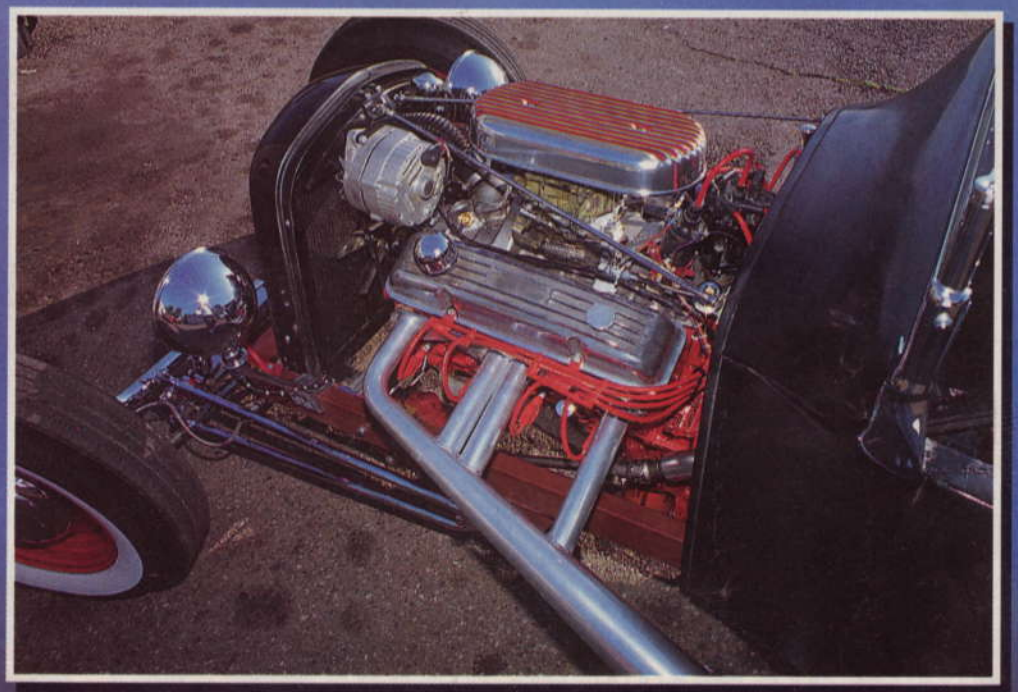
Budget Bucket

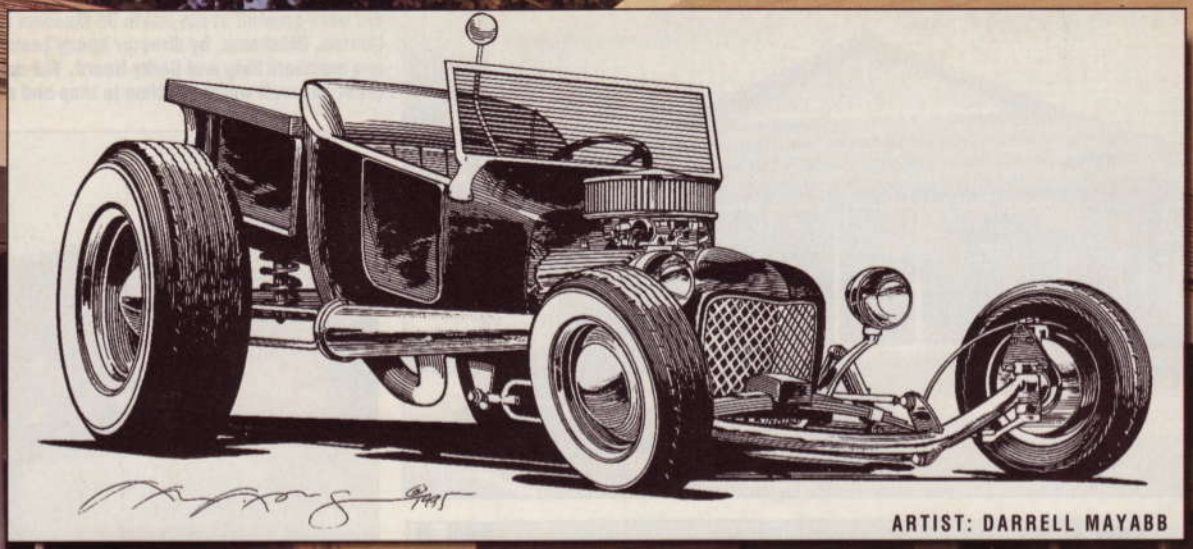
"Simple proof that a functional, and most importantly,

CRUISING COMPETITION: MICHELLE DEW

STREET RODDER

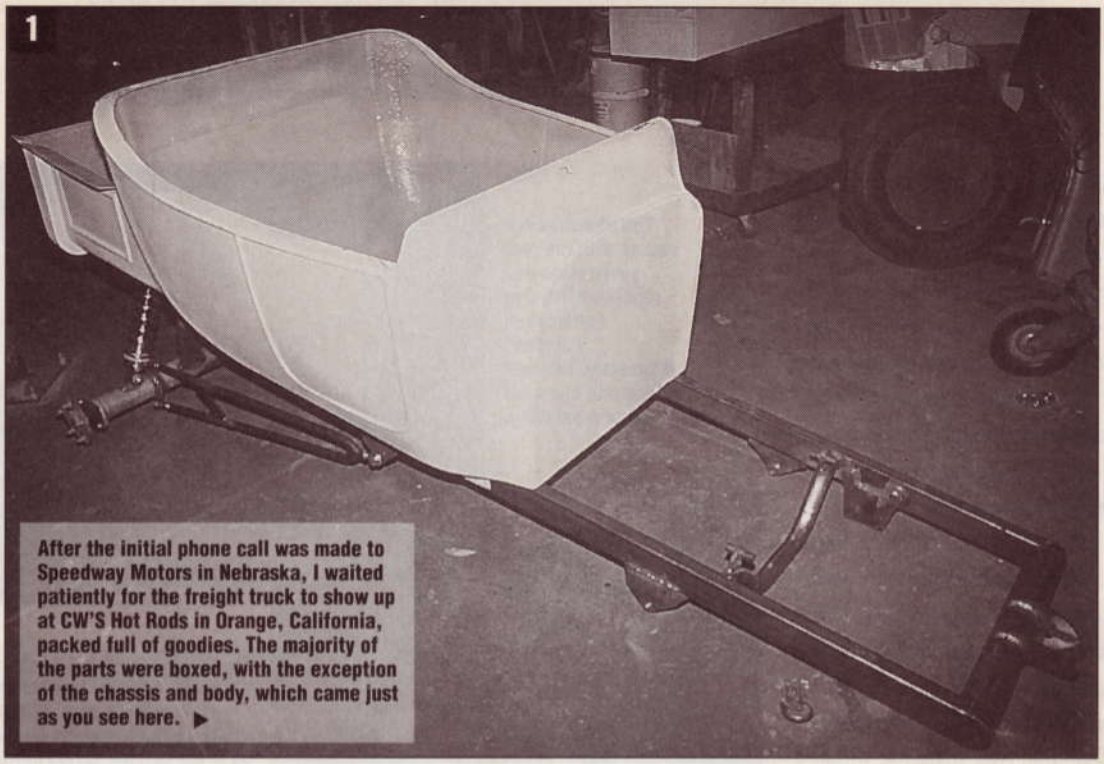


an ultra-cool street rod can be built on a very tight budget."



ARTIST: DARRELL MAYABB

Budget Bucket



After the initial phone call was made to Speedway Motors in Nebraska, I waited patiently for the freight truck to show up at CW'S Hot Rods in Orange, California, packed full of goodies. The majority of the parts were boxed, with the exception of the chassis and body, which came just as you see here. ▶

THE ALTERNATIVE TO HIGH-COST STREET RODS

BY ROB FORTIER

Veterans of the street rod hobby know well that the primary factor of building cars is money — and lots of it! There's really no such thing as a "cheap" street rod these days. This situation is probably to blame for many youngsters who have aborted the thought of building a pre-49 car, in essence turning to the late-model and sport truck arenas where a loan and a couple credit cards will get them on the street with a cool ride. (This same practice could essentially finance a street rod, but the enthusiasm disappears before the car becomes a reality.) We hear the phrase "low buck" quite often, but it is generally referring to amounts around and above 10 grand. That's a lot of dough when you think about it. But take the average Chevy sport truck, throw on a set of billets, lower it, add a killer sound system, and you're well beyond the 10 G's threefold. That same credit could merit an awesome street rod. Let's not forget that time factor, though. With the aforementioned pick-up, down-time is under a week, whereas the street rod could enter the double-digit months, if not years.

There is yet another reason why potential first-time rodders are scared away, and this lies in the "must have" attitude. This is the situation where one is made to feel his car has to have the best possible parts, or it has to have high-dollar paint and upholstery. A street rod needs none of the above to be cool — absolutely none. What it does need in order to fill the cool bill is simply the right look, which can be accomplished in a relatively inexpensive manner.

Enter "Budget Bucket." What we have accomplished is the solution to time-consuming and pocket-draining street rods — Speedway Motors' Deluxe '23 T Roadster. There are a number of different approaches (not to mention styles) to completing this kit, which of course range from ultra low-buck to the highest of high-tech. We have narrowed the field down a bit, keeping in mind a beginning rodder's limited budget. Two scenarios have been laid out — one project coming in under $4000, and the other right around $7000 — that will hopefully lure many young, aspiring rodders into this great hobby of ours.

The first (and cheapest) plan of attack entails a lot of swap meet and junkyard scavenging, plus a ton of creative thinking. The main benefit of this option is the extremely low cost factor, but there can be a slight downfall, too. The time required in making all the various used parts work in sync with the entire kit is obviously more involved than if you just bolted things together. This can turn out to be an invaluable learning experience, though. Some in-depth knowledge of cars and mechanical parts is definitely required, not to mention having a bit of welding experience (or least a father or friend who does). Stepping up to Scenario Two is undoubtedly more expensive, but in doing so the ease of assembly and function are greatly increased. Read on.

That extra three grand gives you the freedom to build the T-bucket in more of a "kit" form, as the majority of parts were manufactured to work with what you've got. There is still plenty of small modification and fabrication work ahead, but nothing as involved as Scenario One. We took the second plan of action for obvious reasons, and highly recommend kicking in the extra dough and doing the same. The use of such parts as the Lokar accessories, the Mullins steering components, disc brakes, and even the Classic Instruments gauges provided for a very safe and roadworthy roadster. Sometimes, skimping pays off in the long run — but in the wrong way!

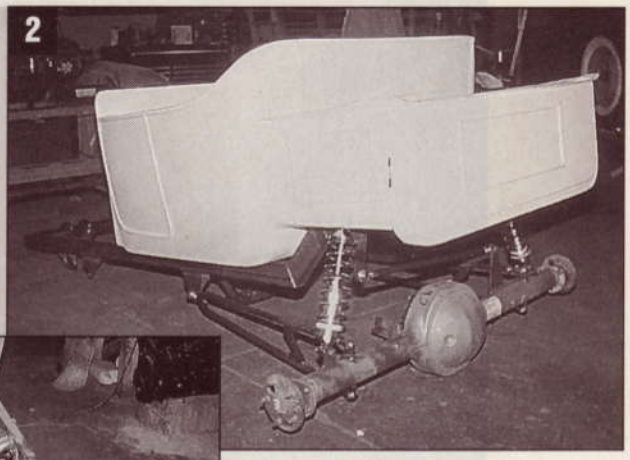
Basically, things started off with a call to Speedway Motors for their ▶

Budget Bucket

'23 T Roadster kit. That which was not obtained from Speedway, such as motor and transmission, wheels and tires, and so forth were searched out elsewhere. In your parts chasing, not only keep in mind the price factors, but always remember quality. After we had acquired all the major hard parts, Project Budget Bucket was underway. We jumped in thinking the project could be completed in a few short weeks, but were quickly slapped in the face with rod building reality. The collaborative effort of myself and three others resulted in approximately 150 hours of labor. One big advantage we had with this project was the use of tools and space at CW's Hot Rods, as well as their car building knowledge. You may find yourself building your street rod within a single-car garage. If so, seek help from friends, local car clubs, and even use this story as an outline.

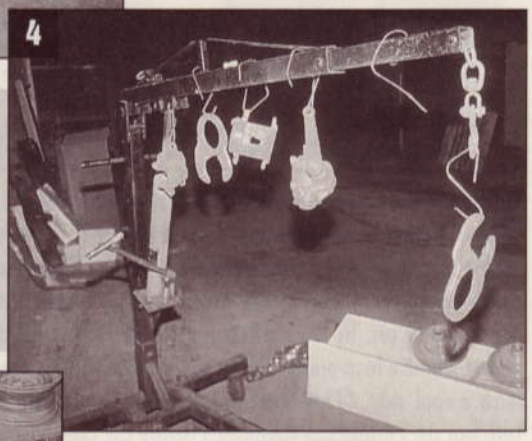
The Speedway kit went together just as they claimed, and we found no major problems that need to be addressed. What we did elect to modify was the ride height, as we used a different wheel and tire combo than the kit was designed around (we chose 15-inch steelies with tall bias-ply whitewalls). This was easily overcome using a different style front crossmember and changing the rear suspension mounting points. We achieved the desired lower stance without taking away from Speedway's original design (see side bar on pages 120-121 for more).

When all was said and done (assembled, wired, plumbed, and tuned), we gave her a real test by shooting out to the Mojave Desert for the first annual Muroc Dry Lake Reunion, roughly a 300-mile round trip from Orange County, California. With the exception of expected dust infestation, there were no problems. Simple proof that a fully functional, and most importantly, an ultra-cool street rod can be built on a very tight budget. Follow along as Rob Fortier, CW'S Hot Rods, and a host of others demonstrate just how. SRM



The chassis even comes with the rear suspension and nine-inch housing (with axles) installed. Ultimately, this will all have to come off for painting.

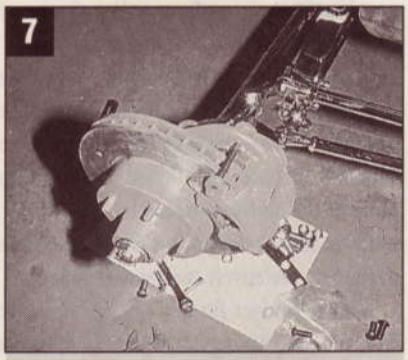
The front suspension group, shown here with optional chrome finish, bolts together rather easily. Hairpin brackets are already welded on the frame, as is the suicide spring perch.



I picked up a few rattle cans of red enamel, and went to town on all the various hard parts that were in need of rust protection — brake calipers, spindles, etc. Before you run out to the store and grab a bunch of paint, sit down and figure out a reasonable paint scheme, and buy enough of the same brand of each color to keep things consistent.

Whether you choose to get your rolling stock from the junkyard, or call Early Wheel like I did, you will nevertheless have to paint them. For long life, using quality automotive paint is suggested, but trying to keep within your budget will limit you to the old spray paint — like I did.

With everything coated sufficiently in paint, Scott Holton continued with the front suspension by installing the spindles (in this case, the spindles and the axle did not have to be honed), followed by the caliper bracket.

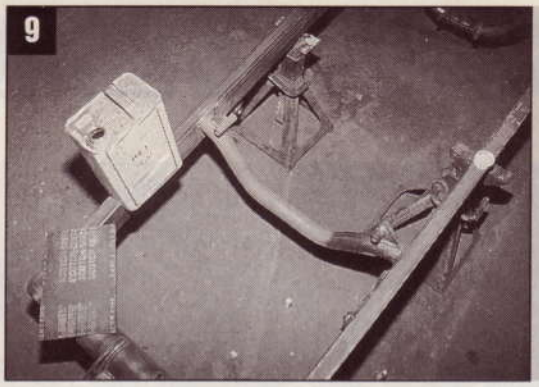


The remainder of the brake assembly was rather simple, as well. Remember to pack the bearings with a quality, high-temp grease, and use the proper axle nut, cotter pin, and dust cap.

8

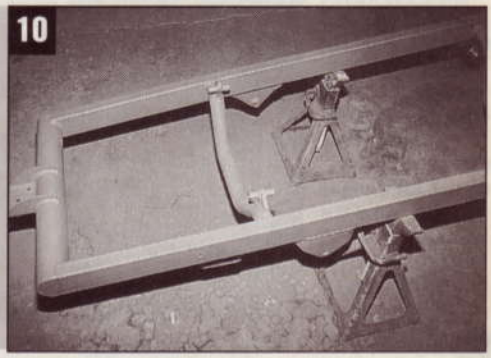
The last step of the front end assembly involved the steering components — a Vega steering box (which bolts directly to the pre-welded bracket), dropped steering arms, draglink, and tie rod. Leave final heim-joint adjustments for later, when the toe-in can be set and the steering draglink adjusted to "center" the steering box.

9



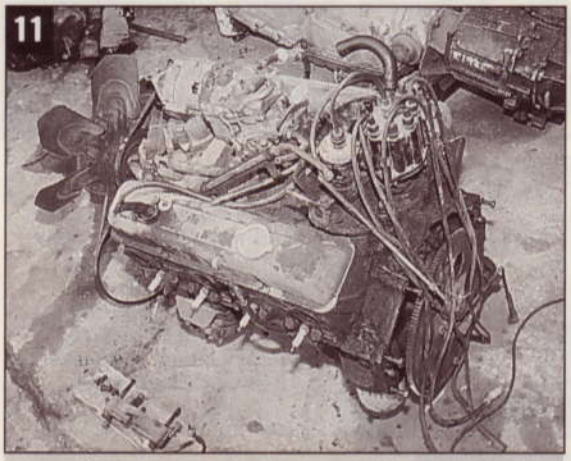
Now that all the front suspension was installed, it had to come right back off! Give the frame a good wipe down with lacquer thinner to remove any dirt or grease and prepare for paint.

10



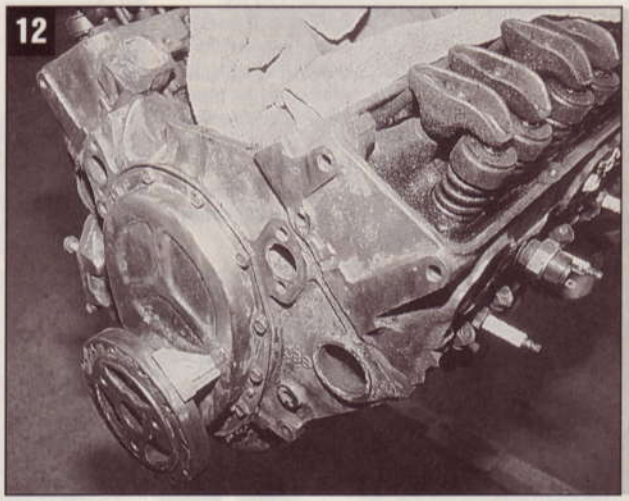
The frame could have been painted before any parts were installed, but we wanted to make sure everything fit okay. A nice shade of red oxide primer was chosen, as the frame will be properly painted at a later date (when I save enough money to get the bodywork done!). Be sure and catch the underside of the frame with paint, as it's an easy area to miss.

11



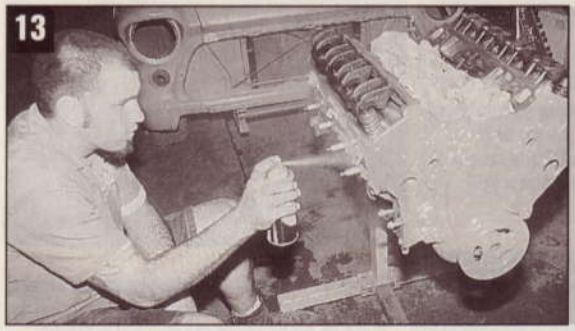
Speedway provides their frame with small-block Chevy motor mount brackets, but you can order without if you choose a different type of engine. I opted for the Chevy, as I knew this would turn out to be the least expensive in the long run. A trip up to Memory Lane in Sun Valley, California, turned up this early 350, along with the TH350 automatic and driveshaft.

12



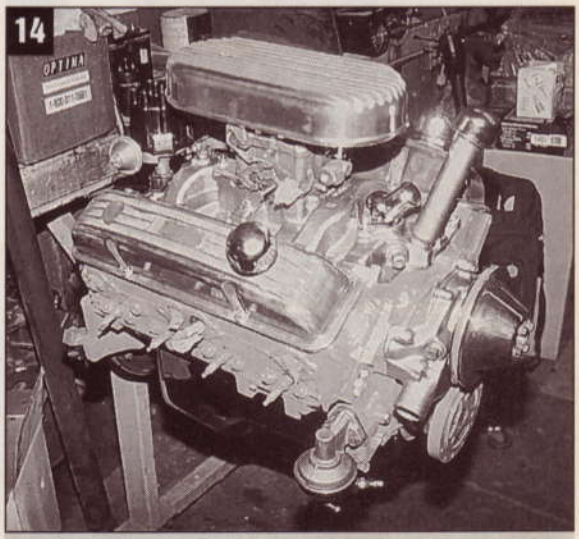
Once disassembled, the small block was given a good bath with a pressure washer, followed by a thorough once-over with a wire brush to remove leftover grease and grime — I wanted paint to actually stick!

13



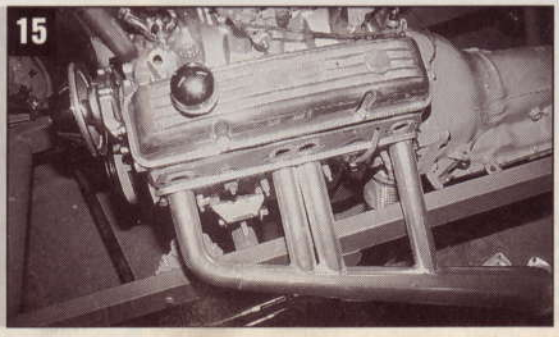
High-temp engine paint may not last a lifetime, but it will outlast the average spray paint. Liberal amounts of suspension-matching red were applied to both the engine and transmission, with parts such as the intake and water pump sprayed with a cast iron gray paint.

14



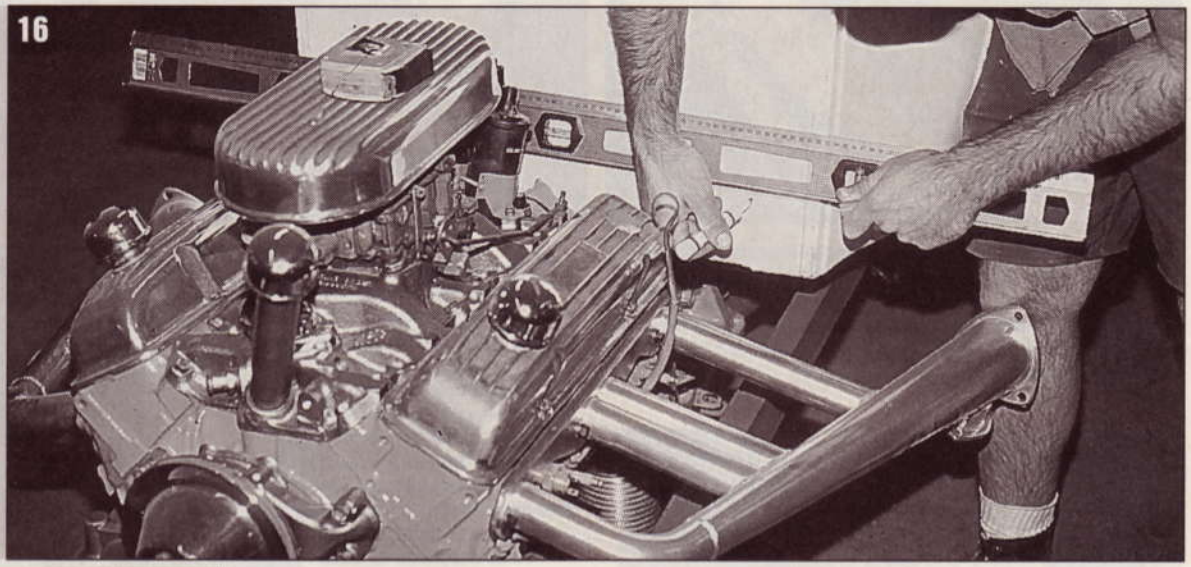
A trip to the swap meet turned up a pair of old, finned aluminum valve covers and air cleaner (actually an O'Brien Truckers item), as well as various components such as the breathers, pulleys, oil pan, and so forth. ▶

15



After the motor and trans were stuffed into their respective place(s), the Sanderson headers were bolted up with supplied gaskets and a bit of silicone. Sanderson offers the Limefire headers in kit or complete welded form, with optional Jet Hot coating.

16

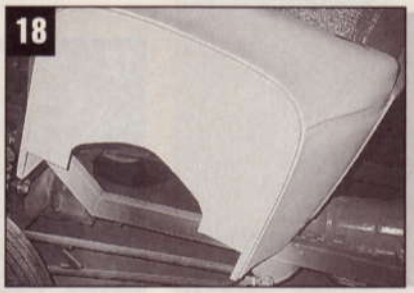


Speedway leaves the buyer with the choice of how much the body will be channeled (in most cases you'll want to channel it at least a couple of inches). I knew this wasn't going to be just a simple mark and cut type of deal, so I planned out everything real carefully — not cutting enough is okay, but cutting too much is not! When you channel your body, make sure everything is even!

17

The cutting job started with marking guide lines on the firewall, keeping in mind room for transmission bellhousing. If you're not totally sure about the cut lines, use a pencil — so you can erase!

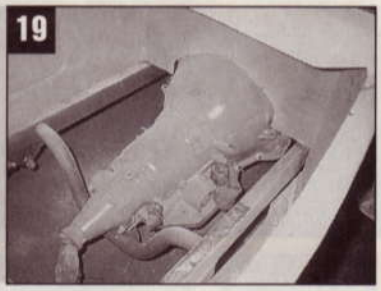
18



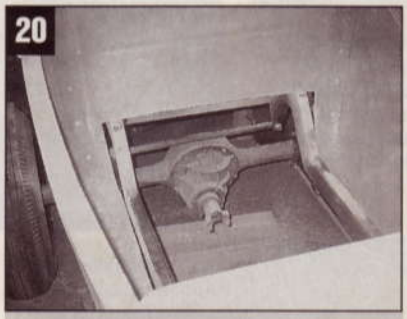
I notched the firewall four inches on each side, bringing the bottom of the body down almost even with the bottom of the frame rail (much more and it begins to look a bit odd). The body was set back on the chassis in place to check for fit.

The tranny hole in the firewall should have at least an inch of space between the two for torque consideration, and should have a nice flow with the curve of the bellhousing.

19

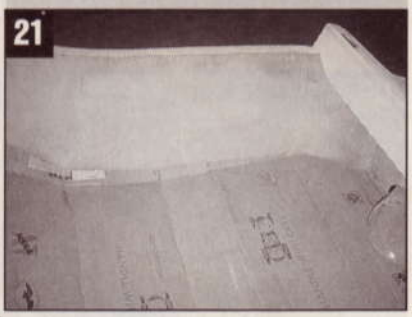


20



After I was satisfied with the channeling, I grabbed a large piece of cardboard and began making a template for the floor. Perfection is always nice, but keep in mind that fiberglass will fill any slight gaps between the body and floor.

21



22

When the template was satisfactory, the piece was transferred to plywood (use at least half-inch thickness CDX or better). Maynard cut the board with a circular saw, and followed by cutting the tight spots with a reciprocating saw (Sawzall).

The rear of the body was cut out so that it sat on top of the kick-up in the frame, so it would ultimately flow right with the rake of the car (not ending up looking like a tail-dragger).

23

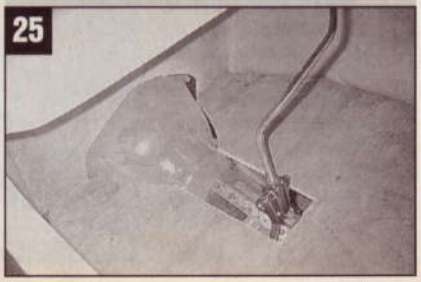
Fit was checked, and any trimming done thereafter. At first, the floor will rest on the frame, as well as the roll-under of the body sides, but keep in mind that you will have to elevate it just a bit to make space for the body mounts. You can use a small piece of wood or scrap metal, for mock-up purposes.

24

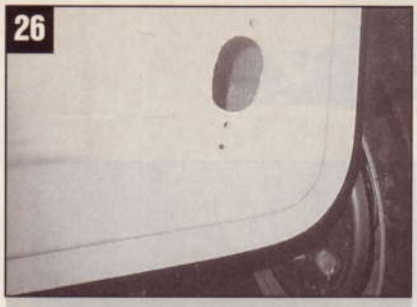
With the side fit checked, the floor was removed and the Lokar shifter mount installed on the trans. Instructions are provided with the Lokar products, and it's wise to follow them closely.

The floor needed to be trimmed for clearance around the shift mechanism. Give yourself at least an inch around the perimeter for any movement. The shift lever itself was also installed to check for throw clearance.

25

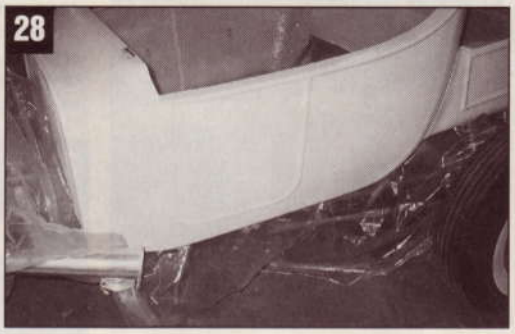


Finally came the point where I would really get my hands dirty — 'glassing the floor and inner structure! If you have no previous experience with fiberglass, learn fast or get some help, 'cause this is a vital part of the car's well-being. The entire chassis was draped with thick plastic to keep the mess from screwing anything up, while the body was spaced off the frame exactly where I wanted it to be when it was eventually bolted down.



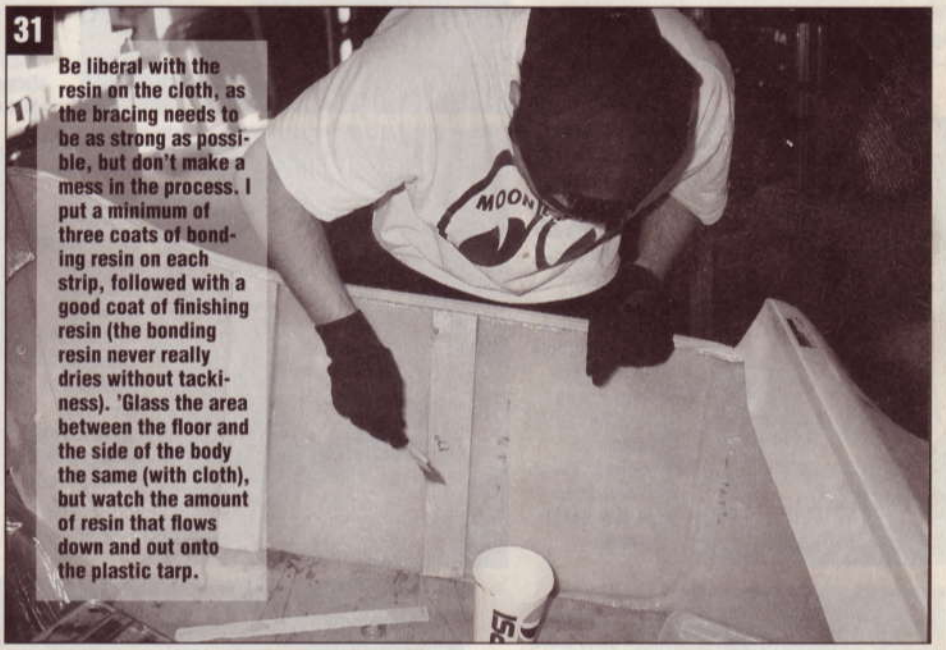
Speedway offers '39 Ford teardrop taillights for a measly 15 bucks, and they fit the period look of the bucket perfectly. The only thing needed to make the location holes is a drill with a holesaw and a couple bits. This is one area where accuracy in placement is very important.

I decided to be a little different and set the taillights in at an angle, creating an almost "alien" look.

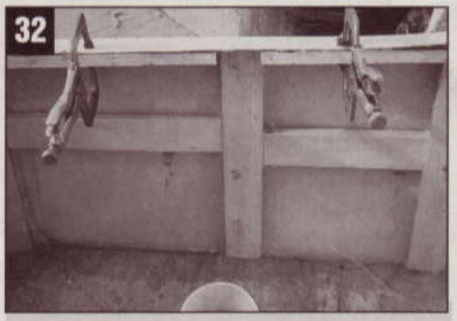


I set the floor in place, then measured the distance between it and the inside upper edge of the body. The lengths were transferred to strips of 1 x 4's, which were fiberglassed to the floor and body side.

The materials needed for this portion of the job include at least a gallon of bonding resin, plenty of catalyzed hardener, standard-weight cloth, various brushes, a good pair of scissors, acetone (unless you like sticky fingers!), and a pair of gloves, even though they may get in the way at times. Rough up the gloss of the "factory" resin on the inside of the body with a grinder or DA, then 'glass on the cloth with enough overlap (as shown).

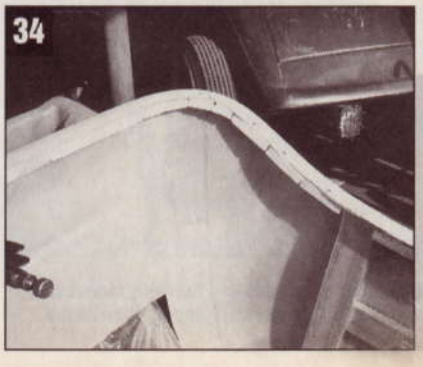


Be liberal with the resin on the cloth, as the bracing needs to be as strong as possible, but don't make a mess in the process. I put a minimum of three coats of bonding resin on each strip, followed with a good coat of finishing resin (the bonding resin never really dries without tackiness). 'Glass the area between the floor and the side of the body the same (with cloth), but watch the amount of resin that flows down and out onto the plastic tarp.



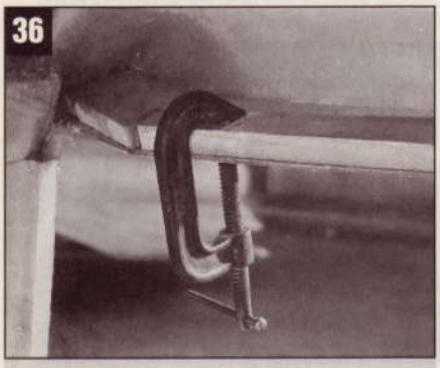
When it came to bracing the underside of the body lip, I used 1 x 2's in the same manner as the side bracing, but due to gravity, had to hold the pieces in place using C-clamp vise grips.

The curves seemed like they'd be a little tricky at first, but a saw and a few screws fixed that! I notched the corner pieces from either the side or the top (depending which way it needed to bend), then tweaked appropriately. Be careful not to cut the notch in the wood too deep, as you may well break the piece when bending.



The corner pieces were held in place with drywall screws through the top of the body into the wood, then fiberglass was applied. The screws may be removed when the 'glass has cured, or left in place for extra strength, depending how far you decide to roll the upholstery over the lip of the body.

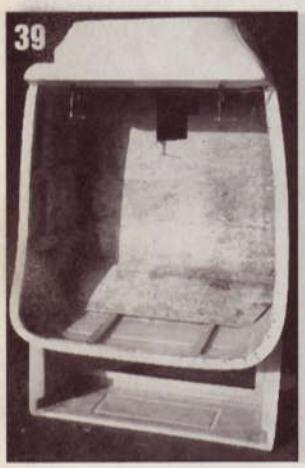
The rear kick panel was then cut to fit, mated to the floor with bent L brackets, and finally fiberglassed in place. Make sure this piece does not rest against the rear portion of the frame. ▶



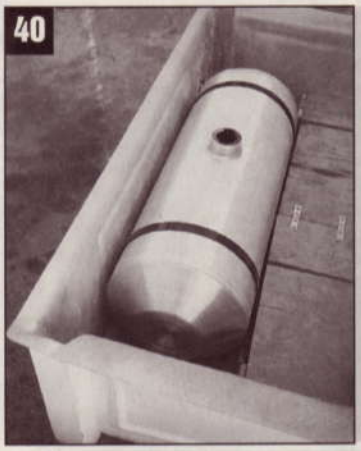
The dash needed some support, so the same stock used for the lip was cut and 'glassed in right at the inside bottom edge, using regular C-clamps to hold in place while drying.

The inner firewall was fashioned with the same method used on the floor — cardboard template. This was not only done for added strength, but to create a surface in which to mount parts to, such as the lower steering column swivel and the drop bracket.

After a final coat of finishing resin was applied and given adequate time to dry, the top of the lip was smoothed down with an air grinder, as upholstery was not on the immediate list of "things to do" and I didn't want to tear my arm up on the rough edges. When sanding or grinding the 'glass, always wear gloves and a jacket or long-sleeve shirt to keep the "itchies" out of your skin.



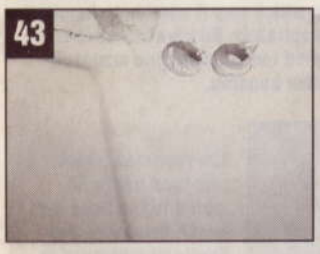
You should end up with something like this when done with the main part of the body. Bracing can be expanded upon, but this layout gave me enough rigidity, as well as a good background for future upholstery.



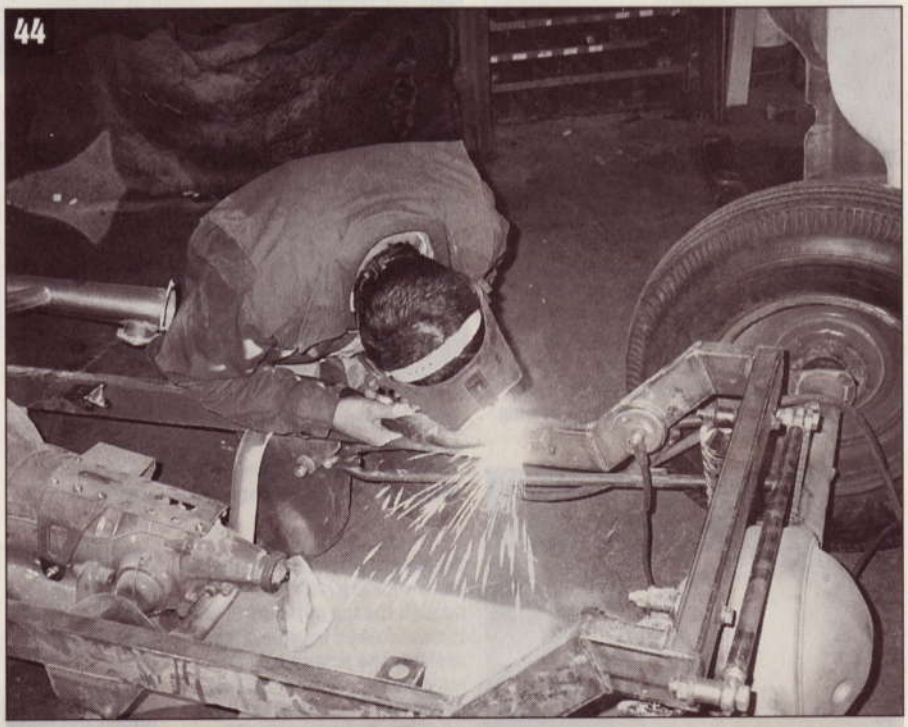
By now you should be a pro with fiberglass, so the truck bed floor will be a piece of cake. When 'glassing to the back of the body, grind off any gelcoat, as the resin will not want to bond to it.

The bed needed a two-step floor for both structural strength and a platform for the Predator battery and aluminum fuel tank from Latest Rage. Before 'glassing the rear floor in place, check for fit and drill any needed holes (for fuel line, cables, etc.).

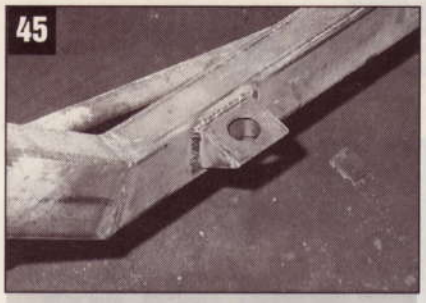
With the dirty work out of the way, the windshield posts came next. Holes were marked with the post held in place, as they basically only fit one way.



A large bit was used for drilling the holes for the mounting bosses (the holes will have to be egg-shaped, as the bosses are not perfectly round). You'll need to take some conduit and cut small spacers for the mounting holes (as the bosses are thicker than the body), or 'glass a piece of wood behind the holes for spacing when you mount the posts.

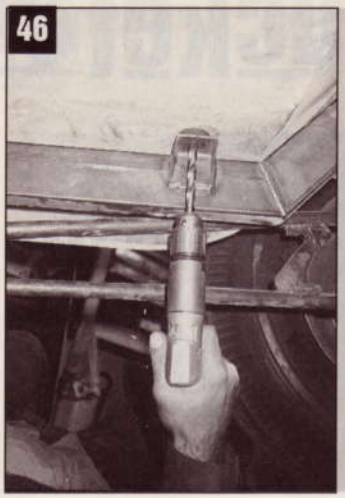


I am definitely not a welder, so Scott was given the responsibility of handling the body mount tabs. The four tabs were made using 1/8-inch steel plate, welded together in three pieces, then to the inside of the frame.



45

The oversize hole, cut with a holesaw, is for the urethane body mount bushings to sit in. The bushings are for a Jeep and were found at a local four-wheeler shop. Mounting the body directly to the frame is not a good idea, as the vibrations would stress crack all that 'glasswork.



46

The bushings were set in the mounting tabs, then the body placed back over the frame. From beneath, holes were drilled into the floor, then carriage bolts used to secure it all. This is the time to step back and take a look at the fitting of the body to the frame. If you made any mistakes when setting the floor in, it will definitely show!

47

Now that the body was in place, Scott could weld the master cylinder bracket on the frame rail. Before doing so, the swing of the brake arm was determined so that we could place the master cylinder appropriately.

48

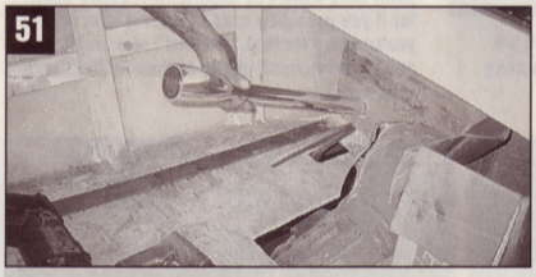
The bracket was tack welded with the body still on the frame so we could do a final fit check, and after everything looked and worked all right, it was then finish welded.

We eyeballed the area where the brake arm would come through the floor, then made a cut with a Sawzall. The hole was cut to compensate for the swing of the arm, and big enough to allow for ease of installation and removal.

49

50

The brake arm will seem like it's going to interfere with the steering column, and it will unless you make a bend for clearance (this can be done with a torch, hammer, and a crescent wrench). With the arm out of the way, the column was set in the car, the firewall marked, then Scott punched the surface with a holesaw. The hole was egg-shaped to allow for the angled position of the column.



51

The column should fit snugly, so be precise with your holesawing. If using a polished aluminum Mullins column, use care when handling so as not to scratch it up. When proper fit was determined, the swivel floor mount for the column was slipped over the end and bolted to the firewall (you still have freedom of up and down movement with the mount installed).

52

53

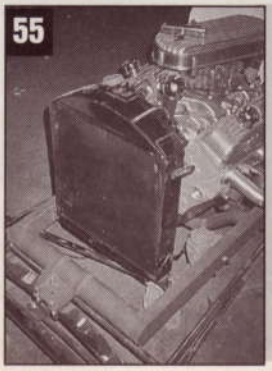
The Mullins column drop is very adjustable, so you have some room to play with when mounting it. As with the column, handle this piece with care. When you are setting the angle of the column, it's a good idea to have the steering wheel mounted so you can leave enough leg room between it and the side of the car (also allow for future upholstery).

54

The column drop will not work just mounted to the wood, so we fabricated a steel plate bracket for it. The bracket mounts to the back of the dash and the upper portion of the inner firewall. Mark and drill the holes for the drop with the bracket in place, then secure the two.

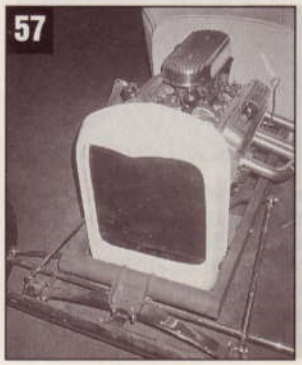
From the steering I moved on to the radiator, which needed a couple tabs for installation. Positioning was checked with the grille shell mocked up (to keep consistency with the cowl height), and two L-shaped brackets were welded to the frame (and painted thereafter). ▶

Budget Bucket

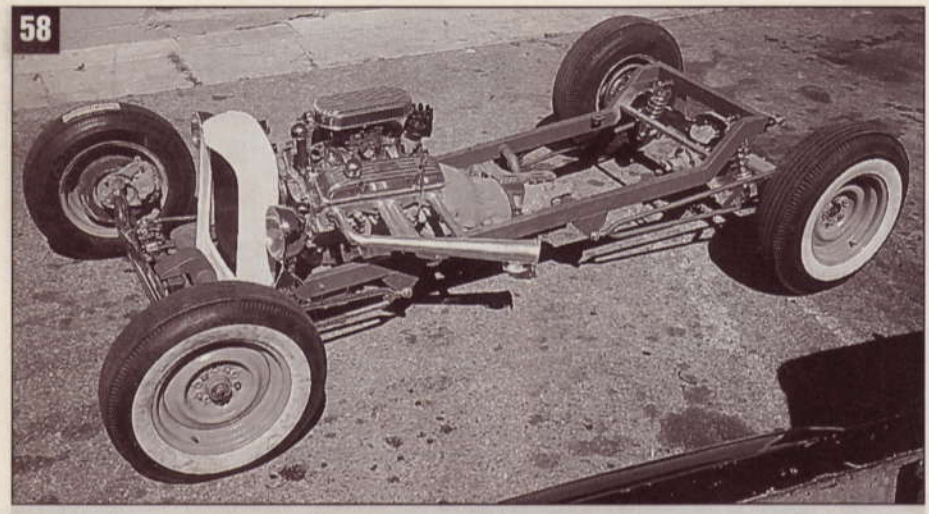


55 The Walker radiator was bolted in place on top of two pieces of neoprene rubber (to reduce the transfer of vibrations to the radiator).

56 The Speedway 'glass '32 grille shell needs to be trimmed to fit over the frame tabs, and also to allow for draglink clearance. I marked the shell with a felt-tip marker, then made my slices with a cutoff wheel.



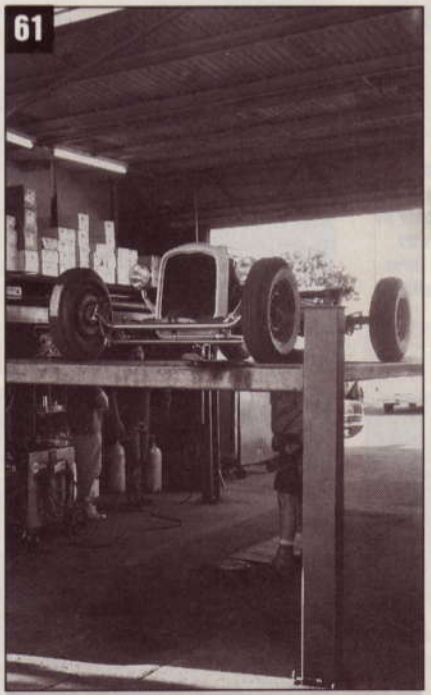
57 Perfect fit! The shell is attached to the radiator with hardware through two tabs on each side.



58 With the shell fit properly, the chassis was almost ready to ship off to the muffler shop. Before we could do that, a piece of square tube needed to be welded in place in front of the rear end (to hang the exhaust from).

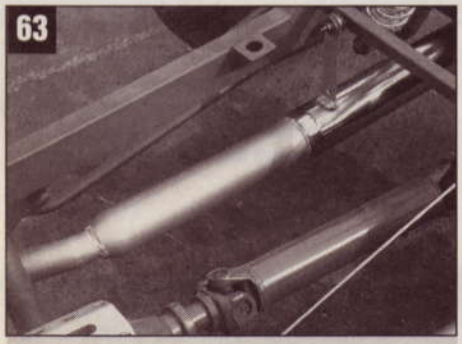
59 While the chassis was en route to get some pipes, Scott mixed up primer for the body. Knowing well that bodywork would take place down the road, I just scuffed up the existing surface (which was cleaned with a detergent to remove any remaining mold release), and being that we weren't dealing with metal, the type of paint used wasn't so important. It doesn't matter if you use spray cans or a spray gun, unless you're going for that "finished" look (in that case, give yourself plenty of time for body and prep work).

60 A couple healthy coats of flat black and I was off to Plaza Muffler to see my chassis get exhausted.

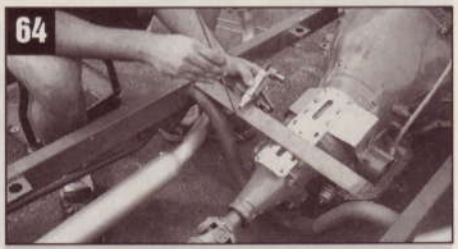


61 With the chassis elevated on Plaza Muffler's lift, measurements were taken as we discussed the routing of the exhaust system.

62 Jeremy quickly bent and welded together a pipe setup, with ghost tip glasspacks (something CW had to convince me would look cool — he was right!).



63 The glasspacks and tubing were painted with exhaust paint, a silver color that almost perfectly matched the header coating.

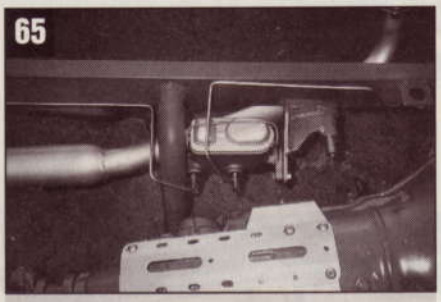


64 We kept the tubing theme going by routing the brake lines next. Maynard is pretty good with a tubing bender, and I didn't want a brake line layout looking like a plate of spaghetti, so you can guess who got the job! Knowledge and patience are two good things to have when doing this job.

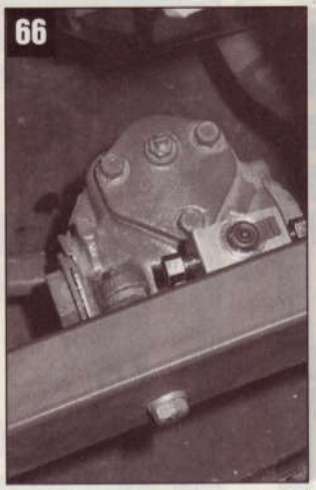
continued on Page 108

Budget Bucket

continued from Page 106



Keeping the bends consistent with each other makes for a better-looking chassis setup in the end. One thing I learned from this point in the build-up was to double-check that each and every brake line fitting is tight — if not, you'll find the loose ones when you fill the lines with fluid and pressurize!



The brake system is not an area you want to skimp on, and if you opt for a disc/drum combo, it's good to use components such as E.C.I.'s metering and residual pressure valves. The metering valve for the front discs was positioned right above the steering box (when installing these, follow directions closely for line outputs).

My wiring harness from Ron Francis included a brake light switch, which was plumbed right in front of where the firewall will sit, directly behind the two-pound residual pressure valve for the front disc brakes.

When installing the banjo fittings on the disc brake calipers, you will need to machine some material off the casting of the caliper (area below threaded end of banjo) so the brake line will fit properly.

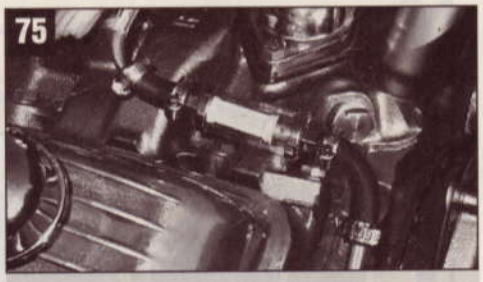
The 10-pound residual pressure valve for the drum brakes was positioned on the kick-up of the rear frame section. Don't forget to secure all brake lines with tabs on the frame.

Use a flex line (in this case, a DOT-approved Russell line) off the hard line in the rear and into a T fitting. The tabs on the nine-inch rear end housing will keep the line nice and snug. Liberal use of tabs will prevent the brake line from vibrating.

The disc brake kit came with new pads, but the used drums were in sad shape internally. I freshened things up, then threw on some new shoes, while the drums were sent over to the local auto parts store to be turned.

The last step to getting the brakes fully functional was to bleed the air out of the system. Maynard is shown here using the Mityvac brake bleeder kit, but the old wrench and mason jar method will work fine for budget-minded folks.

Next on the list are the fuel lines. Just like the brake line procedure, don't get crazy with the tubing bender unless you know what you're doing — kinks aren't a good thing. The fuel pump on that junkyard engine is probably full of "junk" (dirt), so do yourself a favor and grab a new one from the store before you run fuel through the new system.



If you use a Purolator Pro-Fuel filter like this, place it far enough away from the manifold or block so that it has room to move without hitting the surface. The glass center will break with any substantial impact, thus causing a fire.

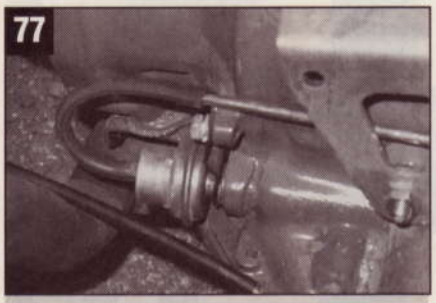
The trans cooling lines were run entirely with 5/16 hard line. Whether you use a cooler built into the radiator, or an aftermarket remote unit, try and use hard lines throughout.

continued on Page 110

Budget Bucket

continued from Page 108

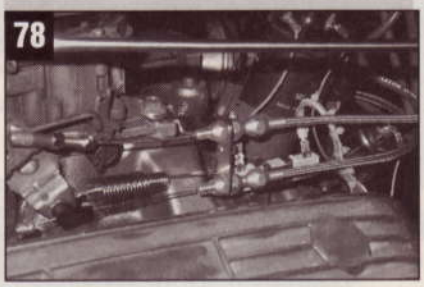
77



And lastly in the plumbing department is the transmission modulator and vacuum line. Assuming you get a used TH350, it's wise to pick up a new modulator, then run a new vacuum line from it to the intake manifold.

Using Lokar's throttle and kick-down cable brackets makes life a lot easier in these two departments. The braided cable housing eliminates any worry of kinked lines, and the throttle pedal response is improved over a stock configuration.

78



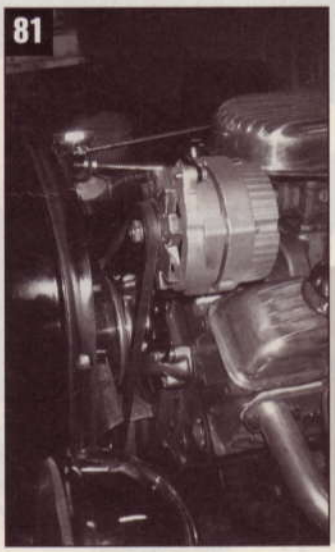
79

You may have noticed a shiny bar right above the cable brackets on the manifold. You need to make some type of upper support for the radiator that ties into the firewall. I found some used Model A strut bars (the ones Vintique makes) and had them shortened to fit the T.

80

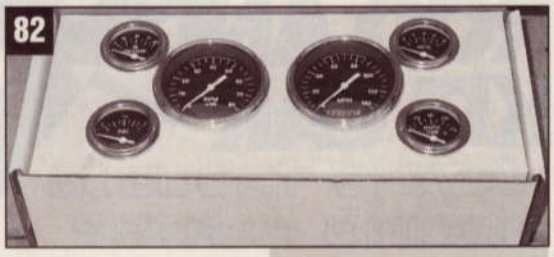
Spark plug wires need to be kept off the headers, obviously, and the Sanderson headers made this task a bit tricky. A trip to Pep Boys turned up some cool Russell wire spreaders that bolt to the valve covers, keeping them above the headers and out of trouble. The wires themselves you can get from the auto parts store, or hunt the swap for a good set of used ones like these Taylors ($10).

81



Since the Vega steering box was set right where I would liked to have hung the alternator, we had to come up with a new idea. Bill's Hot Rod Company offers different brackets for situations like this, and we were able to suspend the alternator right in front of and above the valve cover.

82



At first, I was going to hold off on running any gauges, but common sense (and other's recommendations) soon took over. You can get basic instruments from somewhere like Chief Auto Parts for under $50, but I wanted that old-time look. Classic Instruments' Hot Rod Series was just the ticket.

83

When I had plotted out and marked the arrangement of the gauges, I took to the dash with a holesaw. Be careful when cutting the dash, as the saw bit will tend to bite when it hits the wood behind the 'glass.

84

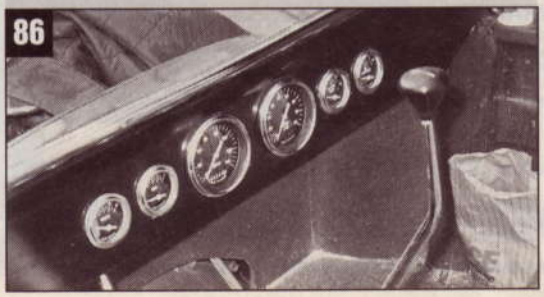
How you decide to arrange the gauge set will vary, but this is the layout I liked best. Even spacing is very important in the final appearance and re-'glassing the dash and starting over is not fun at all!

85

This is how the Classic Instruments gauge is secured to the dash surface. All hardware is provided in the instrument kit.

The plain, flat dash has been visually enhanced with the addition of the gauge set. You may think the hard part is done, but we still have to wire these babies (not to mention the rest of the car)!

86



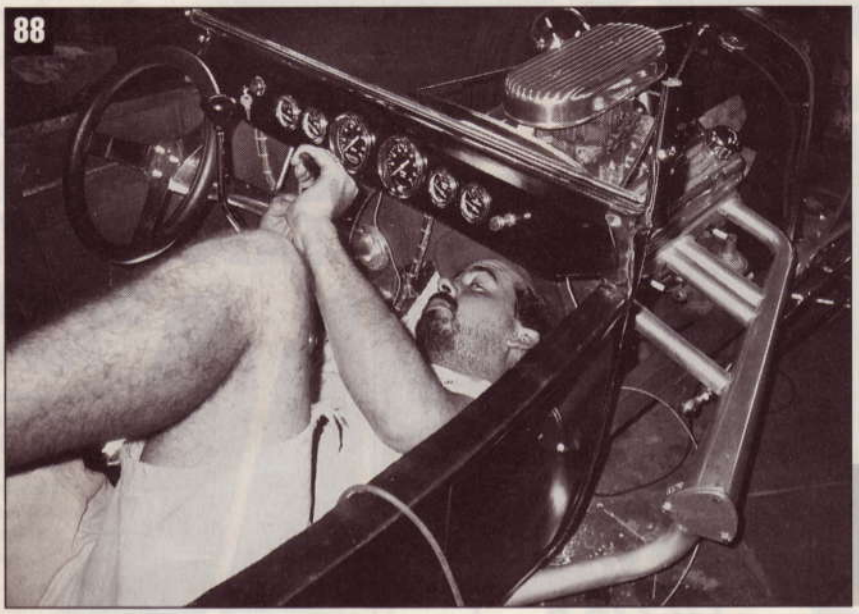
87

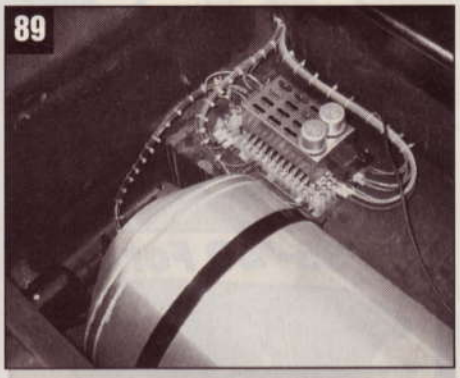
For some, myself in particular, wiring a car is as dreaded as going to the dentist! Luckily, Maynard was not scared of stringing the bucket. Besides, he knew that I was using the Ron Francis Wire Works kit, with each and every wire labeled for its intended purpose.

continued on Page 112

Budget Bucket

continued from Page 110





We decided to mount the fuse panel in the bed, mainly because it was more easily accessible there.

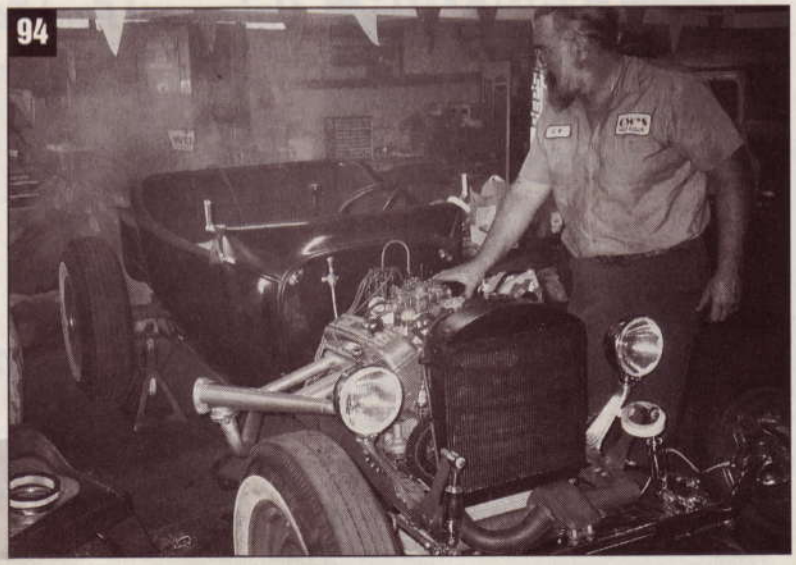
The hardest part of the wiring may have been the gauges, as the T-bucket doesn't allow for much elbow room underneath the dash. If you have any doubts with the wiring kit, refer to the diagrams provided.

I wouldn't want to count the number of tie straps used on the wiring harness, but at least they keep things nice and clean-looking. This shot also shows where the Lokar gas pedal was mounted.

Maynard's not practicing some island ritual by holding a hot coal in his hand, rather he's soldering brass ends to the battery cables. Running the battery in the rear makes for one long positive wire, so be sure to use a large-gauge wire.

Due to my spacing restraints, I was left with the job of finding a battery with very small dimensions. Well, the auto parts counter boy laughed at me when I told him what size was needed, but fortunately Crischell Automotive just came out with their new Predator Black Panther batteries, and the smaller one fit perfectly.

Okay, the bucket was nearing the highly anticipated "fire-up" point, and my adrenaline was flowin'! Don't forget to fill all the vital fluid points — oil, ATF, coolant — and double-check all nuts, bolts, belts, etc.



Maybe not on the first try, but the bucket did fire after a few adjustments of the distributor. It took a while to run all that hibernation junk out of the system, so we expected the initial smoke screen.

continued on Page 114

Budget Bucket

continued from Page 112

95

When we figured out it would run okay, it was time to fine-tune everything. Along with adjusting the carburetor (air/fuel, idle), set the points dwell and the timing. Now, hopefully, you can hop in and go for that first spin. There was a problem with the junkyard QuadraJet four-barrel, in that someone had previously rebuilt it with Superglue, but Jones Fuel Systems in Huntington Beach quickly took care of that with a thorough clean-up.

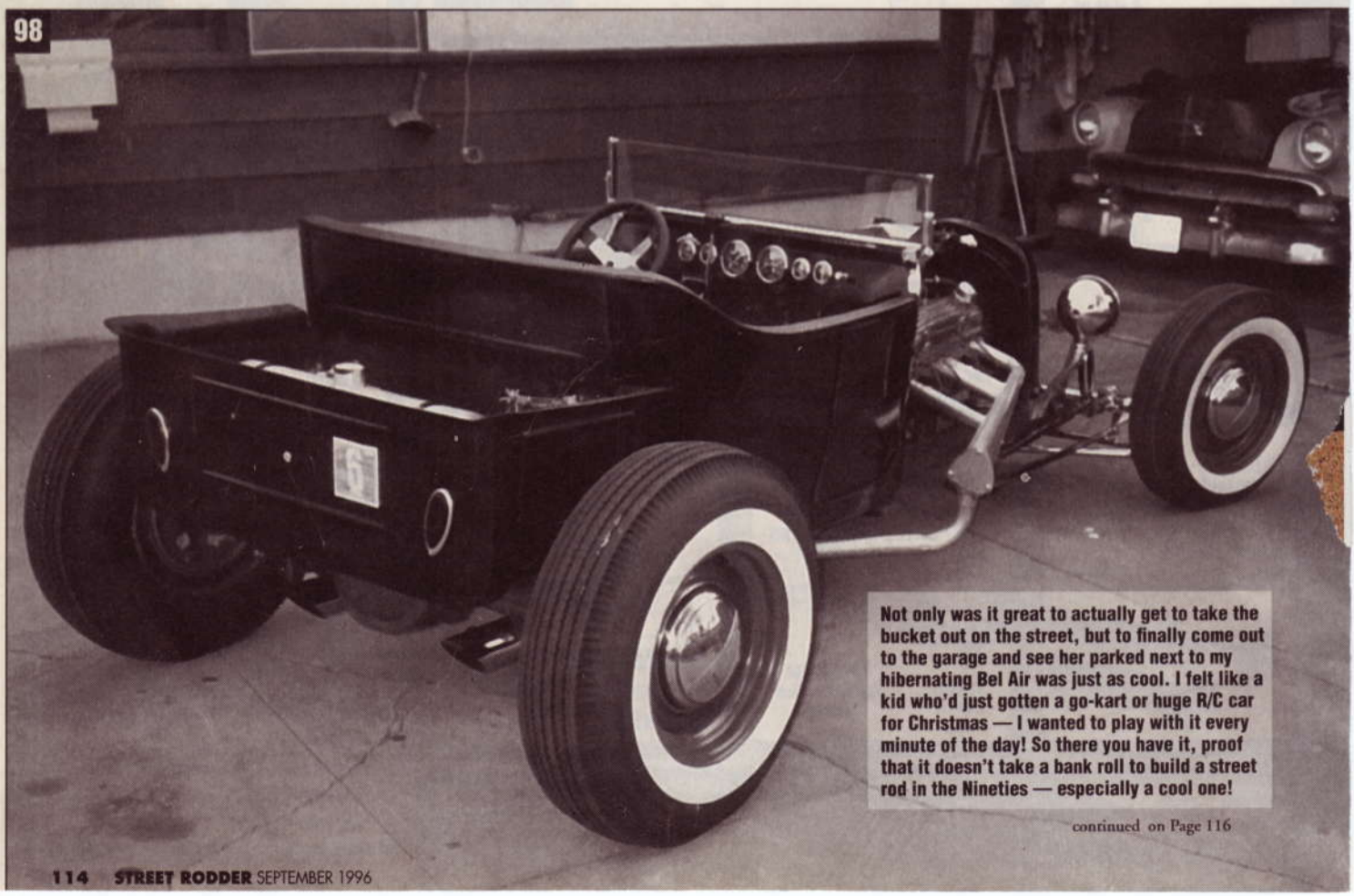
I did take a quick lap around the block, but found the bare-bones interior wouldn't cut it. A trip to Pic N Save located a pair of rocking chair cushions, while I dug out an old Tijuana blanket to complete this very low-tech upholstery job. Hey, don't knock it — it works! On page 116 you'll notice a different seat — it's a '65 Mustang fastback rear cushion. It works perfectly!

96

97

I also found on that first spin around the block the amount of wind and bugs that ended up in my face with the lack of a windshield. G&H Glass took care of that problem, installing a piece of safety glass in my chopped frame. Now I was ready for the real test drive!

98



Not only was it great to actually get to take the bucket out on the street, but to finally come out to the garage and see her parked next to my hibernating Bel Air was just as cool. I felt like a kid who'd just gotten a go-kart or huge R/C car for Christmas — I wanted to play with it every minute of the day! So there you have it, proof that it doesn't take a bank roll to build a street rod in the Nineties — especially a cool one!

continued on Page 116

Budget Bucket

continued from Page 117

BUDGET BUCKET COST BREAKDOWN:

SCENARIO NUMBER ONE
(UNDER $4000.00)

BASIC T-BUCKET KIT:
body, chassis, front/rear suspensions, master cylinder, steering box, spindles, hairpins, 9" rear end $1999.99
SPEEDWAY MOTORS

T-BUCKET ACCESSORIES:
grille shell, lights, steering wheel, windshield frame $230.00
SPEEDWAY MOTORS

ENGINE/TRANS/DRIVESHAFT $300.00
MEMORY LANE

WHEELS/TIRES $250.00
JUNKYARD/SWAP MEET

WIRING $50.00
JUNKYARD HARNESS

RADIATOR $150.00
LOCAL RADIATOR SHOP

EARLY DRUM BRAKES $100.00
SWAP MEET/JUNKYARD

STEERING COMPONENTS
column, drop, floor mount $50.00
JUNKYARD/HOMEMADE

SHIFTER/PEDALS $50.00
JUNKYARD

T-STYLE HEADERS $150.00
USED/SWAP MEET

FUEL TANK $25.00
SWAP MEET

EXHAUST $100.00
PLAZA MUFFLER

DRIVESHAFT (cut-down) $50.00
JERRY'S TRANSMISSIONS

FIBERGLASS/WOOD $25.00
HOME DEPOT

PAINT $30.00
HARDWARE STORE

WINDSHIELD $50.00
G&H GLASS

MOUNTS/HARDWARE $8.00
VARIOUS OFF-ROAD SUPPLY

MOTOR NECESSITIES:
plugs, wires, oil, antifreeze, radiator hoses $40.00
AUTO PARTS STORE/SWAP MEET

MOTOR ACCESSORIES:
valve covers, breathers, air cleaner, oil pan, hardware $45.00
SWAP MEET

FRONT SHOCK KIT $80.00
SPEEDWAY/CAL. CUSTOM ROADSTERS

REAR DRUM BRAKES $50.00
JUNKYARD

BRAKE VALVES/FITTINGS $30.00
JUNKYARD/AUTO PARTS

BRAKE LINE/HOSE, FLUID $40.00
AUTO PARTS STORE

ALTERNATOR BRACKET $20.00
SWAP/JUNKYARD/HOMEMADE

BATTERY $15.00
USED BATTERY

TOTAL COST **$3937.99**

SCENARIO NUMBER TWO
(UNDER $7000.00)

BASIC T-BUCKET KIT:
body, chassis, front/rear suspensions, master cylinder, steering box, spindles, hairpins, 9" rear end $1999.99
SPEEDWAY MOTORS

T-BUCKET ACCESSORIES:
radiator, grille shell/insert, lights, disc brake kit, steering wheel, windshield frame, chrome opt. $1600.00
SPEEDWAY MOTORS

ENGINE/TRANS/DRIVESHAFT $300.00
MEMORY LANE

WHEELS/TIRES $500.00
EARLY WHEEL/COKER

WIRING $365.00
RON FRANCIS

GAUGES $400.00
CLASSIC INSTRUMENTS

STEERING COMPONENTS
column, drop, floor mount, U-joints $400.00
MULLINS

SHIFTER/PEDALS $300.00
LOKAR

HEADER KIT $200.00
SANDERSON

EXHAUST $100.00
PLAZA MUFFLER

DRIVESHAFT (cut-down) $50.00
JERRY'S TRANSMISSIONS

FIBERGLASS/WOOD $25.00
HOME DEPOT

PAINT $50.00
BETZ SPEED & COLOR

WINDSHIELD $50.00
G&H GLASS

MOUNTS/HARDWARE $8.00
VARIOUS OFF-ROAD SUPPLY

MOTOR NECESSITIES:
plugs, wires, oil, antifreeze $40.00
AUTO PARTS STORE/SWAP MEET

MOTOR ACCESSORIES:
valve covers, breathers, air cleaner, oil pan, hardware $45.00
SWAP MEET

FRONT SHOCK KIT $80.00
SPEEDWAY/CAL. CUSTOM ROADSTERS

BRAKE VALVES/FITTINGS $80.00
E.C.I.

FLEX LINES AND ACCES $50.00
RUSSELL PERFORMANCE

BRAKE LINE/HOSE, FLUID $40.00
AUTO PARTS

ALTERNATOR BRACKET $60.00
BILL'S HOT ROD COMPANY

BATTERY $135.00
CRISCHELL AUTOMOTIVE

ALUMINUM FUEL TANK $70.00
LATEST RAGE

TOTAL COST **$6947.99**

Trans-Dapt Oil Relocation Kits and components let you set up your vehicles oil filtration system for maximum efficiency and effectiveness. The DOUBLE FILTER units keep your engine oil cleaner and cooler.

IF YOU WANT OIL FILTER CHANGES TO BE FASTER AND EASIER, THEN MOVE IT!

Send $4 today for our 75 page performance accessories catalog.

TRANS-DAPT

16410 Manning Way
Cerritos, CA 90703
Tel(310) 921-0404 • Fax(310) 921-7515

D.F. METALWORKS
SPECIALTY METAL FABRICATION
Call For Free Flyer

DOUBLE HOOD HINGE KITS

"THE ORIGINATORS OF HOOD LATCH KITS"

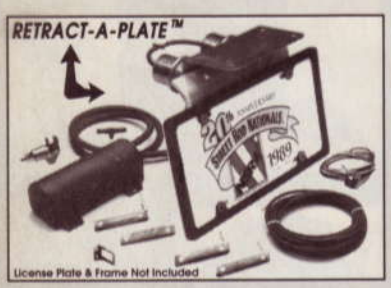
BUY THE BEST & SAFEST

Numerous **AWARD WINNING** features make these **DOUBLE OPENING** 3-Piece Hood Kits, the **FIRST CHOICE** with all Street Rod Owners. Engineered from **ALUMINUM and STAINLESS** steel, with exclusive **VERTICLE** and **HORIZONTAL** adjustments. **TAPERED HINGE RECEIVERS** and **DUAL LOCKING** cable controls will insure years of **D.F. METALWORKS** proven **QUALITY** and **SAFE** operation.

"RECOMMENDED BY ROOTLIEB HOODS"

NEW, Double Opening Hood Kits $325.00
ORIGINAL, Single Opening Hood Kits....$265.00
OPTIONAL, Custom Hood Braces.....$60.00

RETRACT-A-PLATE™



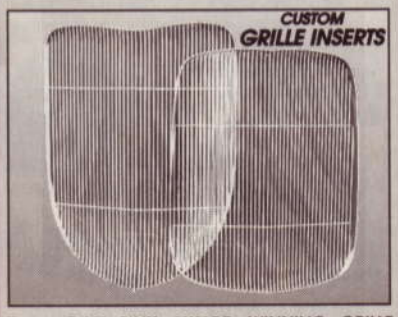
License Plate & Frame Not Included

SOLVE your license plate location problems with a front or rear **VACUUM OPERATED LICENSE PLATE HOLDER** that **AUTOMATICALLY LOWERS** when engine is started and **RETRACTS** when **SHUT OFF**. All parts & hardware included in complete kit, only **$129.95**.

CUSTOM RADIO BOXES

SAVE YOUR DASH! ALL STEEL BOX, Optional **STAINLESS** or **SATIN ALUMINUM** Fronts, Large Box has room for A/C control panel. **BOXES** Mount under Dash or Anywhere! Starting at **$36.00**.

CUSTOM GRILLE INSERTS



These **DAN FINK AWARD WINNING GRILLE INSERTS** are the **ULTIMATE** and **MOST DESIRED INSERTS** available to enhance your Street Rods style. They have been represented through the years by Dan's **SUPERIOR CRAFTSMANSHIP** for **UNCOMPROMISING QUALITY AND VALUE.** Available for 1932, 33, & 34 Fords in many Styles, Materials & Finishes. Priced at **$325.00** and up.

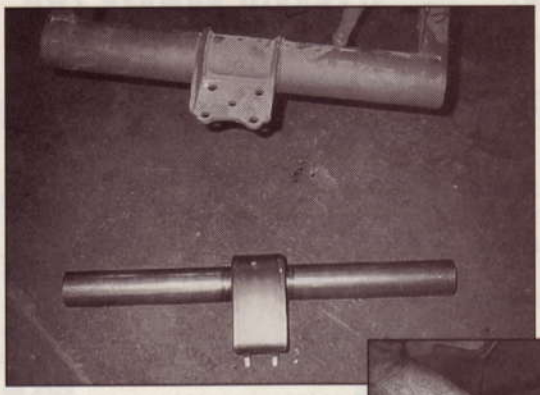
© 1995 DAN FINK

Dan Fink METALWORKS

17872 METZLER LANE, HUNTINGTON BEACH, CA 92647
(714) 841-6200 outside Calif. (800) 548-6984

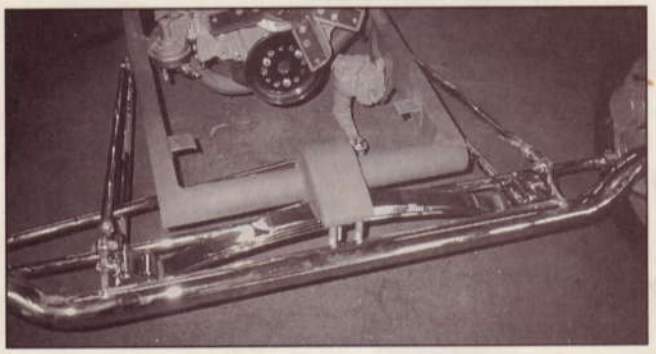
Budget Bucket

FRONT SUSPENSION

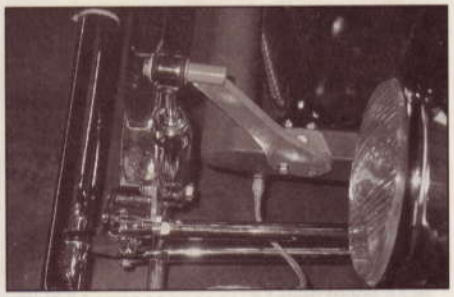


With the tall tires I was running on the steel wheels, it seemed the front end sat a little too high for the look I was trying to achieve. After some contemplating over possible options, it was decided that a new crossmember with a higher spring perch was the way to go. Jim Zail offers kits or complete crossmembers as shown that will work perfectly with the Speedway frame.

The frame was propped on jack stands and set even with a level. Before the old crossmember was cut out, we marked the side of the frame with the angle of the old perch, so we could match that with the new one. Just to be real sure, the new crossmember was double-checked for levelness before it was tacked, and checked again for accuracy before final welding.

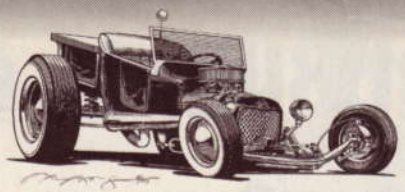


With final welding out of the way, a good coat of primer was put down, then the old suspension setup reinstalled and the fit seemed right on. You will need to use the longer, dropped steering arms from Speedway, enabling you to run the tie-rod and draglink underneath the hairpins.



The chrome shorty tube shocks were obtained from Speedway, while the frame brackets and shackle mounts were purchased from California Custom Roadsters in Anaheim, California. No welding is required for installation, just a drill, basic sockets and wrenches, and hardware.

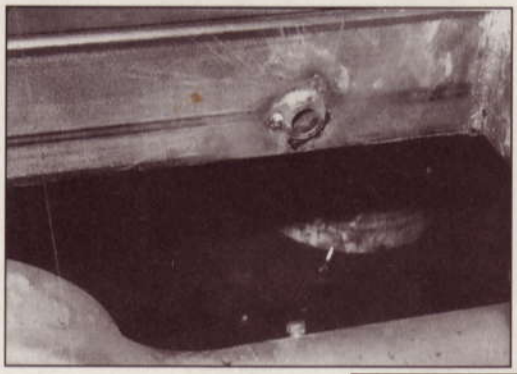
Speedway's Panhard bracket would not work with the new crossmember, so Maynard took the new spring mounting plate and fabricated a custom one. The original Panhard bar will work with this setup, fortunately.



REAR SUSPENSION

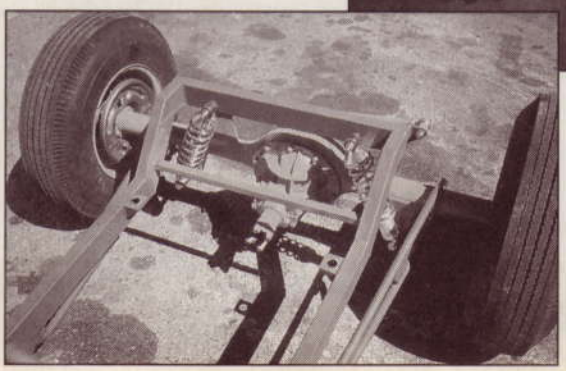
With the front end coming down approximately three inches, it was necessary to also bring the rear down a bit. As far as extra parts, this only required the addition of a new (lower) coil-over mount, which Speedway offers. From the factory, the coil-overs are mounted on top of the rear end housing, and attached to the frame by an outside ear tab.

The rear shock mounts are adjustable, giving you a variety of ride height levels. Before fully welding, lay out the entire assembly so all parts install with no binding.



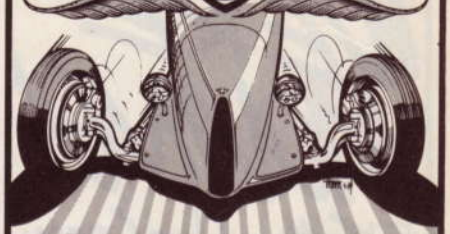
The coil-overs now attach to the frame from the inside, through welded-in tubing. Mounting from the outside created too much of an angle for the shocks, and to a point, the hairpins interfered with lower bracket locating.

The original driver's side coil-over mount was left, as it is now used for the Panhard bar. The rear end mount for the Panhard was moved up to the top of the axle housing.



The actual ride itself was not affected with the change in the rear suspension, just merely a height alteration to work with the front end's new stance. The bucket still has that cool, nose-down-a-bit profile, but the entire car sits closer to the ground. ▶

SUPER BELL AXLE CO.



QUALITY
Coming At You!

AXLES

The Super Bell I-beam axle is dropped 4" and measures 47¼" from kingpin to kingpin so your tires are centered under the fenders for that extra inch or two of lowness! $184.50

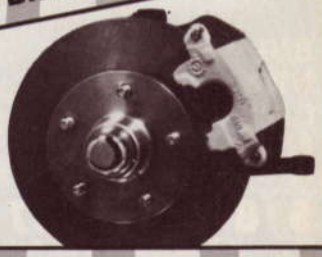
SPINDLES

Why use 50 year old worn out unsafe spindles when you can buy NEW 80's Super Bell spindles? Call us now about our "SUPER SPINDLE DEAL" that includes lower steering arms and kingpins installed.

PROPORTIONING VALVES

The fully adjustable Super Bell proportioning valve, for use with disc or drum brakes, is available with or without a residual check valve for your particular application. $79.95

'55-'57 CHEVY
DISC BRAKE KIT

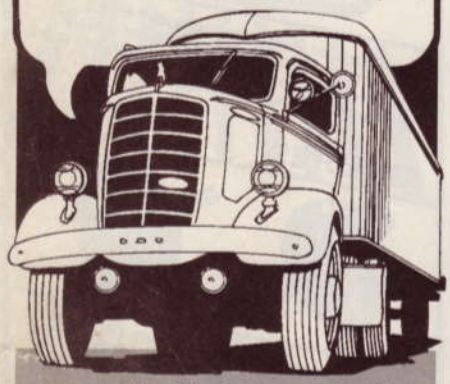


A true bolt on kit that clears most wheel applications. Includes aluminum hubs, rotors, roller bearings, brackets, and all hardware. You supply '78-'86 Chevy A-body calipers. $389.50 Stainless braided line kit $47.00

Catalog $4.00
2822 E. California
Fresno, CA 93721
(209) 445-1601
FAX 209-445-0942

WE'RE MOVING!

- ☑ More Shop Space
- ☑ More Inventory
- ☑ New Showroom
- ☑ More Neat Old Stuff



You'll get even better service when you need the BEST IN V8 FORD PARTS

- ■ Biggest selection of sheet metal panels
- ■ Rubber ■ Interior Trim
- ■ Exterior Chrome and Stainless Trim
- ■ Electrical Parts ■ Wood
- ■ Street Rod Parts
- ■ Frames and Chassis
- ■ Fiberglass Bodies
- ■ Flathead Speed Equipment
- ■ NOS & Used Parts too!

BIG NEW CATALOG $5.00 Free With Order

518•861•5367

See us at York, NSRA Nats, Kalamazoo, R&C Americruise

Dick Spadaro EARLY FORD REPRODUCTIONS

RT.158 SHARPS CORNER • BOX 617SR • ALTAMONT, NY 12009

© 1996 Early Ford Reproductions

Budget Bucket

SPEEDWAY MOTORS
300 Speedway Cir.
P.O. Box 81906, Dept. SRM
Lincoln, NE 68501
(402) 474-4411

LOKAR, LTD.
10924 Murdock Dr., Dept. SRM
Knoxville, TN 37922
(423) 966-2269

RON FRANCIS WIRE WORKS
167 Keystone Rd., Dept. SRM
Chester, PA 19013
(610) 485-1937

COKER TIRE
1317 Chestnut St., Dept. SRM
Chattanooga, TN 37402
(800) 251-6336

THE EARLY WHEEL CO.
Box 1438, Dept. SRM
Santa Ynez, CA 93460
(805) 688-1187

MEMORY LANE
11311 Pendleton St., Dept. SRM
Sun Valley, CA 91352
(800) 281-9273

MULLINS STEERING GEARS
2876 Sweetwater Ave, Ste. 2
Dept. SRM
Lake Havasu City, AZ 86406
(520) 505-3032

RUSSELL PERFORMANCE
2645 Gundry Ave., Dept. SRM
Signal Hill, CA 90806
(310) 595-7523

E.C.I.
Box 841, Dept. SRM
Vernon, CT 06066
(860) 872-7046

LATEST RAGE
3321 E. Artesia Blvd., Dept. SRM
Long Beach, CA 90805
(310) 220-1140

G&H GLASS
393 S. Schug, Dept. SRM
Orange, CA 92669
(714) 997-9785

BETZ SPEED & COLOR
1470 W. Katella, Dept. SRM
Orange, CA 92667
(714) 997-3113

JONES FUEL SYSTEMS
17491 Apex Cir., Dept. SRM
Huntington Beach, CA 92647
(714) 848-5500

JERRY'S TRANSMISSIONS
12139 Firestone Blvd., Dept. SRM
Norwalk, CA 90650
(310) 864-9817

CLASSIC INSTRUMENTS, INC.
Box 1216, 13840 Commercial Loop,
Dept. SRM
Crooked River Ranch, OR 97760
(541) 548-1940

JIM ZAIL ENTERPRISES
Box 493, Dept. SRM
Woodland Hills, CA 91365
(818) 709-7075

BILL'S HOT ROD COMPANY
1064 E. Edna Pl., Dept. SRM
Covina, CA 91724
(818) 332-1915

CW'S HOT RODS
8610 Orange-Olive Rd., Dept. SRM
Orange, CA 92665
(714) 283-2124

DAGEL'S ROD 'N TRUCK
(technical advice, misc. parts)
1048 W. Collins, Dept. SRM
Orange, CA 92667
(714) 288-1445 SRM