piston rings and engine bearings. A bottle of C&A's highly acclaimed Assembly Oil is an added bonus. In addition to all components being factory-matched to assure complete compatibility, Childs & Albert has priced the assembly to provide a substantial savings over the same parts purchased individually. The assembly shown here is ideally suited for oval track applications and extra heavy-duty street use. However, similar assemblies featuring C&A forged aluminum rods are available for drag racing use in both big-block and small-block Chevrolet versions.

For additional information on these, and other premium quality Childs & Albert components, contact C&A at 11030 Sherman Way, Dept. SR, Sun Valley, CA 91352; (818) 765-0988. Send \$4 for the complete Childs & Albert catalog and Racer Net price sheets.

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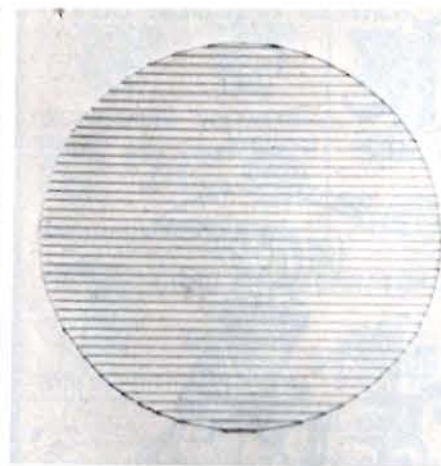
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A. Total No. copies printed (net press run) .....	162,300	164,854
B. Paid Circulation		
1. Sales through dealers and carriers, street vendors and counter sales .....	66,810	67,450
2. Mail subscription .....	31,060	31,974
C. Total paid circulation .....	97,870	99,424
D. Free distribution by mail, carrier or other means-samples, complementary, and other free copies .....	600	650
E. Total distribution .....	98,470	100,074
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1. Office use, left over, unaccounted, spoiled after printing .....	500	500
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I certify that the statements made by me above are correct and complete.

Kenneth N. Yee/President



### SEEING SPOTS

The new Red Light Spotter allows drivers of street rods with chopped tops or short windshields to see red lights almost straight up without having to lean forward in their seats. Each red light spotter is an array of tiny prisms engraved in a thin piece of silicon, providing a wide angle view for easily watching red lights change. Our spotters measure only 2-1/2-inches in diameter by 1/16-inch thick. Simply press onto your windshield for a clean and neat installation. Contact Thunderbird Sales, Inc., P.O. Box 16441-SR, Chattanooga, TN 37416 for more information.



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Continued on page 94

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Continued on page 96

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Continued on page 98

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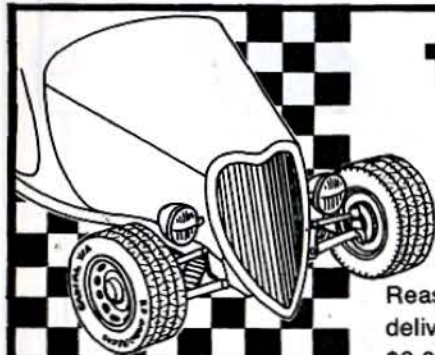
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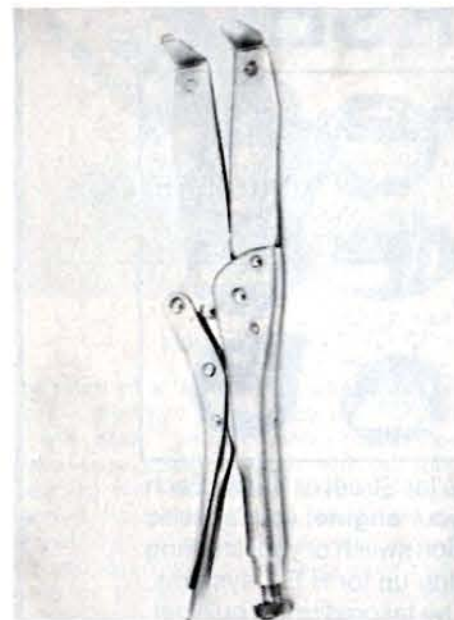
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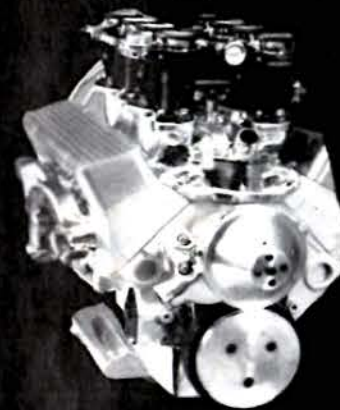


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Continued on page 101

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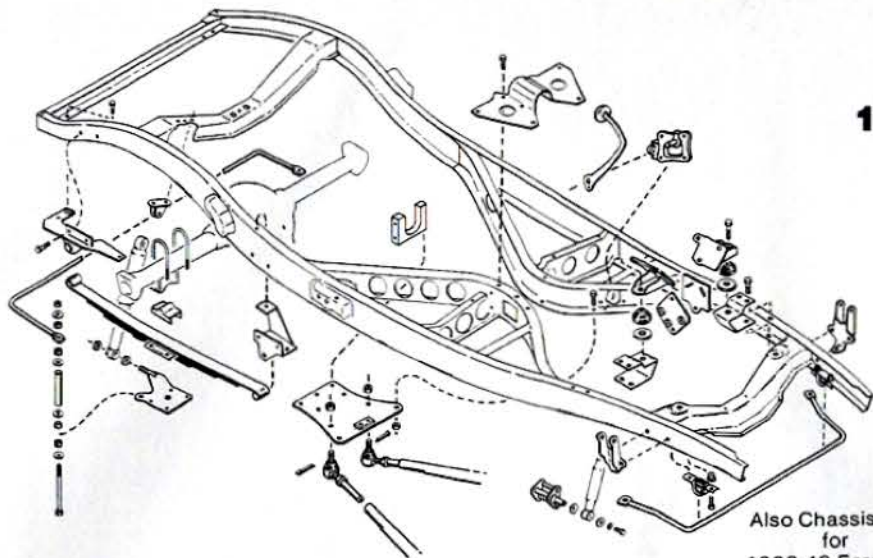
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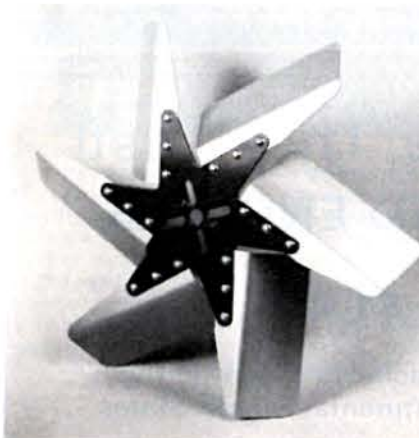
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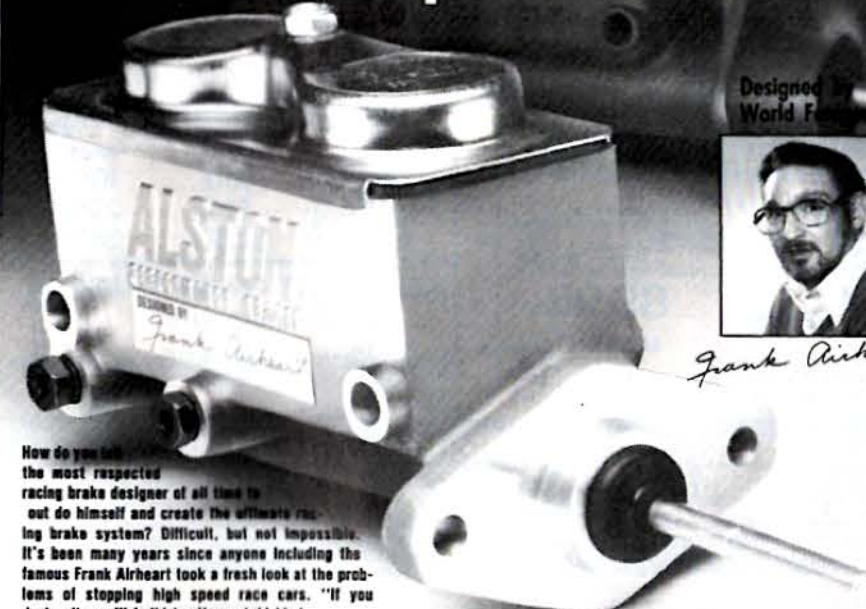
There is no need to leave brake line brackets or clips hanging below the frame with this new stainless steel thru-frame adapter from Lobeck's Hot Rod Parts. The fitting goes through the frame, is secured with a 9/16-inch nut, and has a 1/8 NPT thread on both ends to accept standard brake line fittings (solid steel or braided). It's clean and simple and can be used front and rear. It's a great finishing touch for non-fendered cars, but is just as slick wherever advanced detailing is desired. Developed for the 1984 NSRA giveaway roadster built by Lobeck's and the Early Ford Store, they are available to you from Lobeck's Hot Rod Parts, Dept. SRM, 2111 W. Main St., Springfield, OH 45504; (513) 323-1932.



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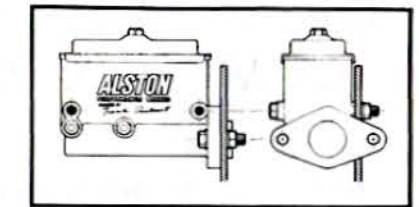
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ABOVE—This rare 1963 Ford convertible attracts so much attention for **George Sellios** of Peabody, Massachusetts, it's almost annoying! This ground-hugging ragtop is lowered six inches with blocks and cut coils. "This is one custom that doesn't have to be photographed in the weeds to make it look low," says George, who has owned other custom cars such as a 'Vette and a Mustang. "But this is my favorite because it brings back the flavor of the '50s, even though it is a '60s model."

BELOW—Steve Balog and son, of Piscataway, New Jersey built another father and son project car to follow their '50 Mercury custom featured in the December '82 issue of *Custom Rodder* (*STREET RODDER's* now redirected sibling publication, *Popular Cars*). Their new '51 Mercury has a new motor, is lowered all around, is nosed and decked. Original '51 Mercury fender skirts, lakes pipes, Caddy hubcaps and spotlights also highlight this excellent custom. Francine Balog, a high school student and daughter of the owner, has just as much fun with the car as the rest of the Bolog family.



Mark Gottlieb's pride and joy is a 1954 Chevy wagon. It was not exactly an asphalt burner in its heyday, but this one has been slightly modified with a blueprinted 327 Chevy with 10.5:1 forged pistons and dual carbs on a high-rise manifold. TCI racing transmission controlled with Lightning Rods and Zoom 4.11 gears bringing up the rear. It will be winning trophies around Brooklyn, New York.



Trevor Jonathon ("T.J.") Ramasamini lives in Cape Province in the Republic of South Africa. In addition to this 1948 Buick which has been restored to original condition, Trevor also owns three other automobiles: A 1947 Dodge (only 36,000 original miles), a 1966 Jaguar and a '72 Ford Capri. Unfortunately, performance parts are scarce in his part of the world, and he'd really like to beef up the Capri.

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## EARLY IRON



"Street rodding is alive and well in the Midwest, claims Wayne Gossin, of Custom Classics of Omaha Car Club. This '56 Pontiac (A) with 317-cubic-inch and two four-barrels also has a four-speed Hydro. A fellow club member, Art Hazelton, owns the '35 Buick (B) with a 283 and 350 Turbo. "We're not very big in numbers (14) but we're pretty active and we have a blast wherever we go," Wayne asserts.



Here's a snapshot of something "a little different" from John Sandlin of Houston, Texas. Specs include a Bell front end, Walker Radiator, Boss 429 engine, stainless four-bar, and Center Line T/A radials.



Norman Smith of Harrisonburg, Virginia, owns this 1941 Plymouth with a 440 engine, four-speed trans, power steering and air conditioning.

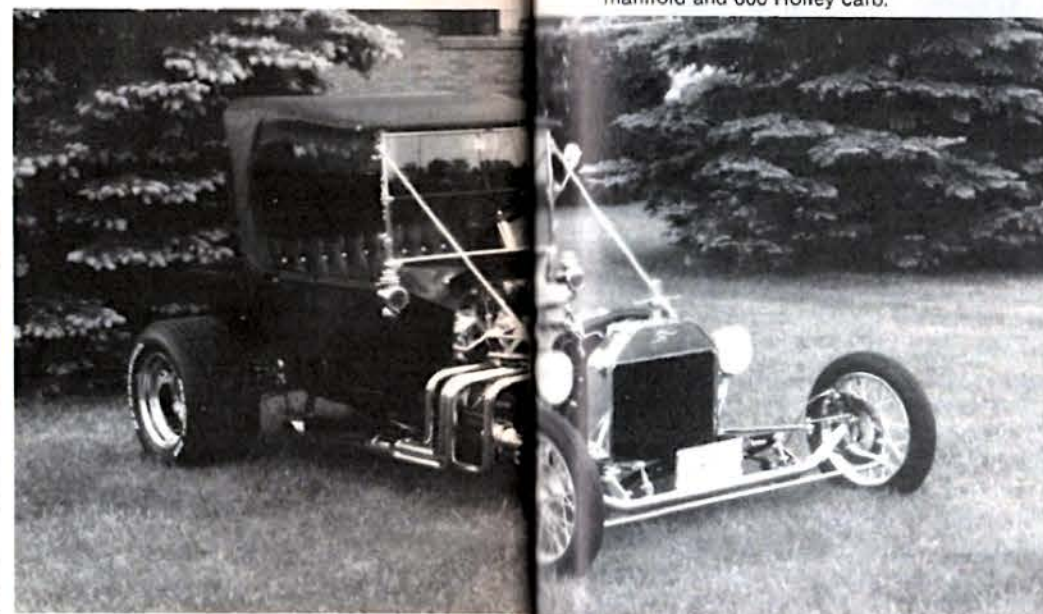


Glen Campbell of Tacoma, Washington, can now "get to Phoenix" in his Ford F-100. A front tilt hood, suicide doors, and widened rear fenders set off this truck. Glen's truck is painted yellow with a clear coat of Murano.



Although the body is not properly positioned on the frame in this picture, Dennis Stanley, of Elkhart, Indiana, wanted us to see his three-window. The body is the only thing that was saved from the '50s-style rod. Deuce factory rails were shortened 25 inches and fully boxed. A stainless steel axle provides some support.

This '23 "T" is a resident of Perrysburg, Ohio, and its owners, Mr. and Mrs. James Reitzel spent eight months building it. It has a 350 Chevy motor with Z-28 cam, Edelbrock torker manifold and 600 Holley carb.



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### EARLY IRON



Peter Prestianne, of Newton Square, Pennsylvania, built this '31 Ford in the late '50s in the Philadelphia area. After storing it for 14 years, the owner will retain the look of the era while updating and legalizing the car for strict Pennsylvania traffic laws.



Black lacquer with candy apple green scallops, black pleated interior and detailed 327 looks great in combination with this '62 Bel Air. From Great Falls, Montana, Mike Broden loves the early '60s mild custom look.



Greetings from Frenchman Eric Blondel (Evereux, Normandie). Eric built one of the first French customs, a rather wild Peugeot 203 sedan delivery. As many sedans were, his new '30 Ford was cut after the war due to the shortage of cars, and turned into a flatbed truck. The cab was sliced straight behind the seats and a wood panel separated the cab from the bed, so Eric did his first 'glass job by making a wooden master and a mould from which he pulled a new rear panel. The pickup box is 100 percent handmade. The drivetrain is a Mercedes 450/five-liter alloy V-8 and auto box and jag rear. The frame is partially boxed; Mustang rotors, a four-bar, Mustang steering are American touches, and the rear 'glass fenders are Geoff Jago's '32 coupe items. Eric worries that he may not be able to register the car in France although it's fully driveable.

### MASERATI-FORD

(Continued from page 59)

Why else would we accept fiberglass bodies, Jaguar suspensions and all manner of other concepts which ease, hasten or otherwise economize our project build-ups? And when one of us happens to be a middle-of-the-roader with equal interests in American rods and the exotic technology of foreign manufacturers, an open mind is a necessity. After all, if you hold concurrent memberships in local Ferrari and Maserati associations as well as in the world famous Slo-Poks hot rod club—why not build an anything-but-middle-of-the-roadster? Why not combine classic '32 Ford hi-boy hot rod looks with the sophisticated smoothness of a thoroughbred Maserati? Why not, indeed? (For more information on the chassis construction, see *SRM*, July '84, Pages 32-36.)

From milled stainless grille insert to moveable license plate/taillight panel, it's state-of-the-art all the way. Though he did not enter the picture until after construction had already begun, Harry Bradley lent his design to two of the more unique outer features of Russell's roadster. The frameless windshield, cast in South Africa, and the distinctive hood bubbles evolved from Bradley's renderings reproduced on the leading page of this article. The windshield is supported by a slot in the cowl which, along with all other body modifications are the products of Wescott Fiberglass.

Jerry's Custom Paint in Gresham, Oregon, applied the "Russell Red" Ditzler lacquer. Complementing colorfully is liberal polishing, plating and anodizing by Jack Buckmier of JJ's in Vancouver, Washington. Stan Jones spread tan Wilton wool carpet around the cockpit and trunk, then Dave Putnam in Sacramento, California, added a formed, seamless trimming of leather. The wiring was handled by Mike Markovich at Mike's Wire Works in Gresham.

More and more rodders are beginning to take this relatively unconventional route. Of course, as with any innovation, the more acceptance it gains, the less unique it becomes. But for now, we offer you Bruce Russell's Deuce, freshly completed . . . and just in time for the 1985 Grand National Roadster Show.

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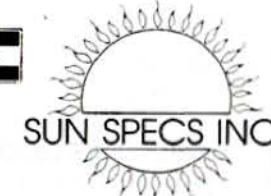
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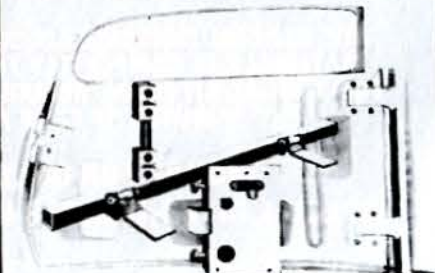
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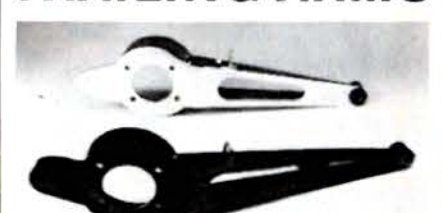
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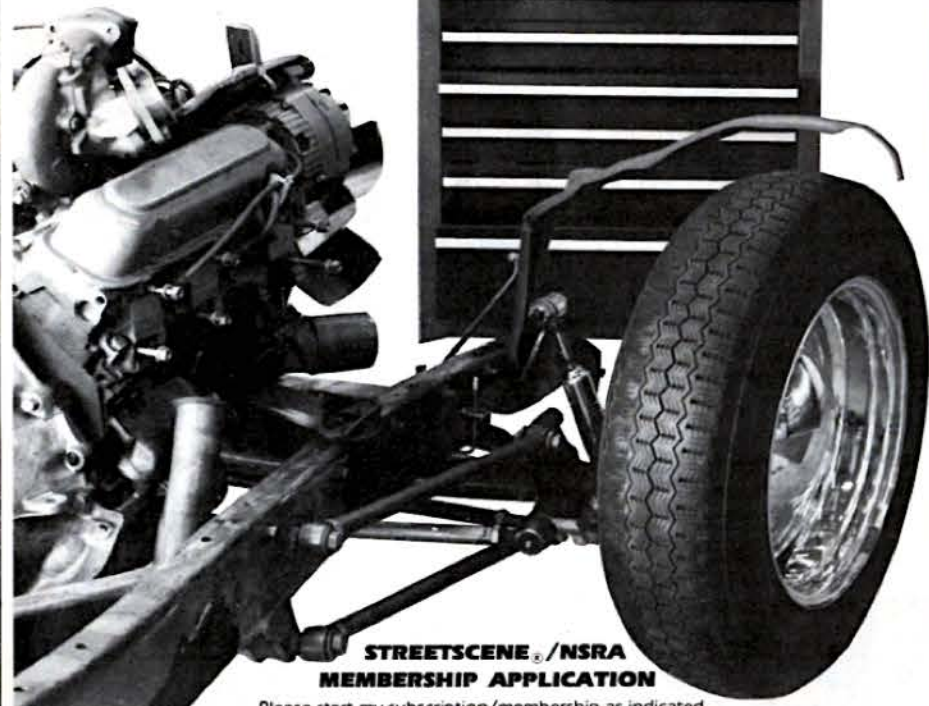
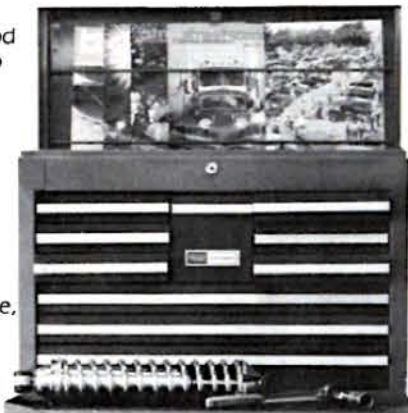
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## STREET ROD HAPPENINGS



### JANUARY

**POMONA, CA** — Jan. 6 — West Coast Largest Antique Auto/Corvette and Porsche Swap Meet at L.A. County Fairgrounds. Info: (714) 547-5257.

**COLUMBUS, OH** — Jan. 11-13 — 17th Annual "Auto Rama" at the New Ohio Center Convention Hall, 400 N. High St. Open car show. Info: Y-City Custom Car Association. Info: Ken McPeck, 2090 Shady Lane, Zanesville, OH 47301; (614) 454-0347.

**PEORIA, IL** Jan. 19 — Mid-Winter Car Show and Dance at Illinois Exposition Center. Car show, '50s dance. Info: Jon Gullet (309) 694-1803 or Bill Le Master (309) 676-4423.

**BAKERSFIELD, CA** — Jan. 25-27 — 14th Annual Budweiser World of Wheels (ISCA show). Info: D.A. McCutcheon (805) 399-7967.

### FEBRUARY

**LAKE WALES, FL** — Feb. 1-2 — 1st Annual River Ranch Rod Run at River Ranch Resort, Highway 60. Open. Info: Rick or Linda Martin (305) 741-5308.

**TUCSON, AZ** — Feb. 3 — 2nd Annual Swap Meet and Car Show at Tucson Mall. Info: Tucson SRA. Info: (602) 748-8787 or 299-22933.

### 1985 CUSTOM CAR AND HOT ROD SHOWS SCHEDULE

**VICTORVILLE, CA** — Jan. 18-20 — County Fairgrounds

**BAKERSFIELD, CA** — Jan. 18-20 — Civic Auditorium

**VENTURA, CA** — Feb. 1-3 — Ventura County Fairgrounds

**LANCASTER, CA** — Feb. 15-17 — Antelope Valley Fairgrounds.

**SAN DIEGO, CA** — Feb. 22-24 — Downtown Community Concourse

**SAN BERNARDINO, CA** — March 15-17

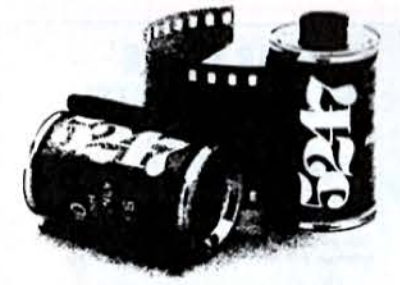
National Orange Showgrounds

**ANAHEIM, CA** — March 29-31 — Anaheim Convention Center

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**JANUARY**

**ABILENE, TX** — Jan 4-6 — 7th Annual Dr. Pepper World of Wheels at Taylor County Coliseum. Info: Abilene Street Rod Association, c/o Ronnie Muzechenko, 5138 Encino, Abilene, TX 79605; (915) 692-6657.

**WICHITA FALLS, TX** — Jan. 11-13 — 6th Annual Dr. Pepper World of Wheels at Activities Center. Info: Texoma Classic Chevy Club, c/o Willie Wilson, 1126 Crescent, Wichita Falls, TX 76305; (817) 855-0499.

**YUMA, AZ** Jan. 11-13 — 7th Annual World of Wheels at Civic and Convention Center. Info: Yuma Drag Racing Assoc., c/o Ralph Adamson, P.O. Box 1168, Yuma, AZ 85364; (602) 782-9244.

**WACO, TX** — Jan. 25-27 — 6th Annual Autorama at Convention Center. Info: Heart of Texas Street Machines, c/o Wayne Loggott, 3516 Rolando, Waco, TX 76711; (512) 834-8459.

**FEBRUARY**

**SANTA MARIA, CA** — Feb. 1-3 — 8th Annual World of Wheels at Fairgrounds. Info: Bent Axles, c/o Jim and Marti Carr, 2527 Bridle Trails Lane, Santa Maria, CA 93454; (805) 928-9363.

**SHERMAN-DENISON, TX** — Feb. 8-10 — 6th Annual Autorama at National Guard Armories (both cities). Info: Texoma Vette Club, c/o Ron Griffith, 2633 Brookview, Plano, TX 75074; (214) 422-4236.

**MARCH**

**KILLEEN-TEMPLE, TX** — March 1-3 — 3rd Annual World of Wheels at Killeen Exhibition Hall. Info: Central Texas Camaro Club, c/o Wayne Leggott, 3516 Rolando, Waco, TX 76711; (512) 834-8459.

**REDDING, CA** — March 15-17 — 30th Annual World of Wheels at Civic Auditorium. Info: Vicki Bender, 3596 Lynx Drive, San Jose, CA 95136; (408) 267-7947.

**LAWTON, OK** — March 29-31 — 3rd Annual Budweiser Autorama at Great Plains Coliseum. Info: Sooner Classics, c/o Bill Harris, Box 96, Medicine Park, OK 73557; (405) 529-2308.

**VICTORIA, BRITISH COLUMBIA** — April 12-14 — 8th Annual World of Wheels at Esquimalt Sports Center. Info: Al Clark, 1434 Brooke St., Victoria, BC V8S-1M3; (604) 385-8571.

**MONTEREY, CA** — April 19-21 — 30th Annual Coors World of Wheels at Fairgrounds. Info: Slo Poks, c/o Vicki Bender, 3596 Lynx Drive, San Jose, CA 95136; (408) 267-7947.

**RODDER MAIL**

(Continued from page 12)

No, I'm not a member of SREA. I'm just an avid street rod enthusiast who sees great potential in this organization.

Wayne S. Koski  
Rose Hill, North Carolina

**ONE GIANT STEP**

I have been an avid reader of your excellent magazine for years. My basement is overflowing with odds and ends, and at the top of the pile, of course, lay old STREET RODDER mags.

Your magazine got me hooked on '34 Fords of any variety of shape! After searching and searching, a source led me to a dried up riverbed in Spearfish, North Dakota, and in May of 1973, I became the proud owner of a 1934 Ford five-window coupe! I purchased it for the sum of \$800, which seemed like my life savings (probably was). After two days and two brawls in Rapid City, (something about South Dakota boys not liking Colorado boys, or maybe they didn't like to see their rods venture out of the state), we made it home to Keenesburg, Colorado. "The Home of 500 Happy People and a Few Soreheads."



according to the sign on the edge of town.

Of course, I had to promise the original owner that I would restore the coupe, which I fully intended to do. But when I got home and saw the rods in STREET RODDER, I just had to take my shot at trying to build a rod! It was my first encounter with a ground-up job like this, so encountered many trial and errors, and errors and errors and errors! My father and I did the whole job in our shop except for paint and stitching. After four years and \$5,800 later, we were on the road. I would like to change a few things, and will someday, but it was an experience I will never forget. Since then we have built several cars, including a '34 Plymouth five-window coupe, a '40 Ford coupe, '61 Corvette, '66 Nova SS, '74 Corvette, etc., but nothing will ever linger as fondly in my mind as that first giant step on the '34.

My father and I are partners in the Keenesburg area and we still recount those long, frustrating nights we spent pondering what to do next with the coupe!

Mark D. Sirios  
Keenesburg, Colorado

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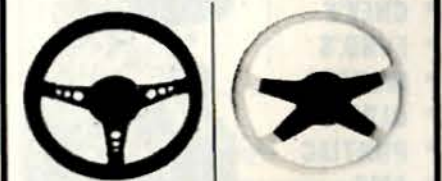
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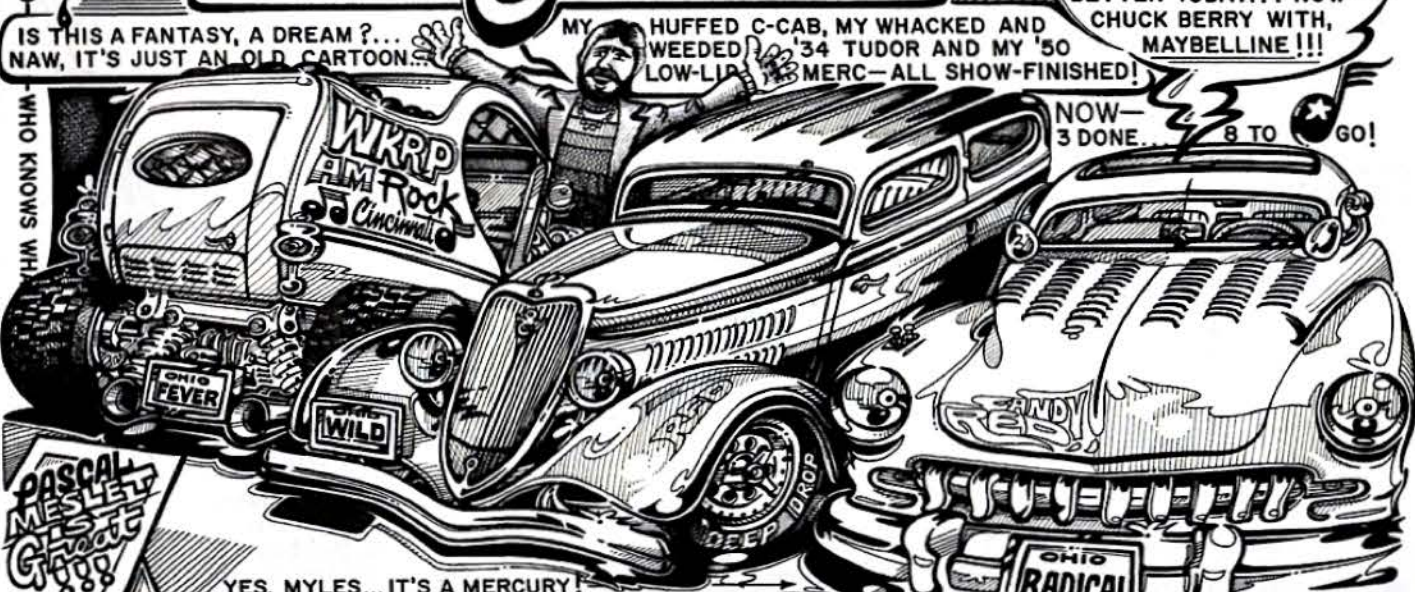
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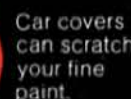
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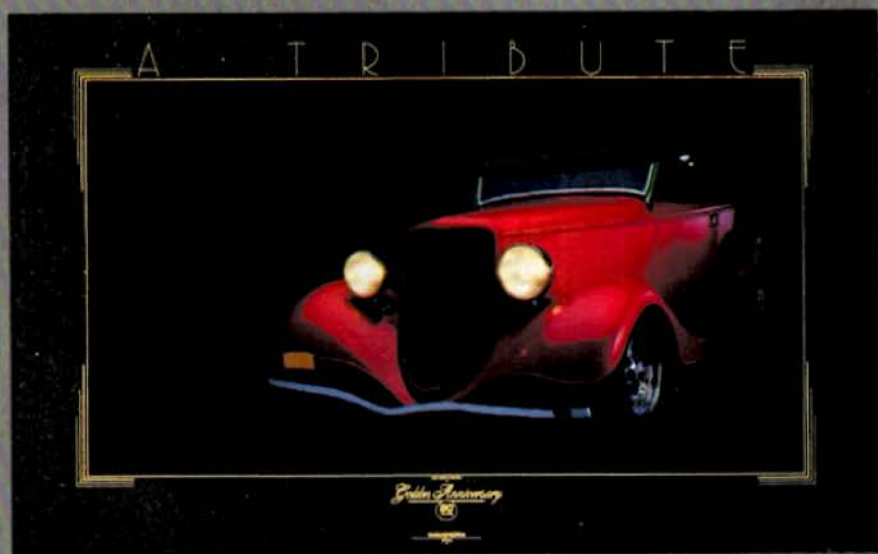
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