



GOW! and about



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JANUARY 2020 £4.99

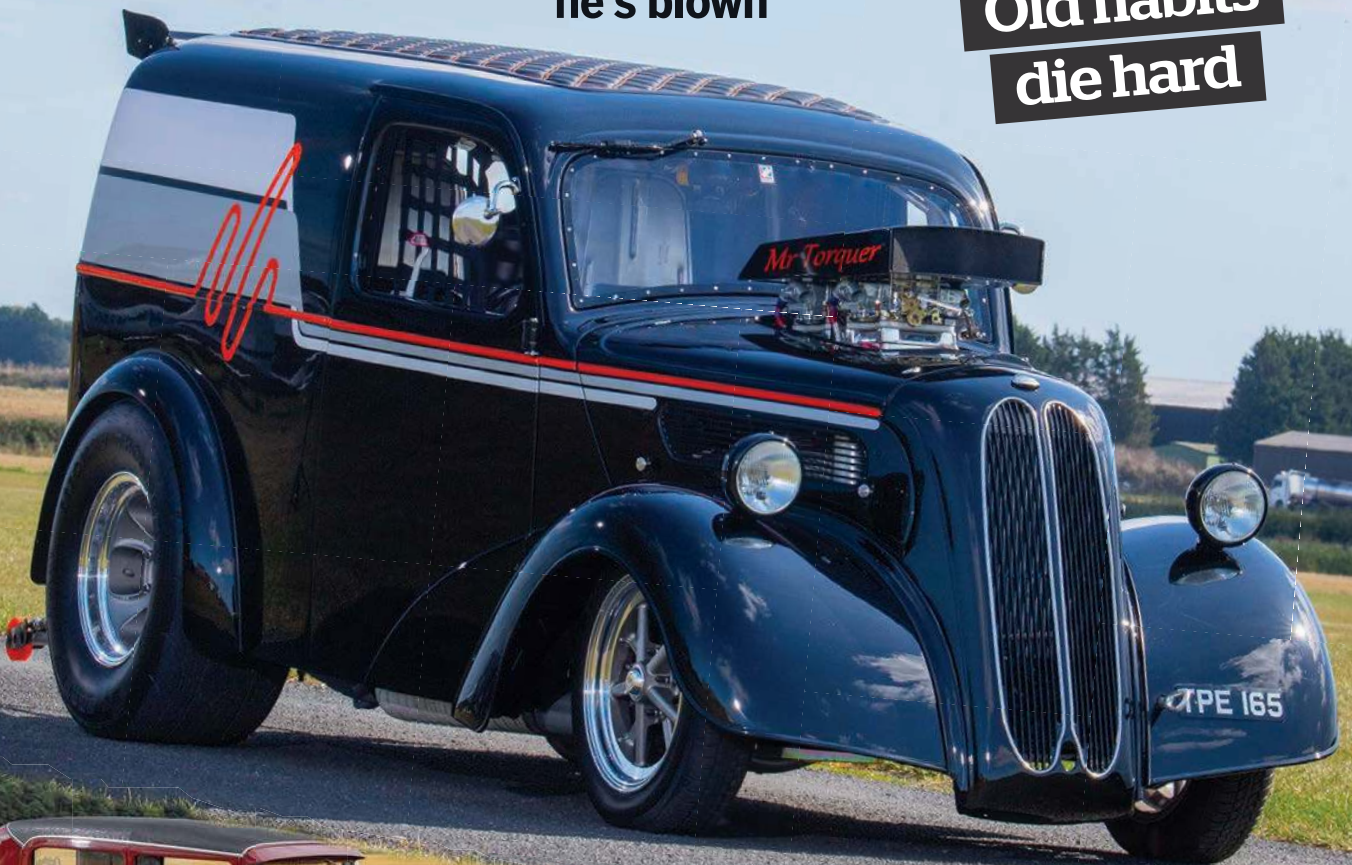


Torque of the town

Mr Torquer is
back, and now
he's blown



**Old habits
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Hot rods built to be driven

All prices include vat. Prices subject to change without notice. Correct at 30-06-19. E&OE. Freight extra.

FROM £1428.40 [Gold Card]

This 4 barrel injection kit is complete with a fuel supply system. The throttle body is available in Holley Gold, Polished & Black. Up to- 650bhp [naturally aspirated]. Height is 3.28". The ECU, fuel pressure regulator & 2 bar map sensor are all in the throttle body. Only 4 wire connections. Use the colour touch screen to set up the base map, then it will start self tuning. Set up for TH350, TH200R4, TH700R4.

Supplied unassembled & unpainted. The cross-member is designed for the listed vehicle. [Universal avall]. The basic kit comes with a non-power rack-



-Zero bump steer & anti-dive built in-

-tubular suspension arms, with forged spindles 2" drop or std. 11" disc brakes with single piston GM callipers, coil springs use a shock through the centre.

1935-40 Car £2314.19
1935-41 Pickup ... £2314.19
1941-48 Car £2306.46
1948-52 F1 p/up ... £2452.43
1953-56 F100p/u .. £2462.80
1964-70 Mustang £2935.30
Mustang kit has coil overs!



kits available separately!



"Goldcard" prices

kits available separately!



"Goldcard" prices

1947-53 Chevy p/up	£1293.75
1954-55 Chevy p/up	£1238.29
1955-59 Chevy p/up	£1293.75
1953-56 Ford F100 p/up	£1273.24
1964-70 Mustang	£1645.63
Moroso 4 bar-no shocks etc	£276.37



Unless stated, shocks, springs & panhard rod included

"Goldcard" prices

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30-32" length-chrome-floor shift	fr £525.87
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27 December

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www.customcarmag.co.uk

Fast and furious

The drag racing season may well be over, but that doesn't mean you can't still enjoy the thrills and spills of quarter-mile racing.

Thanks to the nice people at Quarter Mile High / Zeon TV, it's not weather

dependant either. Okay, you don't get the smell, but all the other ingredients are there.

This latest release of six 2019 drag racing titles covers the best of the action from Santa Pod Raceway, and there are tractor pulling DVDs on offer too if that

kind of thing floats your boat.

DVDs are priced at £14.95 each plus £1.50 post and packing (per order, not per DVD), and are available for secure online ordering from **www.quartermilehigh.com / www.zeontv.com** or by calling 02476 545845.

FIA / FIM Main Event

Featuring Top Fuel Dragster, Top Methanol, Pro Stock Car, Pro Modified, Plus European Fuel Funny Car, along with the FIM Europe bike classes. See highlights from qualifying, driver and rider interviews, and full eliminations. Plus, enjoy seat-of-the-pants racing from Top Doorslammer - the indecently quick outlaw class.



FIA / FIM Euro Finals

See champions crowned and records set in the season finale of the European championships. Along with the FIA and FIM classes, witness European Fuel Funny Car and Nostalgia Funny Car action. From qualifying highlights through driver and rider interviews to the elimination rounds, this is where scores were settled and history was made.



Dragstalgia

Iconic drag cars and bikes from yesteryear pushing the boundaries of performance today. Nostalgia Cannonball, Altereds, Nostalgia Funny Cars and dragsters, Slingshot Showdown, Outlaw Anglia, Supercharged Outlaws, Gasser Circus, UK Nostalgia Super Stock, Willys Wars and the Wild Bunch. Two-wheel action, too.



Doorslammers

The huge prize fund of £80,000 attracted some of the best racers from Europe and beyond, all battling for a share of the money. Match-ups drawn out of a hat and cars that would never usually meet in competition produced some of the most exciting drag racing imaginable. Here the racing does the talking.



NSRA Nostalgia Nationals

Now in its 26th year, this laid back weekend brings together an eclectic mix of hot rods, American muscle, dragsters and Altereds. See record breaking action from the Outlaw Anglias, along with the Supercharged Outlaws, UK Nostalgia Super Stock, Gasser Circus, Wild Bunch and RWYB. Includes bonus footage from the VHRA Vintage Nationals.



Motorsport UK Pro Modified

The hot rods from hell are back for another exciting season, racing for the Motorsport UK British Drag Racing Championship at the Festival of Power, FIA Main Event, STP Summer Nationals, Mopar EuroNationals, FIA Euro Finals and the STP National Finals. See records fall, personal bests obliterated and dreams achieved in the ultimate doorslammer class.



SOMETHING FOR THE WEEKEND?

Present and correct

The Bagshot Breakfast Meet on Sunday 8 December will culminate in a Xmas Toy Run to the children's ward at Frimley Park Hospital.

The meet kicks off at Pine Ridge Golf Club, Frimley GU16 9NX at 9am. A raffle will be drawn around 11.30am and the cruise will head off at 12.30pm.

Everyone is welcome, but please gift wrap any presents and label boy or girl and age (target age range



is 2-12 years). Raffle donations also gratefully received.

Facebook: Bagshot Breakfast Meet



Earlier the cheaper

Tickets for the 30th anniversary Silverstone Classic are on sale now with Super Early Bird savings. Provisional dates for the event are 31 July - 2 August, with ticket prices starting at £35 for adults if purchased in 2019.

Something to think about if you're stuck on Christmas present ideas?

www.silverstoneclassic.com



Ed and shoulders

What price history? Strange question you may think, but there is a reason I ask. A recent 'once in a lifetime barn find' auction caught my eye. Well, at least one of the 135 lots did.

The story goes that the vehicles had been stored in numerous barns on the same property for quite a few years, but were going under the hammer to make way for redevelopment of the site. The online / in-person auction took place on a Saturday in the Preston area and, amongst the classics being sold, was a rather sorry looking Model T hot rod.

Pre-auction internet fever was rife, and the car was soon identified as the Daimler-powered T bucket featured in a progress report in the November '81 issue of *Hot Rod & Custom UK*. The builder was Mark Tomlinson, who went on to finish the car, painting it Candy Red.

Known as *TNT*, the car took the Best of Show honours at one of the

Doncaster Custom Shows in the early '80s, and was exhibited at the last Belle Vue Rod and Custom Show around the same time.

Unsurprisingly, the Model T was being auctioned as sold as seen and without warranty. There was no registration paperwork to go with it, nor even a set of keys. Given all that, what price would you put on it?

No doubt some will argue the hammer price of £6,200 was too high, especially as this was subject to a buyer's premium of 20%+VAT.

At the end of the day, though, it simply came down to what the buyer was prepared to pay.

If it means a piece of our rodding history is saved, and maybe even put back on the road, it's worth every penny in our book. That does give rise to one more question though. Was it one of you who bought it? If so, you know who to call.

Wishing you all a very merry Christmas.

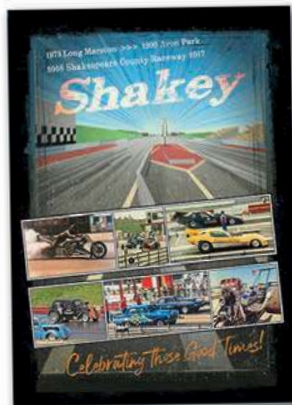
Dave Biggadyke



A Shakey celebration

Having attended race meetings at Long Marston / Avon Park / Shakespeare County Raceway since the early '80s, Carol and Chris of C&C Retro have produced a design as a tribute to the track simply known in recent years as Shakey.

Available as an A3 poster (£10 inc. postage) or an A5 postcard (£5 inc. postage), both digitally printed onto 250gsm stock, the designs are available from: www.etsy.com/uk/shop/CandCRetro



Love this...

We're suckers for a name on a custom or race car here at CC - not Maureen, or George mind, but something relevant and witty - and loved what Martyn Payne came up with for his new Outlaw Anglia. *The Great Barrbarian* is inspired, and not a spelling error, he lives in Great Barr, Birmingham. Love it.

NEXT MONTH

February '20 issue on sale 27 December



- Groovin' down
- Running the ridge

NEAT STUFF in this issue



Stamp duty - cherished plaques from the VHRA



Pipe dreams - an engine bay to die for



Roll with it - Mr Torquer's nifty rear ARB



Festive deals

Sealey's 2019 festive promotion features several new products including rotary hammer drills, polishing kits and trolley jacks and runs through to 31 January 2019. Check online or visit your local stockist for details.

www.sealey.co.uk

Long horns

Webcon now offers a five-inch (125mm) long air horn for the Weber 48IDA carburettor, perfect for hot rods or historic racing cars that use these carbs on American V8s where height is not restricted.

Precision manufactured from lightweight aluminium, the horns cost £41.94 each.

www.webcon.co.uk

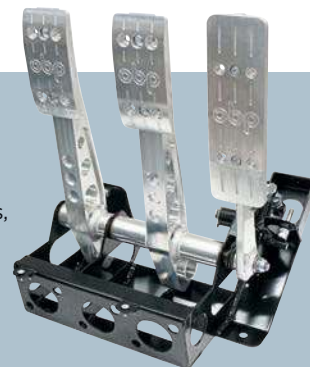


Definite bias

This new lightweight brake pedal box from Burton offers the potential for a dual master cylinder, bias-controlled braking system with adjustable pedal ratios, accelerator return and drive-by-wire compatibility.

Priced at £390, it is available now from Burton's Performance Centre in Essex.

www.burtonpower.com



Get a grip

Kamasa Tools offers a new range of pliers and side cutters suitable for a wide range of applications.

Manufactured from S45C carbon steel with soft grip thermoplastic rubber handles, prices start at around £8.

www.kamasa.co.uk



Drip collector

Despite what we like to think, our cherished cars often drip oil. I know mine do. For just that reason, Laser Tools offers this large, easy clean, stainless steel drip tray.

600mm long, 400mm wide and 48mm deep, it will easily slip under the lowest of cars and costs around £18.29 from your nearest Laser Tools stockist.

www.lasertools.co.uk



Heritage bushes

Burton Power has been appointed a dealer of the recently launched Powerflex Heritage range of polyurethane bushes for 'modern classics' from the past 30 years. In Burton's case, that's Fords in particular.

The Heritage range uses modern materials to enhance performance, comfort and safety, but made in dark grey to simulate the OE look of rubber.

www.burtonpower.com



www.customcarmag.co.uk

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www.machinemart.co.uk



Quietly does it

Boom Mat Flex from DEI is a 2.5mm thick butyl rubber layer that conforms to complex curves and helps deaden vibration and noise within a car's cabin.

An ideal companion is the company's one-inch thick, peel and stick headlining material, supplied in 75 x 54-inch sheets.

DEI sound deadening products offer easy installation, resist mould and mildew and insulate from heat, cold and noise.

www.demon-tweaks.com



Ready for inspection



Sealey's rechargeable slim folding inspection lamp features 12 SMD LEDs, which produce up to 500 lumens, and is operated by a rolling dimmer switch.

Being just 6mm thick, it's ideal for use in confined spaces or as a pocket torch.

The lamp is powered by a 3.7V, 2.6Ah, rechargeable lithium-ion battery and lasts up to eight hours on a charge.

www.sealey.co.uk

Plenty of drive

This new screwdriver set from Kamasa Tools offers a selection of soft-grip screwdrivers, a bit driver and two sets of eight hex keys (metric and imperial).

The set includes 17 star, Phillips and Pozidrive screwdrivers and comes with a plastic stand, all for around £49.54.

www.kamasa.co.uk



Extended power

These 500mm power extension bars from Laser Tools are designed to be driven by a cordless drill fitted with a quick chuck.

Ideal for use in hard-to-access areas, the bars are manufactured from chrome vanadium 6150 spring steel and cost £15.55 (3/8in drive) and £16.15 (1/2in drive).

www.lasertools.co.uk



Days of Christmas

Adults rarely get a look in when it comes to advent calendars but, thanks to tool specialist Draper, that's about to change.

The feel-good factor ramps up another notch too when you learn the century-old company will be donating £1 from every calendar sale to Care For Veterans.

Open one door a day and by Christmas Day you'll have a 52-piece tool set, including screwdrivers and a bottle opener. All for £35.

www.draper tools.com

Classic hubs

The range of B-G cast aluminium steering wheel hub kits now features over 800 vehicle applications from classic to modern, including American cars from the '60s through to the '90s.

Produced in Italy, the hubs are dual drilled to be compatible with various steering wheels and are typically priced at £71.99. www.b-gdirect.com

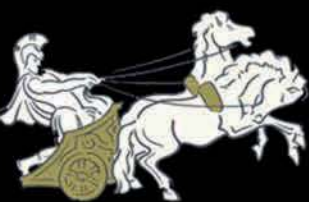


The heat is off

Form-A-Barrier is a lightweight, chemical resistant, easily formable shield to protect automotive components from heat. The rigid shield provides thermal protection up to 1,300degF (705degC) with a minimum gap of one inch to the heat source.

www.demon-tweaks.com





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Yet more shakes

Dear CC, following your feature in the November issue, I thought I'd fill in a bit more history on *All Shook Up*.

The car used to race the eighth-mile drags at Detling in the early '80s in un-signwritten guise. I know the first two pics date to 1983 as I took them myself.

There are detail differences in the pics here, which appear to place it at three of the Detling shows at least. Curiously, one pic (taken by Steve Baines) shows rear lights fitted, and note the single hoop roll bar in all but the latest pic.

All but one of these pics show the roadster with the Daimler engine, the last one taken after the switch to the Ford V8.

Loved the feature by the way. It's great to see this historic car is still rolling.

Mark Blows
CDSRC Historian

> Cheers Mark, we can always trust you to come up with the goods.

Looking at the pics you sent, I picked up the lack of



roll bar in the one after the engine swap. Another twist to the story I guess.

It's been amazing to see the interest generated by our feature on *All Shook Up*. It makes me wonder what will come through next. Ed.

Social commentary

As often as we can we post pics on the CC Facebook page. Here are a few of the recent comments made about the latest ones.

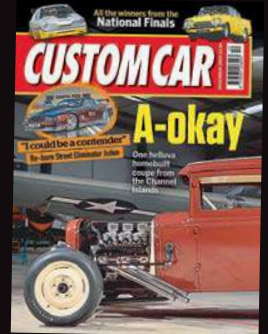
If you do social media, keep an eye on the FB page, and on anything tagged with [#customcarmagazine](https://www.instagram.com/customcarmagazine) on Instagram. If anything catches our eye, we'll print it here.

I just love it when this time of the month comes round

that A is one of the best rods in years

done in a single garage, outstanding

I was chatting to the guy at the SuperNats, really nice fella



Of interest

Dear CC, I was particularly interested in the British drag racing powerplants piece in *Auto focus* in the November issue.

Your writer missed one at Dragstalgia though, a TVR-engined slingshot, *Interest Free*.

Brian Watson
via Facebook



> Forgive us Brian, how could we overlook you, especially as you're having so much fun in the slingshot.

The TVR V8 does come under the umbrella of the Rover / Buick V8, which Keith mentioned, although admittedly overlooked your car. Unless of course you have a TVR Speed Eight in your rail, which is a thoroughbred British engine. Too bad it was only produced for such a short time.

Either way, it gives me an excuse to publish this pic Matt Woods snapped of you at Dragstalgia. Ed.

Praise the coupe

Dear CC, how cool is that Model A from Guernsey? All credit to the guy for building such a perfect looking car, especially considering the added grief from living where he does.

I was even more impressed when I read in the feature that this is his first hot rod build.

Ill health meant I didn't make it to Old

Warden this time round, but I hope to see the car at a show somewhere next year.

Phil Marshall
via email

> I'm sure Neil Etasse will appreciate your kind words Phil. Believe me, you won't be disappointed when you get to see the coupe for real. It's definitely worth the wait. Ed.



In the family way



Think you have to give up hot rods when the family comes along? Think again. Steve Newey's Model A sedan is all about his family

■ **Words:** Mike Pye **Pics:** Matt Richardson

Meet the Neweys. From left to right: Dan, Helen, Steve and Christian.





Speaking with Steve Newey for this feature, what quickly became clear was that this 1930 Model A sedan is more than just a weekend plaything, more than just a hot rod even. It's a statement about his life, and that of his family. "It's a hot rod, but it's also a family car to us," he says. "My wife [Helen] drives it, my son [Christian] raced it at Pendine, two months after passing his driving test. We just use the thing."

The *Originals* plaque on the front of the car has something to do with that, as if there's one thing you can't accuse any of those guys of it's not using their cars.

"We've all been knocking around for a long, long time," says Steve, "from long before I had this car."

"A few of us were into VWs together, and then I veered off into choppers, old Harleys, stuff like that, but we sold a couple of VWs when I was under threat of redundancy and that's when we decided we'd do a hot rod – something we as a family could all do together."

By 'do a hot rod', Steve means finally press the button and buy one, or at least something he could turn into one. He'd always had an interest in them, and that interest was piqued by fellow *Original*, Mark Fox's Model A roadster pick-up he had a few years back now.

"I had a '45 flathead Harley at the time and I drove that car and loved it. It was like a car version of my bike."



↑ Car came without a bonnet and would probably have stayed like that had the regulations not changed at Pendine in 2015. Steve laughs when he says the louvres in the bare ali bonnet cost more than the bonnet.

"But we're not made of money, so it had to wait until the time was right."

Family wagon

Steve may have been late to the hot rod party, but he's certainly making up for lost time now as there's barely an event goes by when he's not making the most of the car, usually with the whole family in tow.

"I'm not a custom car person, I'm an old stuff person," he says with a grin. And that's why he's always had something old and oily in the garage. And clearly that's rubbing off on the family too, as eldest son, Christian



↑ See this plaque on a car and you won't see a trailer in the near vicinity. The *Originals* all drive their cars, and they drive them long and hard, supporting the British hot rod scene in the best way possible.

– now 18 – has started an engineering apprenticeship and already has his eye on a Model A roadster, though he needs to finish the '68 Dodge A100 he bought when he was 15 first.

Younger son, Dan, currently 15, is heavily into traditional photography and fancies himself behind the wheel of a Model T when the time comes. Yep, old stuff is in the Newey blood alright.

So when the time came to pull the trigger on the hot rod buy, a

Model A sedan seemed the logical answer.

"I didn't really even consider sedans hot rods," says Steve, "they're just what you buy

[A] pretty parade car that wouldn't go down the road very well



◀ '32 Ford commercial grille shell gives a slightly different look to the front of the car as it's deeper and, to most people's eyes, slightly less shapely than the more common passenger car version.

There are a number of detail differences too, but most notable is it's a one-piece pressing without a separate insert, and wouldn't originally have come with stainless trim.

Dropped and modified headlight bar was also done prior to Steve's ownership.

when you've got a family. But now every month that goes by, I think maybe I like it a little bit more."

That opinion changed somewhat when he was awarded the Best Hot Rod trophy at Atomic last year, and he's never been more surprised about anything in his life.

Simply perfect

"I spent a lot of time thinking about it, making sure I was making the right decision," recalls Steve, and the 1940's-era cars were the ones that most grabbed his interest. It's the pared-back, mechanical simplicity you see.

In the end, the perfect car turned up on the internet in New York in 2014. "A parade car," as Steve puts it. It had already been mildly hot rodded, with the wings removed, the headlight bar dropped in front of a commercial grille shell and a V8-60 motor fitted, but otherwise all stock Model A running gear.

"The guy I bought it from was a body man by trade, so the bodywork was in great condition, but it was scary to drive as there was so much play in the steering box, no play in the shocks and the engine was a nightmare. We spent about 18 months trying to get that thing to run, and in that time Helen and I argued more than we ever have in our lives, just because it was so frustrating.

"Even when we did eventually get it to run, after a couple of drives I knew it wasn't going to cut the mustard for driving the family around, and towing our Eriba caravan."

Royal treatment

So out went the Harley Davidson and the money from that was put into a replacement engine and gearbox, courtesy



of Jim Turnbull at Royal Kustoms.

"Being a tight Brummie, I asked him for the cheapest, perked-up-a-little-bit motor

I could get," he laughs.

Jim duly obliged by building up a stock, 24-stud, ex-French military Flathead with its original heads and just a single carb. Y'know, just to get the ball rolling.

"I really can't recommend Jim enough. He's great to work with and the engine has proved to be absolutely bulletproof."

With a '39 Ford transmission rebuilt by 'Nervous' Bob Froch, and a similarly rebuilt steering box, Steve was ready to undertake the conversion from "pretty parade car that wouldn't go down the road very well" to his vision of a hot rod.

"I was an accountant for 30 years, so I'm a pen pusher, not a mechanic. I can keep things going when they're done, but I

We see kids as the future of hot rodding

↑ There are few things in life as simple as a Flathead, and this one is essentially a stock French military motor rebuilt into a street motor by Jim Turnbull at Royal Kustoms. The heads were a later addition and next stop is a second carb on a Slingshot manifold.

Powergen alternator disguised as a dynamo is such a neat piece of kit.



↑ Wanna get an extra 10mph out of a stock Flathead? Fit a pair of these Edelbrock aluminium heads.

needed someone who could put all the bits together right in the first place."

He also needed someone to supply the parts he needed, and there Miles Sherlock at Jack Hammer stepped up to the plate admirably.

Buckland up

The person to put it all together came in the form of Adrian Smith at Buckland Automotive Engineering, someone Steve had known for years from his bike days.

As with the engine, the brief was to keep things simple, and within the very limited budget. As such, chassis modifications have been kept to a minimum, just what was necessary to fit the replacement engine and 'box.

A V8 Pilot offered up a complete rear end, which was slotted into place as is and has proved trouble free since. A dropped I beam went in up front to bring the nose down, '39 pedals, '35 wires and '40's Ford hydraulic drum brakes on all corners for safer, more predictable braking. More predictable than the old rod brakes anyway.

I'm not a custom car person, I'm an old stuff person

The back axle, incidentally, was a touch. £200 all in from a Pilot guy over Loughborough way, and that included the spring perches, wishbones and torque tube. "That suited me alright," grins Steve.

"They're not fit and forget these cars," he continues. "Once they're together they still take regular looking after, but if you do that there's no reason why you can't drive one pretty much every day.

"For us in the *Originals*, it's all about driving our cars. Even if you do one on the cheap like me, they still cost a lot of money, so why wouldn't you want to use it as much as you can?"

Hop up resto

The bodywork and paint remains exactly as the car came to the UK. Likewise the interior.

"It already had an attempt at a hop up-type restoration I think, and I kind of like it like that, so I didn't see any reason to change it. I like the colour and the seats are comfortable as hell."

As far as possible, Steve wanted to keep all old parts on the car. Sensible exceptions have been made with the starter motor, Powergen alternator, a small gel-type battery and an electric fan, but all because Steve wanted a car he could get in with his

Even on our photoshoot, snapper Matt could barely get Steve out of his car long enough to take some static shots. He absolutely loves driving this thing.



family and drive at any opportunity. And that's exactly what they do, whether it's a trip to the shops, to a local car show, to race it at Santa Pod or up the hill at GOW!, or the 220-mile trip down to Pendine Sands in Wales.

There, with the stock heads and single carb he recorded a best time of 76mph. Just bolting on a set of Edelbrock aluminium heads bumped that by 10mph the following year and this year he hit 91mph. That's not the best bit though.

Having only ever done about 50 or

the brief was to keep things simple, and within the very limited budget

60mph (according to dad...) in his old banger of a Polo, with just two months of driving under his belt, number one son, Christian, felt up to having a go himself. He took it easy on the first run, and then nailed it on the second, reaching 85mph in dad's old jalopy. On sand. What a hero.

"We see kids as the future of hot rodding," says Steve. "My eldest wants to do it in his own car now, and because he's doing an engineering apprenticeship, I'm hoping before long he'll be able to help me out and do all the things I can't do."



↑ Wood slat headliner was in the car when Steve bought it. Again, he hasn't seen any reason to change it and it does the job and looks rather smart.



Bulky, velour-covered armchairs are hardly racing seats but dang they're comfortable, so they're staying put. As is the stock Model A steering wheel. Pedals are '39 Ford, dropped steering column is a Buckland special and connects to a rebuilt Model A steering box.



↑ To chop or not to chop? That is the question. Oh, and can we afford a quickchange...?

Transition period

So has the transition into hot rods been all you hoped for? I asked.

"Well, the journey to get here was a million times worse than anything else I've ever done, but what's made the real difference is this is about using the car. Okay, so we were a bit younger then, but VWs were all about going to the events and getting pissed, whereas it feels like you've got a purpose with this car.

"To me, to have the car you've always wanted and be using it is where the real

enjoyment is. I've gone from having a frustrating, unuseable car to something I'd jump in and drive to Europe in tomorrow.

"None of us know when the grim reaper is going to come for us, so until that day comes I'm just genuinely enjoying using it.

"And no, it's not for sale. And unless something drastically changes in our lives, it won't ever be."

Okay, that's settled then. So is there anything else you'd like to do to it? "Of course, we have the regular debate about roof chopping it. And I'd like a quickchange, but that's probably it."

↑ Behold, the patented Buckland ballbag gauge holder. For those who need a little more indication of what's going on than Henry Ford deemed necessary.

What's refreshingly clear is Steve is content. And that's a far more valuable word than people give it credit for. To be content is to be happy, and to enjoy being content is about as good as it gets. "Basically, when you've come from never expecting to get something to having something like this, that's pretty good. I've only got a small garage, just big enough for this and a couple of motorbikes, and that'll do me. I'm loving it." **CC**

I've gone from having a frustrating, unuseable car to something I'd jump in and drive to Europe tomorrow



16-inch '35 wires with V8 caps 'n' rings cut the perfect dash on this traditional sedan. With no z-ing of the chassis, lowering is limited to dropped beam up front and 5.50 / 7.00 tyre rake. Spot on, and exactly what Steve wanted.

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Words and pics: **Paul Bussey**

The *Damn Yankees* Summer Slam at North Weald Airfield always musters a large gathering of American cars, rods, customs and specials, and 2019 was another bumper show.

Indeed, there was a healthy queue of cars waiting to get into the airfield at 9am, and they kept arriving all morning.

[a] great day out in great company

The day's schedule has remained pretty much unchanged for years, based on the 'if it ain't broke, don't fix it' mantra. So club stands, a small trade area, live music (this year by *The Reflections*) and arena parades with commentary by John Price were accompanied by the usual car talk and occasional engine start-ups by Tony Betts and the Marstons.

On note amongst the club displays this year were Jeff Shadbolt's *Corvette Appreciation and Preservation Society*, which fielded a fine display of early generation Corvettes, while the *Mustang Owners Club of Great Britain* also made a strong showing.

Another great day out in great company. Cheers guys. **CC**



Steve Johnson's ex-CC featured '41 Ford pick-up features a tilting bed floor revealing its immaculately detailed chassis and running gear.



Ex-Nebraska, then Texas '52 Chevrolet 3100 still runs a straight-six engine. Apparently, the original paint pick-up has had just three owners from new.



← Jim Cronin brought along this rare 1953 International Metro van. Imported from California, it was up for sale at £12,500.



← The Smith family look happy, having arrived in Mia's big block Ford-powered '32 Ford sedan. Bought four years ago, it's another one that's had a recent overhaul, including a re-trim in cream leather and fresh Burnt Orange paint.



Wade Pilkington with his 1950 Ford Prefect. 4.2-litre V8 from a TVR, coupled to a ZF HP24 four-speed 'box with overdrive feeds into a Mustang rear axle.



Steve Wilson's ex-CC featured Deuce coupe has recently undergone a body-off rebuild. The work done includes a re-trim in yellow with a wool tuck 'n' roll headlining.



Parked alongside Steve, Dave Sharp's steel '28 Model A sedan, which was imported from the USA two years ago. Metallic blue paint with subtle pinstriping and a 350ci Chevy engine.



After driving his 1914 Ford Model T to the show, Bill Rogers tucked into a bacon buttie cooked in a stainless steel box fixed to the side of the exhaust manifold. He told us eight miles of driving equals perfectly cooked bacon!



↑ ← The latest creation to emerge from Marc Lamude's workshop is this killer '68 Camaro. Twin turbo, intercooled, fuel injected small block wears SB2.2 NASCAR all heads and is said to produce 2,500bhp.



We showed you this '66 Chevelle last month, and can now tell you it belongs to Kevin Purver. Car runs Hotchkis TVS and a 511ci Merlin block engine rated at 950bhp with the NOS switched on.



Gary Higgins with his recently rebuilt '29 Ford Model A pick-up. Realistic flames are the work of Paul Yeoman from St. Neots.



Robin Key and his Jagster are a regular sight at events around Herts and Essex, and have been together for a good many years now.



Max Liddiard imported his '39 Ford Tudor from the USA in 2018 and has recently fitted a fresh 350ci small block Chevy.



← Tony Betts' '34 Ford was originally built by TCI in the States as a show vehicle. It then went to Germany and Holland before ending up in the UK.
With a 489ci Hemi onboard, Tony has run the coupe to a best of 7.5 seconds.



According to the sign in the window, this '68 Camaro convertible has had just one previous owner. Distinctive paint job made it a stand out.



The Marstons with Damn Yankees stalwart, Paul Bentley, and long-serving secretary, Gary Hall.



Mike Lacey's '56 C1 Corvette is another recent American import. The roadster is a former NCRS (National Corvette Restorers Society) Top Flight car, meaning it's been judged to be of the highest standard for the club.



Tim Hammond built the Hamster for his daughter, Diane, over a two-year period. The roadster features a hand-built chassis and bodywork, with power coming from a 350ci, fuel injected LT1 Corvette engine.



Words and pics: **Laura Murdoch**

It's no secret the weather in Scotland can be bad at times, but the weekend of the Clydeside Cruisers' 9th Show 'n' Cruise showed it at its worst, despite how things might look from the pictures here.

We arrived at the venue of Lochbar Services in Lochwinnoch, Renfrewshire late Thursday night and just managed to get the tent up before one of the many torrential downpours.

We woke on the Friday morning to find we were in an empty field as the organisers had closed the one we were in due to flooding. No problem, we'll move.

Carrying an eight-person tent over to the next field proved an adventure but, by the time we'd succeeded, many others had arrived and set up around us. Respite from the weather, however, didn't come until the

evening, when everyone headed to the bar for a drink and disco.

Saturday was cruise day, with an earlier than usual set-off time of 11am because, for the first time, *Clydeside Cruisers* has been invited to the Marymass Medieval Festival in Irvine. It was a great day out with lots to see and do, and we even got a break from the rain for a few hours.

Back at camp, though, there was no such luck, so we all went to the clubhouse and bar, ordered pizza and

refused to allow the rain to get us down.

That was until Sunday morning when we awoke to find our tent flooded inside. Peeking out the door we could see the show field had turned into a swamp, leaving the organisers no option but to cancel the rest of the show.

But hey, we'd still had a great weekend and we'll be back for the 10th anniversary *Clydeside Cruisers* show next year, come rain or shine. **CC**

It was a great day out with lots to see and do



It's nigh-on impossible to go to any show in Scotland and not come across David Maciver's distinctive GTO.



↑ John Stevenson's ex-CC featured '40 Ford pick-up is currently for sale. If you're interested, the asking price is £35k, although John could be open to a swap.

↓ '56 F-100 pick-up was in the making for a long time and turns heads everywhere it goes since it's been on the road.



Two-tone chopped Pop has been around the scene for a good few years now.





Andy Mackechnie, a founder member of the *Clydeside Cruisers*, is the man you'll find behind the wheel of this '54 F-100 pick-up.



← Add a set of wheels and an otherwise stock-looking Mk2 Consul becomes a cool car to go cruising in.

↓ And talking of cool cruisers, how about this mean-looking '69 351 Boss Mustang?

↓ Don't think Scottish rod runs are exclusive to those who reside north of the border, the owner of this '57 Chevy Bel Air drove up from Yorkshire.



Fancy something similar but different to a tri-Chevy? How about Ray Doull's '57 Buick? A great family cruiser.



→ What looks to be chameleon-painted '47 Wolseley is fitted with MGB GT running gear.



Thunderbirds are most definitely go, and a what a difference a few years make. The light blue one is a '65 fourth generation model, whilst Kevin Potter's third gen dates to '61.



↑ Very tidy Mk2 Escort hails from one of the Irvine-based classic car clubs that came along to the Marymass festival...

→ ...as did this Wolfrace-equipped modified '53 Morris Minor...

← ...and this lowered and BBS-rimmed '89 VW Caddy pick-up.



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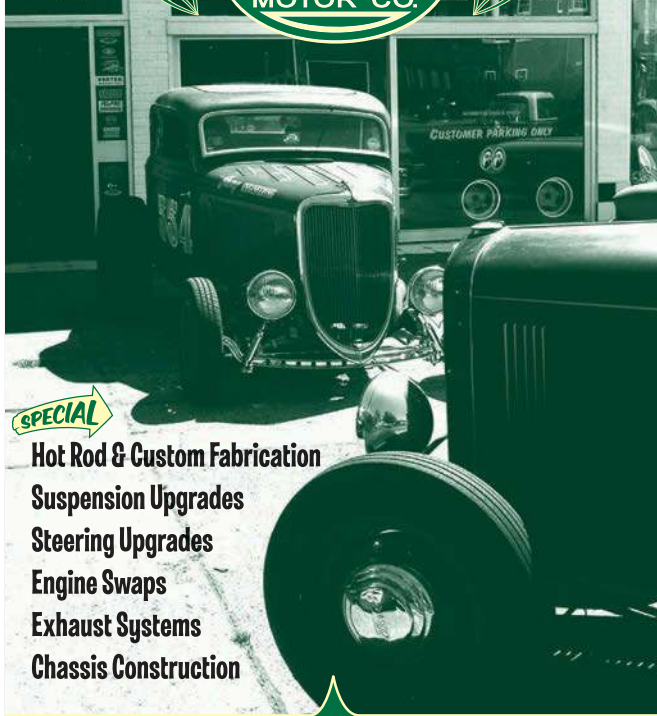
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Words: **Chris Dawson**
Pics: **Julie 'Jules' Pearson**

Following the success of the inaugural At the Barns event last year, the Knuckle Busters Car Club returned in 2019. Staged in association with Stonham Barns Events, the weekend took place at the Mid-Suffolk Showground near Ipswich.

This was the second event in what's been a busy year for the *Knuckle Busters* as the club also hosted the re-launched Spring Break earlier in the year, and subsequently the American Car Show at Stonham Barns.

Weekenders began arriving from mid-morning on the Friday, with the *Busters* just

about managing to fit everyone in, despite the new field not being ready for use.

The cruise this year was to the Lotus Heritage Centre in Hethel, near Norwich, with a stop for tea and a bun on the way. This gave cruisers the opportunity to meet up with people who couldn't come for the

whole weekend, but welcomed the invitation to the cruise, and then visited the Barns on show 'n' shine Sunday.

With plenty to keep you busy for the whole day on Sunday, and numbers up on last year, everyone was happy,

including the many traders and especially Jane from Vintage Pinstriping, who didn't stop striping all weekend.

John Price took charge at prize giving and, a pleasant surprise for the *Busters*, it wasn't raining!

See you next year - already booked. **CC**

[with] numbers up on last year, everyone was happy



Mark Hanna picked up a Top Ten trophy for his ex-CC featured Ford Pop that features a tribute to Rod Stewart on the boot lid.



The Long Distance award went to Michael and Uwe, who came all the way from Germany in their Ford Capri.



← **Aaron Trew collects a Top Ten trophy for his stunning, Lemon Twist '71 Hemi 'Cuda.**



← **Carl Mayes picked up the Best Bike trophy for his custom Boss Hoss creation, powered by a 430bhp ZZ430 Chevy V8. Insane.**



The line up of Knuckle Busters members' cars made for a pretty impressive display.



With another Top Ten winner being the blown Willys coupe of Simon 'Ralph' Smith.

→ In this world of gnarly pick-ups, it's refreshing to occasionally come across a nicely painted one, like this '55 Chevy.



The width of the wheels hints at something other than stock running gear under the skin of this more-door '47 Austin.



← Whilst the Wooden Spoon award went to Knuckle Buster Andy Berry for leading the cruise back from Lotus into someone's driveway when following the wrong car!



And talking of gnarly pick-ups... Despite originating in different factories, you'd be forgiven for thinking this pair are siblings at first glance.



We haven't got a clue either. All we can tell you is it's registered as a 1988 Jaguar. Not quite sure which bit that refers to, although the six exhaust pipes might be a clue?



→ Slightly more subtle in its similar approach, and taking up a bit less space on the show field, was this equally tough '65 Chevy Nova.

← Tough looking '71 Chevy Chevelle SS looks the business with its stripped-out interior, Kirkey bucket seats and rollcage.



With the steering wheel on the right, this '34 Ford roadster obviously isn't an American import.



Holly Farms Poultry sponsored many a race car back in the day, but we're not sure if Ray Noble's '39 Ford was ever one of them.



Colour coded 100E was just one of the visitors to the Vintage Pinstriping drive-in booth over the course of the weekend.

→ Not all the Yank motors on show were Chevys. This '65 Buick Gran Sport was another cool looking motor at Stonham Barns.



The Top Ten winners included this '55 Mercury Montclair, with the owner also collecting the silverware for Best of Show.

Words and pics: **Tony Thacker**

This was my first visit to GOW! at Prescott Hill Climb and I've gotta say, I loved it. Organised by Neil Fretwell of the VHRA and the East Coast Sidewinders, the two-day event was well put together and well supported.

More than 100 hot rods attended what was a very casual event. No times were given, and the regulations and restrictions were equally and refreshingly casual. Indeed, the organisers urged drivers not to "go up the hill with a spare seat, give it up to one of our charity guests." As that included me, I snagged three rides up the 1,127-yard hill.

The first was with Jim Turnbull of Royal Kustoms and, whilst I'm not sure he was *trying* to scare me, he did a good job if he wasn't. The first hairpin, Ettore's, got my attention, as did slidin' through Pardon. After that, it was sit back and enjoy the ride until the Esses, which we ripped through rolling from side to side without seat belts.

the two-day event was well put together and well supported

I guess I made a mistake telling Steve Brown that Jim was on it hard as he didn't hold back either. Problem was he has no passenger seat to speak of, and sitting on the tin floor squealin' through the hairpins is an up close and personal experience.

Lastly, Steve Ricketts was not trying to impress or scare me, he knows better, but we had a fast ride up the hill nevertheless.

I have to say it was a grand day out, in one of the most wonderfully British settings imaginable.

For more info on all things VHRA, visit www.vhra.co.uk **CC**



Caught in the shade, Donald Cobell's '34 Ford. The sedan delivery won the Car of GOW! 2019 title and filled the back with prizes.



Leigh Dunks' '29 Model A roadster looks sweet with its Hallock-style windscreen and Guide headlights.



Paul Thackray's ex-CC featured, six-pot, Hemi-powered, well-chopped coupe is one tough beast and we're not even related - that I know of...



Another A-V8 with great stance was this ex-CC featured, DeSoto Hemi-powered coupe, driven here by Kelvin Dunn, but owned by his missus, Rebecca.



Not everybody goes for a '30 / '31 roadster on Deuce rails but Martin Holden's low slung, Flathead-powered '30 with a pair of Strombergs certainly had the look.



I just love the styling of Chris Rawlins' Deuce-grilled Modified, and I have to say I prefer it topless to with its scratch-built canopy roof.



Great '40's-style stance and patina on Steve Gould's DeSoto Firelite Hemi-powered, chopped 1930 coupe.



Parking, and therefore visibility of the start, was excellent at Prescott, as was the atmosphere. Pete Ayres' handmade track-nose in the foreground is a work of art.



A wisp of tyre smoke from Jim Turnbull in his candy red '32 roadster - unless it's from his fag! He gave me one helluva ride when it was my turn in the passenger seat though.



Ben Barnett tried his hand at hillclimbing in his Focus ST170-powered Tudor. This car ran high 15s at the NSRA Hot Rod Drags and squealed its way up the hill, too.



It doesn't get much better than a pair of Stromberg 97s atop a Vern Tardel Y intake atop an early McCulloch supercharger atop a Sharp-headed Flattie. Kelvin Helsdown take a bow.



↗ Are you getting in or what? I can't wait all day. Steve Brown kindly took me squealing up the hill in his '27 T roadster, with period 'airbag'.



Costa Mesa-based Brit, Steve Ricketts, gave me a ride up the hill in the fresh, 371 Olds-powered Deuce 5-window built by Steve Trott of Classic Fabrication.

↑ Shades of Atlantic Boulevard and the brothers George and Sam Barris are evidenced in Tony Devey's custom '48 Pontiac with great fadeaways.



A little body roll never hurt anybody, and this cherry '47 Ford Deluxe of Roy Holmes is getting it on courtesy of a hot blown Flathead.

Out & About



A little back seat driving from current VHRA King of the Beach, Marcus Bennett, as he hauls up the hill in his full chassis, Rover-powered Model A roadster.



Mark Hodgson only finished his Deuce roadster this year, and has been out and about in it at all the VHRA race meets, from Pendine to GOW! Good man.



Gary McCormack powers up the hill in his ex-CC featured, 409ci '32 five window. Powers up is a fitting term when Gary has 425bhp on tap.



Gavin Meanley's Nailhead-powered '30 Model A sedan combines with a '32 grille shell and front roof section to make it stand out in a crowd. Check the upholstery-effect wheel wells, too.



John Grant always hauls arse in his small block Chevy-powered '31 A roadster. Inside wheel suspension lift and matching head tilts give an indication of his speed.



Dan Howell looks like he means business when he leaves the line in his Howell Special Model T roadster.



Clive Griesel hunkers down to get the best view of the road ahead in his pretty, late A-V8 1930 Model A coupe.



Tara Harvey's '41 pick-up looks as if it has been plucked off the Bonneville salt and dropped into England. Has a hot Flatlie under the bonnet, too.



Clive Harvey's '38 coupe just sits and looks right. He ran at Pendine and managed a best of 77.71mph this year on the sand.



At the wheel and topping up his tan, Glen Fulcher, another East Coast Sidewinder, without all of whom the VHRA events wouldn't be what they are.



Another one not afraid to get on it at any opportunity is Pete Ayres, here giving his chopped, Flathead-powered Model A sport coupe a workout.

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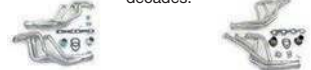
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Words and pics: **DB**

Time to come clean. Early in 2010 I was contacted by a couple telling me of a new event they were putting on later that year. During the conversation it transpired the show would embrace everything relating to custom (kustom?) art and lifestyle, and would be staged in the depths of Lincolnshire. Yup, that will be a one off I thought.

Thankfully, I was way off the mark.

Having attended all 10 stagings of Kustom Kulture Blastoff, I feel qualified to state the event has grown in stature every year. Artists from all over the world have come along to demonstrate their talents, and the show has adapted and developed to embrace additional facets of the culture (culture?), offering more each year to visitors and exhibitors alike.

the event has grown in stature every year

Having outgrown its original venue, the show relocated to the Lincolnshire Showground in 2015, the increased area offering further scope for development.

None of this has come about by accident. It is a product of the vision and hard work of organisers, Lynda and Kris Johnson, and their dedicated team of helpers.

Over the last 10 years, artists, musicians, entertainers, traders and exhibitors have combined to provide a complete package that has proved both enjoyable and enlightening for visitors.

Sadly, though, it has now come to an end. Prior to the 10th staging of the event, Lynda and Kris announced it would be the last. Well, at least the last they would be responsible for, as they are open to discussion with anyone interested in stepping up to the plate to keep the show running.

The final (?) staging of KKBO was a fitting finale, albeit dogged by rain on the Sunday as the pictures here show.

Lynda and Kris you did everyone proud and I, for one, cannot thank you enough for proving me wrong over the last decade. **CC**



↓ So, how do you prefer your mid-'80's Capris? Clean, tidy and low or totally the opposite?



↑ Apart from some detailing and the addition of a bonnet, the one-off, Flathead-powered roadster hand built by Rob 'Bert Haddock' Aggett appears pretty much as when we featured it in our February '11 issue.



↕ The Best Display trophy was awarded to the Well Oiled Tractor Co. for their mightily impressive and diverse array of exhibits.



Nigel Lockley picked up the silverware for Best Pinstriping with his '58 Chevy pick-up.



← Orange Crush, Kev Clifford's '75 Dodge Tradesman, was amongst the impressive line up from the National Street Van Association. You gotta love a shaggy interior.

KKBO offers far more than just a car show. Venture inside the hall and you'd encounter all sorts of artists offering their handiwork for sale, as well as a number of tattooists.



Alan Andrews received the Best Graffiti trophy for his small block-powered, Q-plated, oh-so-red '32 coupe.



KKBO just wouldn't be the same without the body painters, probably the most closely studied exhibits of the whole show...



Unique '51 Austin Devon is a new one on me - I'm sure I would remember seeing it before! Check out those headlight lens covers.



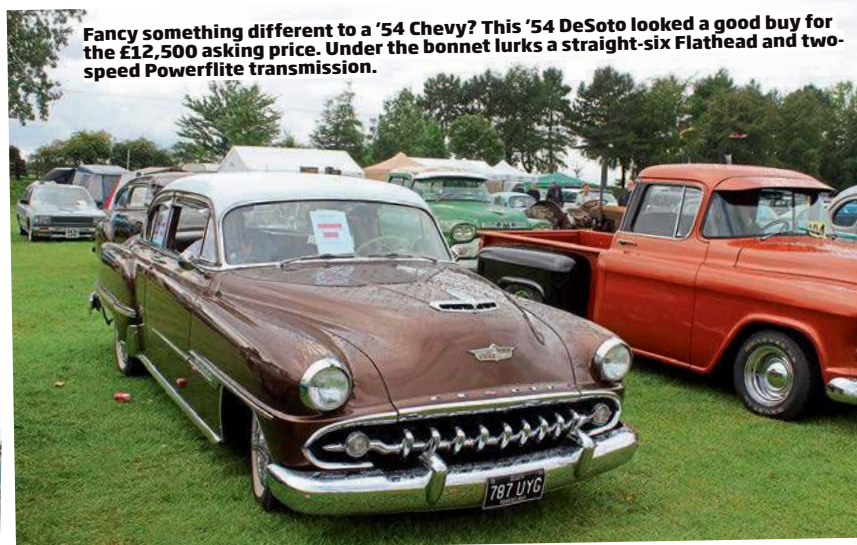
Scunthorpe-based Retro Refits had this '40 Ford sedan on display in front of its stand. The company specialises in bespoke interior trimming, and you'll be able to check them out at www.retro-refits.co.uk when the site goes live.



Another CC feature car from many years ago is Richard Parker's Flathead-powered '39 coupe. Can you believe we ran the story on it in our January '07 issue?



The Best Custom Van trophy must have proved a hard category to judge, but when the votes were in the '71 Dodge Explorer of Steve Taylor was declared the winner.



Fancy something different to a '54 Chevy? This '54 DeSoto looked a good buy for the £12,500 asking price. Under the bonnet lurks a straight-six Flathead and two-speed Powerflite transmission.



← Loving the colour of this '69 Pontiac Firebird ragtop. A Google search reveals it could well be Limelight Green, assuming it's an original factory hue of course.

Out & About

↓ The wise people from the **NSRA** selected Paul 'Smurf' Murphy's Chevrolet Aerosedan as their pick of the show. Good call guys.



If memory serves, this '27 T with Deuce grille was originally built in the '80s by Al Stevens. Back then it ran a Toyota twin cam and 5-speed 'box. Maybe it still does?

← Sitting low and bagged over modern, one-piece Cragar S/S this '64 Ford Fairlane has been through the Farm Fresh Speed Shop at some time or other. Who says more doors aren't cool?



← Another vehicle I hadn't seen for a long time is John Denton's '48 Rover pick-up. It's still looking good John.



Pic: Zack Martin

→ The '57 Chevy of Michelle Evans-Scott took the award for Best Rat. Personally, I wouldn't refer to the four door as a rat, but what do I know?



↑ Tony Madden's '58 Cadillac is not like any other you will come across. Like the car or not, you have to admit the 'Hellorado' script on the number plates is inspired.



Pic: Zack Martin



↑ No door handles and the concealed headlamp option combine to give this '71 Plymouth Fury an ultra-tough look. Definitely one of the stars of the show for me.



↑ I'm amazed Carl Powles hasn't sold this '27 T Modified yet. The car was originally built in 1965, runs a four-cylinder Pontiac motor and was featured in *American Rodder* in 1991. Last we heard Carl was asking just £12,950 for this piece of hot rod history.



The team at Airedale Speed Shop is always keen to get its teeth into a new project. The easiest way to contact them is by the dog 'n' bone.

→ This was the first time I'd seen Shaun Rose's '46 Cadillac / Mustang hybrid that we serialised the build up of for real. All I'll say is the Jo's Fab Lab-created machine didn't disappoint.



← Part of the indoor area was given over to a colourful display of custom scooters.



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# SoCal Diaries

Ex-pat and former CC editor, Tony Thacker, lives in California these days, and is our man on the ground in the So Cal rod scene.

This month Tony discovers that nostalgia isn't quite what is used to be



## California dreamin'

**T**he cognoscenti continue to gripe about the California Hot Rod Reunion not being what it used to be and, sadly, it's not.

Saying that, it's still a heck of a nostalgia event that has evolved into more of a drag race meet, with hundreds of cool race cars and lots of strip action.

Off track, there's a diminishing array of rods and customs that, noticeably this year,

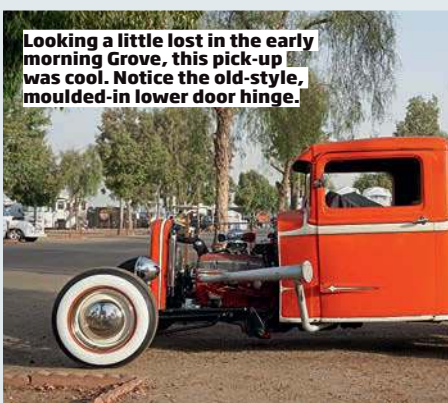
were all for sale, or so it seemed, and all around \$25k.

The Cacklefest was improved this year, with a healthy number of nitro Fuellers that included the Scotty's Muffler Service digger that recently surfaced after decades in storage. Nevertheless, many chose to make the trek over the hill to Santa Margarita and the RPM Nationals instead. More of that next time. **CC**

*it's still a heck of a nostalgia event*



We've seen Spence's chopped, satin brown and gold '61 Plymouth Fury before. It looks tough parked, but it's a killer on the road.



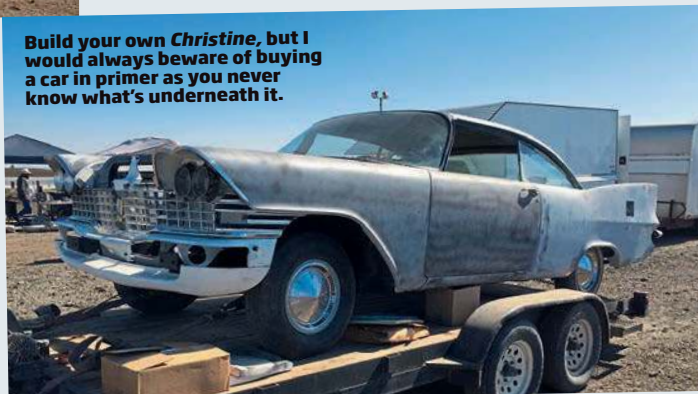
Looking a little lost in the early morning Grove, this pick-up was cool. Notice the old-style, moulded-in lower door hinge.

↑ Sorry about the shadow but this was the best shot I could get of this dare-to-be-different Devon. Blue-tinted chrome looked to me like paint. Odd, but oddly okay.

Far from finished, but nevertheless tough, Phil Morris' Angle box. Phil publishes **GASSER Wars** magazine and the car is dedicated to his late wife, 'Diamond' Dee Morris.

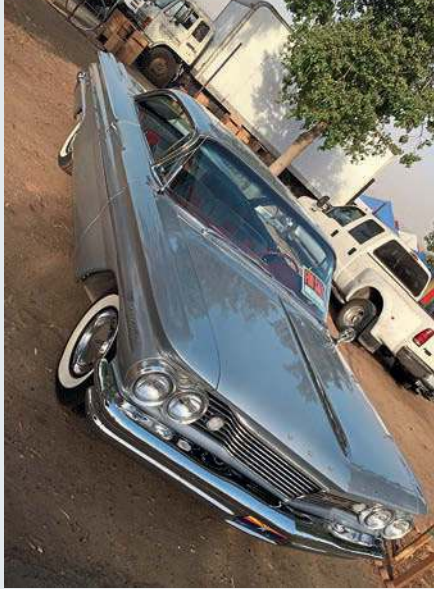


Don Fournier won the D/Gas Championship in his Chevy 377-powered '48 Anglia. Car ran 10.577 at 128.87mph.



Build your own *Christine*, but I would always beware of buying a car in primer as you never know what's underneath it.





My very first 'tank' was a '59 Bonneville with a 389, so I was drawn to this similarly-powered '60 hardtop, priced at \$24k.



← This Famoso Speed Shop Econoline shop truck was what some Americans call a 'cutey patootie'. I don't think Famoso started until 1954 though?

↓ This corner of The Grove used to be packed with cool cars, but this year there was just this '62 Pontiac Grand Prix, belonging to one of the Beatniks.

↓ Like I said, though, as a race event the CHRR was a belter. Amongst the mass of cool cars in this packed pit lane, the 9-second, 426 Hemi-powered 'S&M' Barracuda in front grabbed my attention.



← 1948 Chevy Fleetlines look good stock, but slammed they look great, and the patina on this one was just perfect.



← HotRodLife.com is a clothing brand from artist, Rick Finn, who passed away in 2006. The company's satin black F100 panel was doing duty as a push truck.



Randy Winkle is a name you'll remember, if for no other reason than his amazing Famoso Speed Shop Dirty Sanchez Mustang that debuted at the Reunion with some crowd-pleasing burnouts.



The Cacklefest was a shambles for a few years, but this year saw a slight improvement, though not at the DoubleTree. Mid-'60's Dodge push truck did the job nicely.



↑ They're still out there, and the Scotty's Muffler Service dragster just surfaced after decades in storage. The 100-inch digger was driven by Mike Snively in the early '60s, and is now owned by Scott Cochran.



With a 502 under the bonnet, Kirk Pocock's Wakin' Da Neighbors '59 Anglia race car runs 10s at 129mph in C/Gas.



Back in the day, hot rodders regularly converted '33s into '34s, making originals fairly rare now. Patina looks a little fake to me, but it's still a nice ride.





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# Talking the *Torque*





*it's still a street car,  
just one I can take  
to the track and  
race occasionally*

***Hey, remember me? Course you do, and we've no doubt you  
were as pleased as us to see Mr Torquer back out this year.  
Here's the full story that led up to its latest incarnation***

■ **Words:** Mike Pye **Pics:** Matt Richardson



You can see from this shot how low and far back into the van Paul sits. Good for weight balance and centre of gravity, not quite so good for pulling out of junctions, especially angled ones.

→ Q-Trim Essex in Chelmsford diamond stitched a piece of black vinyl for Paul and brother Rick fitted it, sealing it over a foam backing to give it a little added cush.



If I'm honest, I feel a bit nostalgic writing about this car. Nostalgic for the car itself, but also for the original *Str\*t M\*ch\*n\** magazine, as *Mr Torquer* featured not once, but twice in its pages. First time was in September 1986, the second time in January 2000.

If you remember those features, you'll already know this isn't the first time *Mr Torquer* has been rebuilt.

Originally the work of Surrey builder, Bob Swansborough, the '52 Thames started its life as a hot rod in the mid-'70s. As Bob moved to Thailand in 1987, and died in 2014, we haven't been able to find out what he thinks of the car's latest evolution, but its current owner, Paul Dawson, was in touch with him during the early stages of the rebuild, so at least he knew his old car was still around, and in good hands.

In its early days the Fordson was painted white with red graphics and had a couple of different engines – a 327 Chevy, and later a turbocharged 350 Chevy – before Bob set to rebuilding it in 1983 into the guise most people know, love and remember.

## Torque one

John Baldacchino – yes, the John Baldacchino – was called upon to build the chassis with one-off independent front suspension and ladder bar rear. This time, Bob's weapon of choice was a hopped-up, 454ci, LS6 big block Chevy, backed by a B&M Turbo 400 auto' transmission and a



Recaro front seats were fitted in place of the Cobra buckets when Paul Kennedy owned the van, but now there's a pair of Kirkey ali race seats with three-inch TRS harnesses.

Most of the rest of what you see here has been made by Chris Isaacs Race Cars.

big old Olds axle. Bob liked a bit of speed.

That combination, on slicks, saw him pocket an 11-second dead timing slip at 130mph, with the very real promise of 10s with a sniff of gas. "I have to keep reminding myself it's [built] for the street," he said in the 1986 feature.

Steel bodied, with a 'glass flip front, ali rear wings, satin Center Lines and a second classy, glassy paint job by Tracy Chantrey, the car was the epitome of a 1980's British street 'n' stripper.

## Torque two

Though it didn't really look any different in the 2000 feature, it had passed through, as far as we have been able to work out, at least Jamie Masarati, Dean O'Brien and Terry Warden's hands, and spent the best part of a decade laid up in a garage beneath the block of flats in Bethnal Green, London where Terry lived.

It had also been repainted black, and was painted a further two times whilst in the ownership of cheery Liverpoolian





The old 454 big block Chevy Bob put in the car was a beast, with 11.25:1 compression, a 780cfm Holley on a Strip Dominator and nitrous waiting in the wings.

It's still the same block today, but completely rebuilt by I.C.E. Automotive to suit the currently underdriven 8-71 BDS blower. On the dyno it made 660bhp and 663ft.lbs of torque at 6lbs of boost.

Bead blasted Cal Custom valve covers and as cast blower housing are a nice touch.

rodder / occasional pirate, Paul Kennedy, who bought it from Terry at the back end of 1997.

Paul had his share of ups and downs with the car. An unfortunate rear ender from a drunken '55 Chevy Nomad at Billing one year, and an engine fire that nearly cost him the car

and his garage, and did cost him a load of skin off his arm, saw the car make what we believe to be its fifth visit to Tracy Chantrey's

St. George's Coachworks in Surrey, from where it re-emerged just as it was in 1986.

The story could have ended there had the Hamberis & Mitchell '33 Willys not come up for sale in 2000, which prompted Paul to sell *Mr Torquer*, this time to Rick Dawson. If that name sounds familiar, it's because Rick is the brother of Paul Dawson, who owns the car now.

"I knew Rick was the right fella to buy it," remembers Paul, "but if I hadn't found my Willys, I'd probably still have it now. It really was a supercar, on the motorway nothing could touch it."

### Torque three

Rick used the car for a few years, having the 454 motor rebuilt by Nick and Rob at I.C.E. Automotive along the way. When he wanted the car re-wired, they put him in touch with Tim Garlick. "We all made friends and ended up crewing for Tim on his Cortina for seven or eight years," remembers Paul.

Increased time spent at the track meant *Mr Torquer* was used less and less and, in 2005, Rick agreed to sell it to Paul, who moved on the small block Pop he had at the time (which in turn had replaced the *Pie Wagon* Morris Minor van he'd rebuilt prior to that) to make space for it.

Not long after, Paul busted the Olds back axle racing *Mr Torquer* at the Pod, so fitted a Strange unit in its place.

"I used it like

that on the road up to about 2009. We took it to the Supernats that year and, after a few beers in the evening, said we'd run it at the Hot Rod Drags that year and then take it off the road and rebuild it.

"Make it a bit quicker, more up to date and a bit safer. But it still had to be *Mr Torquer*. It still had to have that hood scoop."

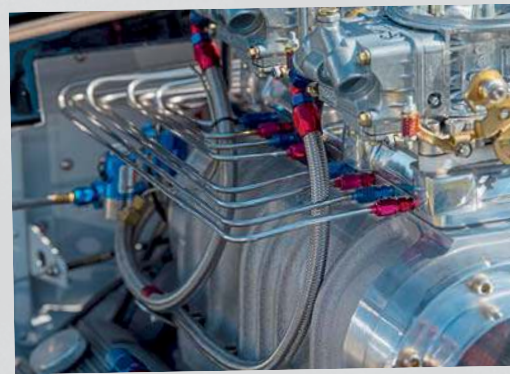
### All Torque

"It was one of those beer conversations," he recalls with a grin. "You know, it won't take long, and probably won't cost much..."

He's a good guy Paul, and has nothing bad to say of anybody involved in the car over the years, but it's fair to say the car was of its time and, well over a quarter of a century down the line, was ripe for a rebuild.

"It still looked good for its age, but it was a bit scary when we took it apart.

"It was built on a box section chassis, with the body mounted on another frame



↑ 660bhp not enough in a 2750lb car, including driver? Then Paul has the option of at least 200bhp extra from the Nitrous Oxide Systems blower injection plate. And he can change pulleys and turn up the boost, too.



↑ More super neat CIRC fab' work in the rear. In the big box is the fuel tank and a second radiator, with twin electric fans.



↑ Car wore 3.5s and 8.5 Center Line Auto Drags from the mid-'80s onwards, but for its latest evolution Paul chose ET Gassers and skinny Toyos for the front and 10 x 15 High Angle Five Windows for the back with 315/60-15 Mickey Thompson ET Sportsmans.



↑ The very 1980's graphics originally designed by Mervyn King for Bob have been replicated perfectly (Paul actually traced them before stripping the car), but again given a little twist by the use of House of Kolor Orange Flake.









**CUSTOM CAR**



# The build



↑ Not necessarily in the correct order as some of the metalwork repairs have already been done at this point, but this gives you some idea of how far Paul went with the rebuild. And how much of the original car remains.



↑ And so to the old workshop of Chris Isaacs Race Cars (CIRC) in Wickford, Essex in 2011.



↑ From a few small tubes...



↑ Adjustable 5-link rear suspension coming together, with Gaz adjustable coilovers. A substantial anti-roll bar lives in that hollow tube at the top of the pic.



←...do mighty chassis grow. In this case a SFi25.4 chassis tagged to 7.50 seconds, with a big block Chevy heart.



← Funny Car-style driver 'cage' structure provides maximum protection.



↑ Here's the finished bare chassis. Quite a change from the box section perimeter affair the car was originally built with.



← With the original body dropped back over and sitting on its new wheels and tyres, it looks like it's almost done. Note the car still has a 'glass flip front at this stage.



↑ Back at Paul's garage, this shot gives you some idea of the complexity and rigidity of the new chassis. Also note how the CIRC-fabbed 4-inch exhaust has been built within it so it doesn't hang down below the car.



← If you're going to build a car right, you have to build it completely before it's blown apart for paint. That includes plumbing it.



↑ Paul was insistent the original scoop be retained, but he also wanted the car to be all steel, so new front end panels were sourced and fitted on a box-section structure by his brother, Rick.



↑ Paul was also insistent on a blower, so the panels had to be cut and modified to fit around it, and the twin Holleys that sit on top of it.

↑ Eventually, it was time to get some paint on things, so the chassis was done first and then, while the body was away being worked on, Paul started on the final build up.

→ Front end comprises 2.8 Capri struts, modified to coilover by CIRC, CIRC alloy hubs, narrowed Escort rack and pinion and Wilwood disc brakes. All tastefully detailed.







↑ Strange nodular axle is the one Paul put in the car when he blew the original Olds axle out of it at the drags. It's got a spool, a centre section and 4.11 gears. Triangulated fifth link is a CIRC speciality.



← Rear brakes are Wilwood discs as well, with an additional caliper on one side for a hydraulic handbrake.



→ Once the repair work and the modifications to the rear panel had been done, the blasted body was given a coat of black epoxy primer.



← Build up continues at Paul's. Note the front end panels in the background. The wings and grille shell are bolted together so they can be removed as one, the bonnet comes off separately.



↑ More little tweaks and mods to the body to fit around the new Mickey Thompson tyres, and a new insert for the roof.



↑ The all-important blue bottle in the passenger footwell. For when 660bhp just isn't enough...



← CIRC-fabbed pedals and steering column and stainless coolant pipes going in...



→ ...which connect to the additional rear-mounted radiator with twin fans, housed within the formed aluminium panelling in the rear.



↑ And then the car moved to Steve Chopping's Chopping Body and Paint in Coggeshall, Essex where the laborious task of repainting the car took place.



← And into primer. The hard work is far from over, but seeing a car all in one colour is a glorious moment in any paint job.



↑ Wallop! In with some colour. In this case, House of Kolor Orange Flake.



↑ Surprisingly, on Mr Torquer the paint process started with that same Orange Flake being painted on the van's sides...



↑ ...over a base of Burnt Orange. Steve explained that the reason for doing it back to front like this was so he didn't have to try and bury a layer of flake laid on top of the black. Makes sense when you put it like that.



↑ The darker silver for the lower side panel went on next...



↑ ...followed by the lighter silver upper panel. Both are RAL colours chosen by Paul to match the powder coating he had done on the chassis and interior aluminium panels.



↑ Finally, the black went on. First, a solid black base coat...



← ...and then, with the graphics below revealed, the whole van was shot with three coats of clear, wet flatted and then given three more. Suddenly, it's Mr Torquer again.



↑ Last stop was a trip back to Chris Isaacs Race Cars for a set of chromoly wheelie bars and the last of the wiring to be completed. Proper job boys.



and bolted to that. In places the 'cage was just brazed, or only welded where it could be reached. I just didn't know how it would hold up in the event of an accident," explains Paul.

So the decision to start again in that department was an easy one.

And contracting Chris Isaacs Race Cars to do the work was an easy decision, too. "I just heard that his work is amazing, and he's fairly local to us, so he was the man."

Paul explained what he wanted to do with the car, Chris listened, made a few suggestions and the job was booked in.

Paul chose steel over chromoly on cost grounds, and because "it's still a street car, just one I can take to the track and race occasionally. It's tagged to 7.5 seconds but it'll never go that fast. If I can get it into the 9.5s I'll be made up. For a street car I think that's plenty quick enough." So do we.

## Memory lane

There were a few things he badly wanted, one of which was a supercharger, and while some of his decisions hit the budget where it hurts, he's proud to say he stuck to his plan and has ended up with the car he envisaged all along, rather than what other people might think it should be.

And *everyone* has an opinion on this car. I've done considerable digging for this feature and the love people have for *Mr Torquer* is evident wherever you go. "It's like that when I drive it," Paul concurs. "Every time I go anywhere in it, someone comes up and says they remember it, or remember seeing it race. Or that they were going to buy it."

It may have changed a lot underneath, but it's still

got the same 454 iron Chevy block Bob Swansborough fitted all those years ago, punched out to 461ci and rebuilt

in blower configuration by Rob Loaring and Nick Davies at I.C.E. Automotive.

New pistons, rings, bearings, oil pump, deep sump, rocker gear, carbs... you name it, the engine got it. "I initially said I wanted about 800bhp, but Rob advised we take it down a little bit as it's still a cast block." What Paul wasn't having any of taking down a little bit was the supercharger.

"Most people run a 6-71 on the street, but I wanted something bigger," so a BDS 8-71 it got, topped with twin Holley 750cfm blower carbs, sandwiching an

***Make it a bit quicker, more up to date and a bit safer. But it still had to be Mr Torquer***

I've yet to try it out," says Paul with a twinkle in his eye.

## Building boost

All in, the engine made 660bhp and 663ft.lbs of torque on the I.C.E. dyno, without switching on the gas and with the blower underdriven so it's only making 6lbs of boost. Sound like that 800bhp Paul asked for originally is well within reach if you ask me.

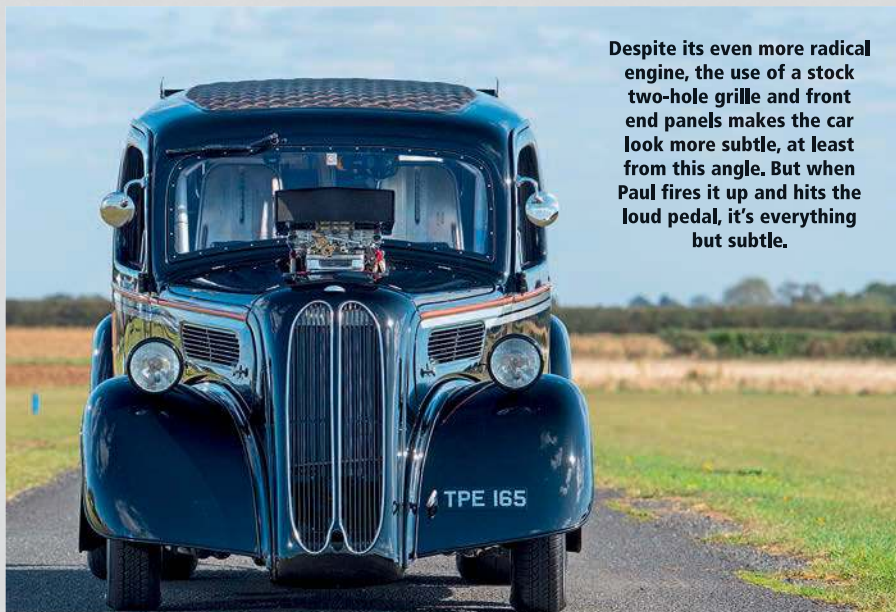
Kevin Cerasale rebuilt the car's old manual reverse pattern TH400 transmission, adding a trans' brake for

good measure, and Steve Chopping at Chopping Body and Paint in Coggeshall (tel. 07842 560288) undertook the task of bringing the much loved paint scheme back to life, with Paul adding his own little twist on the Mervyn King-designed graphics along the way.

You can read more about Steve's excellent work on The build pages.

After the usual mad dash to the finish, the car made its debut at the Hot Rod Drags this year, and Paul couldn't be happier with how it turned out. But what I really wanted to know was what's a 660bhp blown Fordson like to drive on the road?

"It's immense," says Paul. "It really gets your adrenalin going and makes your heart beat." Once he got over his obvious excitement, he admitted, "It's not the easiest car to drive, especially with the spool in the back. And it gets a bit hot in there. The visibility is pretty bad too, and



Despite its even more radical engine, the use of a stock two-hole grille and front end panels makes the car look more subtle, at least from this angle. But when Paul fires it up and hits the loud pedal, it's everything but subtle.



↑ House of Kolor Orange Flake on the dash is the same colour as the stripe on the outside. It's one of the big visual changes to the van as when Bob originally built it he had a completely smooth, polished ali dash with all the gauges and switchgear mounted up on the header panel.

The switches are still up there now, but Auto Meter gauges are now in Paul's line of sight.



# In the news



↑ This Graham Davidson pic, from [www.domcoleman.co.uk](http://www.domcoleman.co.uk) is the earliest we've found of Bob Swansborough's *Mr Torquer*, racing at Blackbushe in 1979 or '80, prior to being signwritten with its name. Note how similar the graphics have remained all its life.



↑ We're at Gary's Picnic now in 1981, and the car has gained its name in blue on the sides. We can't work out from the pic what the engine is, possibly the turbocharged 350 Chevy at this point?



← By 1986, Bob had completed the rebuild, updating the graphics more befitting the era. In this form it made the cover of *Str\*\*t M\*ch\*n\** in September that year.



↑ Centrespread, too...



←...while Bob did his best swimsuit special pose alongside.

↓ When Paul restored the van, he and Tracy went to great pains to replicate the car's 1980's guise, though left the name off the hood scoop this time round.



As Bob always did like to race the car, we couldn't resist throwing this one in of current owner, Paul Dawson, lifting the wheels at the 2019 Hot Rod Drags. "I was just taking it easy, seeing if it runs straight," he says with a smile.



↑↓ Thanks to Paul Kennedy for these great pics of Bob and the boys lifting the still painted body of *Mr Torquer* onto the new Baldacchino chassis, now with the 454 in place. This is around 1984 we'd guess.



↑ This one was a surprise. A Swedish follower of painter, Steve Chopping, on Instagram remembered this cover, found a copy of the March 1989 issue of *V8 magazine* on Swedish eBay and sent it to Steve. Cool guy.

← Late '90s now, and *Mr Torquer* is back on the road in the hands of Paul Kennedy. This is the aftermath of the engine fire in Paul's garage that, were it not for his quick thinking, could have meant the end of the van for good.  
Note the more boxy graphics at this point, which had been re-done before Paul bought it.





you can't hear anything – the noise of the engine, a couple of four-inch exhausts underneath you, no soundproofing and you're strapped to a metal seat... but the fun factor is 100 per cent."

And how fast is it mister? "You just give it a blip and it lights the tyres, so you have to be careful, and treat it with a lot of respect, or it'll bite you. But it's fast, very fast."

In quarter mile terms, on "a gentle run, to see if it drives straight" Paul ran 10.28 / 131 at the Hot Rod Drags this year. "I was very pleased with that as the fastest I'd ever gone in it before was 10.82."

"That wasn't using the trans' brake, or the nitrous either, so that's something to look forward to."

"If I can get it down to 9 and a half seconds, and close to 150mph, I'll be more than happy with that. Though then maybe I'll want to go a bit quicker..."

"It's always been a road car, though, and I'd like to keep it like that."

So there are no plans at present to turn it into any more of a race car than it already is, or to sell it. It's become part of the Dawson family, so Paul just wants to enjoy driving it, take it to a few shows and on the occasional trip down the quarter mile.

There are lots of old British hot rods people remember fondly, but not many elicit quite such a universally positive reaction as *Mr Torquer*.

As youthful painter, Steve Chopping, put it, "I didn't really know that much about the car when I started the job, but anyone I mentioned the car to knew of it, or had a story about it. It's such an honour



Now for a game of spot the difference. The wheels are an obvious one, but award yourself a pint if you noticed the external fuel filler has gone west, as have the Lucas front indicators.



↑ The van wore an early Pro Stock-style hood scoop from the very beginning, and it's one of its defining features. Paul knows that all too well, and was adamant at least a bit of it remain part of the car in the rebuild.

for me to now be a part of its history."

And in our own little way, it's an honour for us here on CC to now be a part of it, too. It's a car we've always admired, and we're full of admiration for all those that have been involved in its latest evolution. You've done us all proud. **CC**

*It's tagged to 7.5 seconds but... If I can get it into the 9.5s I'll be made up*

## Thanks

A big thank you to my brother Nick – without him I wouldn't have been able to do it, Chris for the chassis, Tim for the wiring, Steve for the paint, Nick and Rob for the engine, my nephew, Ryan Dawson, for helping me build it back up, Jack Turner for help with welding and getting it ready for paint and Bob for building the car in the first place.

Also my daughter, Rhianna, and my wife, Susan, for not asking too many questions. Without all of their support it would never have happened.

Like the blower, a parachute mount was one of Paul's must-haves. If he gets the van up to the 150mph mark on the strip, it will literally be a must have.

Rear wing was fitted on the advice of Ginner and a couple of others running fast Fordsons who said they can get a bit unstable at the back at speed.







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# *Second nature*

***So, how do you follow building a Deuce coupe that makes the cover of Custom Car? Build another one of course, only one with fewer windows***

■ Words: DB Pics: Matt Richardson





## *the way things had been put together didn't cut the mustard*

**A** Jago-bodied 5-window Deuce coupe dominated the cover of the May '92 issue of *Custom Car*. The Model B was owned by Julian 'Joolz' Hayes, who author of the feature, Richard Nicholls, described as, "a rodding perfectionist".

The '32 was an up and running car when Joolz bought it, albeit far removed from the spec of the car that ended up featured in these pages. By then, the Jago drop tube axle was long gone, as was the

1600cc Ford motor, replaced by an IFS and small block Chevy respectively.

To facilitate those, and many other changes, Joolz completely re-built the chassis, and once he'd done that he detailed everything to the max – and we do mean everything – and we *really* do mean to the max. Given that, it's easy to understand why Richard Nicholls described him in such a way.

But around 10 years ago now, Joolz took the decision to move on the 5-window

in order to finish off the '34 phaeton he was working on, that ultimately proved to be a 17-year build. The '34 featured all round independent suspension and a small block Chevy V8. Unsurprisingly, it was also detailed to the hilt.

Maybe it was down to it not having a roof, or perhaps because the body style was two years out, but, for one reason or another, the end product didn't cut it for Joolz, and the long-term phaeton project was sold on, too.





↑ This is the 5-window coupe Joolz rebuilt and detailed to the max, as featured in CC in May 1992.

The sale left a void in both Joolz's life and his garage. That was soon filled though, as in October 2016 Joolz undertook a fresh challenge after buying another part-finished project, the '32 coupe pictured here.

As mentioned in the feature on his previous car almost 30 years ago, Julian's a perfectionist and his attention to detail meant finishing the build would be no quick fix. Working nights and what he describes as "excessively long weekends", and with help from a lot of guys along the way, his new coupe made its debut at the *Victory Wheelers'* show at Stansted House last year.

By my reckoning, that was a build time of less than two years for this one, which is pretty good in my book, especially considering the detail in the car.

## Colonel Mustard

In much the same way as happened with the 5-window, Joolz ended up only using around 10% of what came with the original purchase. Let's just say many of the components used and, more importantly, the way things had been put together didn't cut the mustard as far as Joolz was concerned.

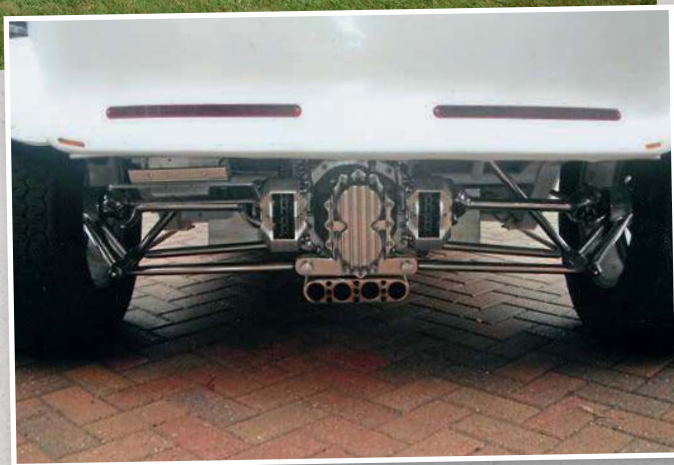
Despite initial disappointment, it was nothing that couldn't be put right and to that end, armed with an extensive shopping list, Julian paid a visit to Jon Golding at Home Grown Hot Rods in Southend. That bout of retail therapy proved fruitful, and Joolz came away with more than enough goodies to put a smile back on his face.

Pic: Keith Harman



↑ Joolz's '34 phaeton at the *Victory Wheelers* show at Stansted House in 2016. Note even then it had a for sale sign in the window, and we can't recall seeing it since

→ Would you expect anything but a fully detailed IRS hanging under the phaeton?



## Squaring up

However, with measurements checked, then checked again, the stark reality was that things were by no means true to form, meaning a complete new rolling chassis was the order of the day.

Armed with a pair of HGHR-supplied rails, and an assortment of crossmembers from Pop' Browns, Joolz hit the road once again. This time his journey took him to Farnborough, to the workshop of North American Motor Co. to be precise. It was there that Billy Roe adopted a far more measured approach and transformed the individual components Joolz had left with him into a united composition of functionality and good looks.

A nod must also be given here to a couple of companies who were responsible for machining the 200-odd bespoke parts used in the build – Solent Machine Services and Jackson Engineering – thanks Simps and Roy.

To complete the rolling stock, rear axle and driveshaft narrowing and installation was handled by Andy Wright of BA Racing, who also set up the front suspension while he was at it.

## Devil of a job

Now, don't for one minute think that completing the build was simply a matter of dropping the body on the chassis and then bolting on everything else. Joolz's

addiction to detail made sure of that.

Gary

Bland and Joolz's son, Justin, helped out with bodywork and construction, along with Keith who spent many hours in evenings and at weekends getting stuck into the body.

Along with prepping it in readiness for paint, the front cowl area was modified and the front 'screen surround cut and formed from ali sheet, which was later polished.

## a rodding perfectionist





↑ Ray Austin rebuilt the four-bolt main 350 Chevy, including a Pete Jackson gear drive, Edelbrock Torker II inlet manifold and 4-barrel Holley carb, electronic distributor and chrome plated Sanderson headers feeding the stainless exhaust system.

As you would expect, everything has been polished, painted or chromed, with plenty of billet ancillary items and polished stainless fixings finishing off the detailing. Even the mounting brackets for the electric fan fitted to the Walker radiator are bespoke machined items, such is Joolz's eye for detailing.



↑ Home Grown Hot Rods supplied the repro steel grille shell, ali insert and front splash apron. What's your call on the lamps mounted on the dropped headlight bar, too small or just right?



If stance is king, then this '32 not only wears the crown, it probably wears a top hat as well. Paint colour is Mipa Super Black, expertly applied by Phil of the VRC Coachworks in Waterloo, who also painted the chassis and running gear components.



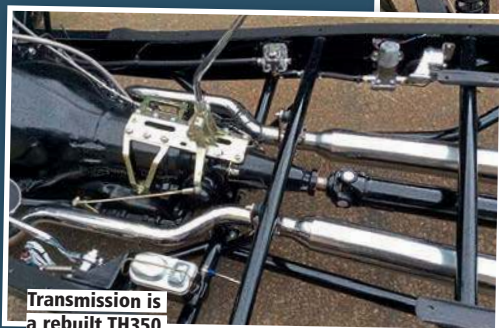
# Going underground



↑ The rolling chassis was built by Billy at North American Motor Co. in Farnborough, with all welds ground down for a smooth look.



↑ Home Grown Hot Rods supplied the stainless steel brake line kit and fittings, along with the petrol tank, adjustable coilovers, finned brake drum covers and rear frame horn covers.



Transmission is a rebuilt TH350 auto' fitted with a high stall torque converter, remote fluid cooler and a Lokar shifter. The under-floor brake master cylinder is Mustang, whilst the fuel pump is by Holley.



↑ The Heidts IFS features tubular A-arms, a Mustang II steering rack with extended track rod ends and Wilwood brakes with four-pot calipers.

Twin custom stainless steel opening / closing mechanisms were fabricated for the side-opening bonnet, along with internal support bracing and stays.

It doesn't end there, though, as the list goes on with bespoke fabricated components and subtle modifications abounding. Even bolting the body panels together wasn't straightforward as it involves specially made stainless steel cup washers and countersunk bolts. As we always say, the devil's in the detailing.

## Hidden power

One of the final jobs was one hot rod builders often fear the most – wiring. Joolz tackled this himself, assisted by Ian Sadler, and what a great job they made of it. Utilising a fuse panel from Centech Wiring Inc. and an ARC (Auto Rod Controls) control module, it is one of the neatest installations I've ever come across, with barely a wire in view.

## 200-odd bespoke parts

In fact, with the switchgear mounted where it is, there's virtually nothing relating to the electrics in the car on view. Top job guys, and more of that attention to detail, eh Joolz?

As mentioned earlier, the first show Joolz went to in the coupe was the *Victory Wheelers* Hot Rod and Custom Car show at the beginning of September 2018. Such was the reception the 3-window received, he drove home with a Top Five trophy on the seat beside him.



↑ Wheels are polished ET Classic Vs. The 15 x 5-inch wide fronts wearing Firestone F-560 155 R15 tyres and the 16 x 8-inch rears Bridgestone Dueler H/T 255/70 R16 tyres.



Peer under the rear of the coupe and you'll find a narrowed Ford 9-inch axle fitted with a Strange diff and polished ali diff cover. The axle is located by a chrome plated 4-bar with adjustable anti-roll bar and coilovers.



↑ The Glide bench seat, doors cards and rear panels have been trimmed in tan leather to Joolz's own design by Trimmania in Wokingham. Prior to that all internal surfaces were covered in Dynamat sound deadening. Carpeting is edge-bound Wilton.



← Under-seat switchgear keeps the wiring neat and uncluttered...

→ ...as does mounting the CD player, speakers and fuse box within the rear panel behind the seat back.



Steering column is by Ididit, topped off by a Banjo wheel with a leather-trimmed rim. The eagle eyed amongst you may well have noticed the matching Big Al's door handles and dummy window winders, as the glass is power operated. Gauges are by the Omega Kustom Instrument Co. with the speedo being GPS, whilst the pedals are by Billet Specialties.



← It will come as no surprise that the boot area is equally as well detailed as the rest of the car. Leather trim, Wilton carpet, billet-edged oval lights, stainless steel floor runners and custom fabricated stainless steel hinges and stays. Be honest, would you expect anything less?





↑ The 3½-inch roof chop is immediately apparent when viewing the car from the front. Whilst the body is 'glass, the wings, running boards, bonnet top and louvred side panels are all steel, and all supplied by HGHR, who also came up with the front brake assemblies and adjustable coilovers.

Things got even better on the car's second showing, with it picking up the pot for Best of Show at Hayling Island.

In conclusion, Joolz told us the car is everything he planned it to be: "It drives really well, and handles like a dream.

"I like it just the way it is so I've no real plans to change anything. Some people have mentioned it would look better with larger headlights, but I'm not so sure. Let's just say the jury's still out on that one."

*it drives really well, and handles like a dream*

With almost three decades between features in this magazine, and a further high-tech build in between them, there is no doubting Joolz's hot rodding credentials. In many ways, the two Deuce coupes he's built are miles apart – one a 5-window, one a 3-window; one fenderless, one fully fendered... On the other hand, when it comes to the degree of detailing, they could well be the same car.

I guess Richard Nicholls was right with his description of Joolz all those years ago. The question now is, will we be paying him another visit in a few years from now? Hot rodding and extreme detailing is in his nature, after all... **CC**

## Thanks

Along with those already mentioned, I would like to thank my wife, Kim, and children, Justin, Nicole and Abi for all their support. Oh, and can I just to say thanks for nothing to Jimmy.

CC would like to join Joolz in thanking ISG Gas Ltd. for the photoshoot location.



↑ It may be detailed to the nth degree, but that doesn't mean Joolz is afraid to give it some, whatever the weather, and good on him for that.



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## Cornish lace

■ *Words and pics: James Webber*

**J**ohn Webber has been into hot rods and customs since he was 17 years old, starting off with a Ford Anglia105E. Next came a 100E with bubble arches and elaborate paintwork, before a '48 Vauxhall Velox with two-tone green Metalflake paint.

Family and mortgages then forced a 30-year sabbatical but, after retiring in 2015 and re-locating to his birthplace of Cornwall the following year to be near his parents, John had the hankering for an American classic.

With nothing specific in mind, John's only brief was that it wasn't too big for the narrow Cornish roads, so he could use it whilst his Ford Pop hot rod project was off being built.

In spring 2019, he found the perfect answer – a '63 Ford Ranchero. Perfect because it wasn't too big, and a lot of major work had been carried out by the previous owner. Best of all, it was reasonably priced, too.

Interior benefits from a dash-mounted tach, three auxiliary gauges below, T-shifter and a Mustang wood rim steering wheel.



### adding little touches to put his stamp on the Ranchero

A deal was struck and John had the keys to the Ranchero in his hand in time for Easter.

Wanting to make sure everything was as it should be, he called on drag racing enthusiast, Russell Barker, of a garage called Creeky Classics in Wadebridge to give the Ranchero the once over.

The inspection revealed nothing major awry and the car in great mechanical condition.







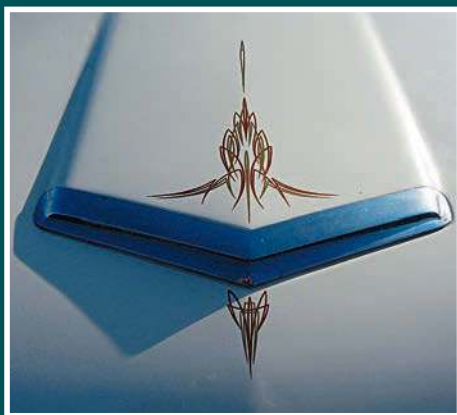
John did the custom paint himself, using lace to make the patterns on the air vent panel on the cowl...



...and the cab roof, which features a row of Tiki faces down the centre to break up the lacework.



Wheels are 15-inch diameter American Racing Torque Thrusts, with 185/65 narrow whitewall tyres supplied by North Hants Tyres. That's not a missing wheel nut by the way, but a locking one.



John later enlisted Tootall Paul to lay some lines, on the bonnet scoop...



...the cab rear three quarter panels and the tailgate shown here, with John and Tootall becoming firm friends since.

An ali radiator and transmission cooler were fitted for peace of mind, and the truck given a liberal coating of underseal before being deemed good to go.

John then set about adding little touches to put his stamp on the Ranchero. These comprise some lace paintwork on the roof and scallops on the sides and across the cowl air vent, before Tootall Paul came along and pinstriped the car.

John's final alteration was to switch the

wheels to polished five spokes and add new tyres.

John says he's now quite happy going out for drives in the Ranchero, which he has christened *The Endless Summer*, and attending a few shows and breakfast runs in it.

However, as his Pop is nearing completion, he will soon have a tough choice to make – should he take the Pop or the Ranchero out today? Tough life, eh? **CC**



Power for the pick-up now comes from a 302ci small block Ford V8 fitted with tubular headers and Cobra valve covers.



The inside of the pick-up bed had already been treated to a Rhino Linings coating when John bought the Ranchero.



To give the pick-up bed a neater look and provide Cornish weather protection, John sourced a Craftec Covers tonneau from Ian Webb Specialist Cars in Saltash.



Some Rancheros came fitted with a bench seat, whilst sporty ones had bucket seats with the gap between them filled with a neat, ribbed centre console.



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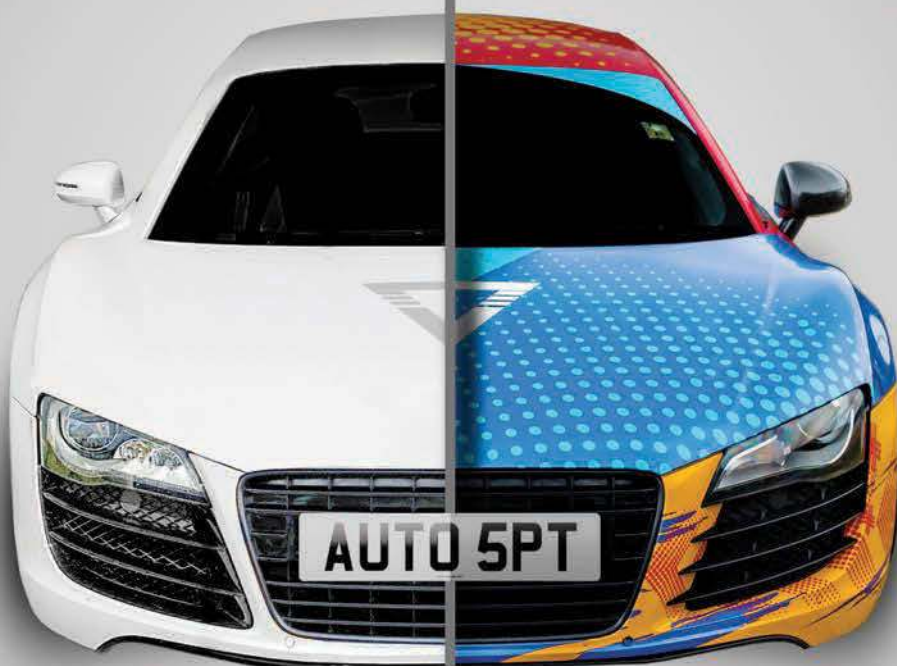
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# Slippery when wet

■ Words and pics: Andy Willsheer

Once again, the venerable Hockenheim-Ring played host to the ever popular NitrOlympX, the penultimate stop on the FIA / FIM-E six-race Championship Drag Racing Series tour. This year, sunscreen was the order of the day until Saturday, when qualifying was rudely interrupted by precipitation in both the morning and afternoon.

Fans had been able to enjoy a full day's action on the Friday, though, from Pro and Sportsman competitors, with some notable numbers being recorded from the former. Top Fuel saw a trio of three-second passes from the field of seven entrants, topped and tailed respectively by Finland's Anita Mäkelä and Urs Erbacher.

British hopes were in the hands of Liam Jones who qualified third, one place behind Norway's Maja Udtian, who ran a best of 3.88 / 284.

Top Methanol combat was headed by Sweden's Jonny Lagg with his injected nitro rail recording a personal best 5.27 / 267, a gnat's whisker in front of Belgium's storming Sandro Bellio.

## Top Fuel saw a trio of three-second passes

Jimmy Ålund headed the Pro Stock pack from the beginning and never looked back, a 6.65 / 208 in the final proving too good for Robin Norén's 6.73 / 204.

Pro Mod provided rather more entertainment, a respectable 18 entrants making qualifying runs in the power-adder category. The better numbers – 5.88 / 244 – were carded in the final by Jan Ericsson, but when he left a cherry on the tree victory was gifted to Jimmy 'double duty' Ålund, who ran an shut-off 5.95 / 224.

The biggest let down of the weekend, however, had to be the Saturday Night Show. After all the rain the track could not be dried in time for the 8pm kick off, necessitating hurried amends to the programme and racers prohibited from running on the sodden strip. Surprisingly, the affair went ahead without any real dissent from the audience that stoically braved the elements.

Finally, a mention for ex-pat Yank, Jerry Lackey, who is retiring after some 50 years in drag racing. Although he'll still be involved in organising the NitrOlympX Night Show, he will be taking a step back from other duties.



↑ Top Speed in Pro Mod was set by Sweden's Andreas Arthursson, carding 255mph on his first visit to the 'Ring with the twin-turbocharged Chevelle SS.



↑ Keith Herbert's '64 Plymouth Sport Fury was a contender in the 35-car Pro ET ranks, but lost in the semi-finals thanks to a red-light start against fellow Brit, Will Clark.



Sweden's Micke Gullqvist visited his local hospital for an emergency operation immediately before setting off for Hockenheim, where he made it to the semis in Pro Mod.



← The Habermann siblings had problems with the powerplants in their blown alcohol dragsters, although elder brother, Timo, ended the event in the winner's circle when his opponent in the final, Jürgen Nagel, pulled a red light in his Camaro Z/28 Funny Car.



The CBD Asylum Best Appearing Crew winners pose for posterity, no doubt smiling as Liam Jones qualified third in Top Fuel with a 3.90 / 305.



So pleased was Jerry Lackey with John Tebenham's banzai burnout in Ole Smokey that he refunded him his entry fee.





Ford Econoline pick-up was part of the infield rod and custom show...



...as was this '41 Buick Eight.



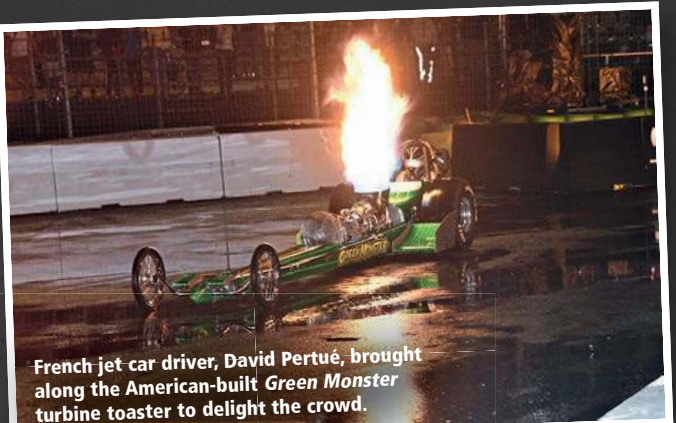
I believe someone said there were to be no burnouts along the wet track!



← US tuner, Tony Shortall, gets ready to disconnect the main fuel line on Urs Erbacher's Fueller at the conclusion of the Night Show fire up.



A pair of jet Funny Cars put on quite a flame show.



French jet car driver, David Pertué, brought along the American-built Green Monster turbine toaster to delight the crowd.



UK racer, Glenn Pallant, entered Super Pro ET with his Consul Capri and went one round of eliminations before exiting due to a foul start.

Switzerland's Rolf Ammann lifted the Comp Eliminator trophy with his beautiful Blown Nugget.



← Pod proprietor, Keith Bartlett's, daughter, Lara, gained her first victory in JMA at the NitrOlympX.



Will Clark was a finalist in Pro ET but, as it wasn't contested due to time restraints, each contender received winner trophies and corresponding cash.





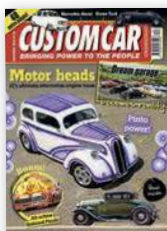
# CUSTOM CAR BACK ISSUES

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**November 2018**  
Mild custom '54 Chevy  
Worth the wait '34 coupe  
'50 Ford Shoebox  
Gene Winfield roof chop  
NSRA Hot Rod Drags



**December 2018**  
Pinto-powered Pop  
Hemi-powered Model A  
Blown Ford-powered '33 Speedster  
Mercedes diesel-powered Transit  
A Yorkshire collection



**January 2019**  
'34 Morris 8  
'40 Chevy pick-up  
'61 Buick Skylark  
'63 Buick Riviera  
SEMA



**February 2019**  
Custom Chevy van  
Chopped Mk1 Consul  
'32 Ford roadster  
A602's Autorama  
NitrOlympX



**March 2019**  
'53 Ford F-100  
Mk2 Ford Gasser and Ute  
7-second Mk1 Escort  
Popstalgia  
California Hot Rod Reunion



**April 2019**  
'41 Ford custom  
Model A coupe  
Chopped Mk2 Cortina  
Bridlington Beach Races  
Grand National Roadster Show



**May 2019**  
'65 Chevy Fleetside  
'32 Ford roadster  
'29 roadster pick-up  
AMC racing history  
Paranoid history



**June 2019**  
'40 Chevy pick-up  
Model A sedan  
Subtle Ford Pop  
NSRA Swap Meet  
Detroit Autorama



**Summer 2019**  
'57 Ford F-100  
Mk1 Zephyr convertible  
'49 Plymouth wagon  
Wheels Day  
Hot Rod and Custom Show



**July 2019**  
Morris Z Gasser  
Model A coupe  
Paul Bacon's Automatron  
VHRA Vintage Nationals  
Festival of Power



**August 2019**  
Austin Twelve pick-up  
Updated '65 Mustang  
'37 Plymouth pick-up  
Pendine Beach Races  
NSRA Fun Run



**September 2019**  
Swedish '57 Ford  
'36 Ford coupe  
Porky '47 coupe  
Summer Nationals  
Dragstalgia



**October 2019**  
'48 Ford F-7 Big Job  
Model A coupe  
Rocket '32 roadster  
Mopar Euronationals  
Hot Rod Supnationals



**November 2019**  
All Shook Up '32 roadster  
1960 Thames 300e van  
'48 and '51 Ford pick-ups  
Green Light Nationals  
Euro Finals



**December 2019**  
Mailman Special Chevy roadster  
Icon Derelict Rolls Royce  
Model A coupe  
200mph Aston Martin  
National Finals



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# Events

[www.customcarmag.co.uk](http://www.customcarmag.co.uk)

NB: We advise you to double check with organisers that the event or show as listed is still going ahead, to avoid any wasted journeys. To submit an event, email [motorevents@kelsey.co.uk](mailto:motorevents@kelsey.co.uk), fax 01733 557235, or write to Custom Car Events, Kelsey Media, PO Box 978, Peterborough PE1 9FL.

## DECEMBER

**4 Hot Rod Night.** Ace Café, London.  
[www.acecafe.com](http://www.acecafe.com)

**25 All American Cruise.** Ace Café, London.  
[www.acecafe.com](http://www.acecafe.com)

**26 Cold Turkey Day.** Ace Café, London.  
[www.acecafe.com](http://www.acecafe.com)

**28 Icení C.A.R. Club Brass Monkey Run.** Brandon, Suffolk to Wells-next-the-Sea, Norfolk. Facebook: Icení C.A.R. Club

## 2020

## JANUARY

**1 Hot Rod Night.** Ace Café, London.  
[www.acecafe.com](http://www.acecafe.com)

**5 Mid Kent's Autojumble.** Lockmeadow Market Hall, Maidstone.  
[www.midkentsautojumble.co.uk](http://www.midkentsautojumble.co.uk)

**9-12 Autosport International.** NEC, Birmingham. [www.autosportinternational.com](http://www.autosportinternational.com)

**25 All American Cruise.** Ace Café, London.  
[www.acecafe.com](http://www.acecafe.com)

## FEBRUARY

**5 Hot Rod Night.** Ace Café, London.  
[www.acecafe.com](http://www.acecafe.com)

**23 RWYB.** Santa Pod Raceway.  
[www.rwyb.com](http://www.rwyb.com)

**29 All American Cruise.** Ace Café, London.  
[www.acecafe.com](http://www.acecafe.com)

## MARCH

**1 RWYB.** Santa Pod Raceway.  
[www.rwyb.com](http://www.rwyb.com)

**4 Hot Rod Night.** Ace Café, London.  
[www.acecafe.com](http://www.acecafe.com)

**7 Dial-In-Day.** Santa Pod Raceway.  
[www.rwyb.com](http://www.rwyb.com)

**15 RWYB.** Santa Pod Raceway.  
[www.rwyb.com](http://www.rwyb.com)

**21 RWYB.** Santa Pod Raceway.  
[www.rwyb.com](http://www.rwyb.com)

**28 Mopar Muscle Meet.** Ace Café, London.  
[www.acecafe.com](http://www.acecafe.com)

**28 Saturday Night Special.** Santa Pod Raceway.  
[www.rwyb.com](http://www.rwyb.com)

**29 The Fast Show.** Santa Pod Raceway.  
[www.thefastshow.com](http://www.thefastshow.com)

## APRIL

**1 Hot Rod Night.** Ace Café, London.  
[www.acecafe.com](http://www.acecafe.com)

**4 RWYB.** Santa Pod Raceway.  
[www.rwyb.com](http://www.rwyb.com)

**4-5 Flatlands Motorama.** Autotron Rosmalen, The Netherlands.  
[www.flatlandsmotorama.com](http://www.flatlandsmotorama.com)

**5 Knuckle Busters Car Club April Fools Run.** Orwell Truck Stop to Aldeburgh, Suffolk.

**10 SSR Wheels Day.** Rushmoor Arena, Aldershot, Hampshire.  
[www.surreystreetrodders.co.uk](http://www.surreystreetrodders.co.uk)

**10-12 Festival of Power.** Santa Pod Raceway.  
[www.santapod.co.uk](http://www.santapod.co.uk)

**13 Mustang Stampede.** Ace Café, London.  
[www.acecafe.com](http://www.acecafe.com)

**13 Spring Vehicle Meet and Autojumble.** Newbury Showground RG18 9QZ. Email: [jennie.palmer@tinyworld.co.uk](mailto:jennie.palmer@tinyworld.co.uk)

**18 RWYB.** Santa Pod Raceway.  
[www.rwyb.com](http://www.rwyb.com)

**25 Chevy Special.** Ace Café, London.  
[www.acecafe.com](http://www.acecafe.com)

**25-26 Saturday Night Special / RWYB.** Santa Pod Raceway.  
[www.rwyb.com](http://www.rwyb.com)

**26 Kent's Car Enthusiasts Show.** Aylesford Priory, Kent ME20 7BX.  
[www.kentscarenthusiastsshow.co.uk](http://www.kentscarenthusiastsshow.co.uk)

## MAY

**2-3 Springspeed Nationals.** Santa Pod Raceway.  
[www.santapod.co.uk](http://www.santapod.co.uk)

**6 Spring Riot.** Ace Café, London.  
[www.acecafe.com](http://www.acecafe.com)

**8-10 NSRA Nostalgia Nationals.**

Santa Pod Raceway. [www.nsra.org.uk](http://www.nsra.org.uk) / [www.santapod.co.uk](http://www.santapod.co.uk) CUSTOM CAR

**9-10 Race the Waves.**

Bridlington Beach, East Yorks.  
07718 420630 / [paul.backfire@outlook.com](mailto:paul.backfire@outlook.com)

**15-17 Doorslammers.** Santa Pod Raceway. [www.thedoorsslammers.co.uk](http://www.thedoorsslammers.co.uk)

**16-17 Retro Rides Weekender.** Goodwood Circuit. [www.retroridesweekender.com](http://www.retroridesweekender.com)

**16-17 Spring Autojumble.** National Motor Museum, Beaulieu, Hampshire.  
[www.beaulieu.co.uk](http://www.beaulieu.co.uk)

**22-25 Main Event.** Santa Pod Raceway. [www.santapod.co.uk](http://www.santapod.co.uk)

**29-31 Rainy City Cruisers Rod & Custom Show.** Littleborough Rugby Club, Rochdale OL15 0AP. Details on Facebook

**30 Pick-up Party.** Ace Café, London.  
[www.acecafe.com](http://www.acecafe.com)

**30 RWYB.** Santa Pod Raceway.  
[www.rwyb.com](http://www.rwyb.com)

**30-31 National Hot Rod, Custom & American Car Show.** Peterborough Showground.  
[www.hotrodandcustomshow.co.uk](http://www.hotrodandcustomshow.co.uk)

## JUNE

**3 Hot Rod Night.** Ace Café, London.  
[www.acecafe.com](http://www.acecafe.com)

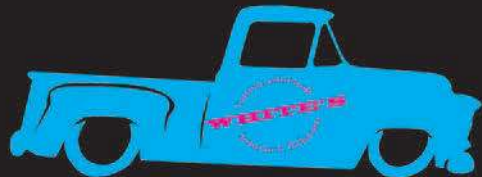
**4-7 Hot Rods and Hills.** Parkfoot Holiday Park, Ullswater, Cumbria.  
[speedemon32@googlemail.com](mailto:speedemon32@googlemail.com) / 07766 396477

**5-7 Vanditos VanJam#2.** Fir Tree Campsite, Banbury OX17 1JL.  
[www.vanditos.co.uk](http://www.vanditos.co.uk)

**6 Saturday Night Special.** Santa Pod Raceway. [www.rwyb.com](http://www.rwyb.com)

**12-14 NSRA Fun Run.** Rutland Showground, Oakham, Leics.  
[www.nsra.org.uk](http://www.nsra.org.uk) CUSTOM CAR





**13 Saturday Night Special.** Santa Pod Raceway. [www.rwyb.com](http://www.rwyb.com)

**19-21 Steel City Cruisers' Rod Run.** Hooton Lodge, Kilnhurst Road, Rotherham S65 4TE. Joy on 01497 847567 / Ian on 01142 654918 email: [sccrod@btinternet.com](mailto:sccrod@btinternet.com)

**19-21 Staffs Hot Rod and Retro Show.** Uttoxeter Racecourse, ST14 8BD. Details on Facebook

**20 RWYB.** Santa Pod Raceway. [www.rwyb.com](http://www.rwyb.com)

**21 Really Retro.** Seighford Aerodrome, Stafford ST18 9PF. [www.reallyretroshow.com](http://www.reallyretroshow.com)

**21 Retro Show.** Santa Pod Raceway. [www.retroshow.co.uk](http://www.retroshow.co.uk)

**26-28 Yorkshire Motorsport Festival.** Holmfirth, Yorkshire. [www.yorkshiremotorsportfestival.co.uk](http://www.yorkshiremotorsportfestival.co.uk)

**27 All American Cruise.** Ace Café, London. [www.acecafe.com](http://www.acecafe.com)

**27 Saturday Night Special.** Santa Pod Raceway. [www.rwyb.com](http://www.rwyb.com)

**28 The Fast Show Reloaded.** Santa Pod Raceway. [www.thefastshowreloaded.com](http://www.thefastshowreloaded.com)

## JULY

**1 Hot Rod Night.** Ace Café, London. [www.acecafe.com](http://www.acecafe.com)

**4 RWYB.** Santa Pod Raceway. [www.rwyb.com](http://www.rwyb.com)

**4-5 VHRA Pendine Sands Hot Rod Races.** Pendine Sands, Wales. [www.vhra.co.uk](http://www.vhra.co.uk)

**9-12 Goodwood Festival of Speed.** Goodwood House, West Sussex PO18 0PX. [www.goodwood.com](http://www.goodwood.com)

**10-12 Dragstalgia.** Santa Pod Raceway. [www.santapod.co.uk](http://www.santapod.co.uk)

**18-19 Summer Nationals.** Santa Pod Raceway. [www.santapod.co.uk](http://www.santapod.co.uk)

**19 Kent's All Ford Show.** Aylesford Priory, Kent ME20 7BX. [www.kentsallfordshow.co.uk](http://www.kentsallfordshow.co.uk)

**21 Hot Rod and Custom Drive-In Day.** National Motor Museum, Beaulieu,

Hampshire. [www.beaulieu.co.uk](http://www.beaulieu.co.uk)

**25 All American Cruise.** Ace Café, London. [www.acecafe.com](http://www.acecafe.com)

**31-2 August Mopar Euro Nationals.** Santa Pod Raceway. [www.santapod.co.uk](http://www.santapod.co.uk) / [www.mopareuronats.co.uk](http://www.mopareuronats.co.uk)

**31 - 2 August Silverstone Classic (provisional dates).** Silverstone Circuit, Northants. [www.silverstoneclassic.com](http://www.silverstoneclassic.com)

## AUGUST

**5 Hot Rod Night.** Ace Café, London. [www.acecafe.com](http://www.acecafe.com)

**6-9 NSRA Hot Rod Supnationals.** Old Warden Park, Biggleswade, Beds SG18 9EA. [www.nsra.org.uk](http://www.nsra.org.uk) CUSTOM CAR

**14-16 Clydeside Cruisers' 10th Anniversary Show 'n' Cruise.** Lochbarr Services, Newton of Barr, Lochwinnoch PA12 4JB. Clydeside Cruisers on Facebook

**15 RWYB.** Santa Pod Raceway. [www.rwyb.com](http://www.rwyb.com)

**22-23 Green Light Nationals.** Santa Pod Raceway. [www.santapod.co.uk](http://www.santapod.co.uk)

**27 Junior Drag Racing Fun Day.** Santa Pod Raceway. [www.santapod.co.uk](http://www.santapod.co.uk)

**29 Corvette Special.** Ace Café, London. [www.acecafe.com](http://www.acecafe.com)

**31 Kent Chrome & Cruisers Show.** The Faversham Showground, Staple Street ME13 9HY - ticket only. Details on Facebook

## SEPTEMBER

**2 End of Summer Riot.** Ace Café, London. [www.acecafe.com](http://www.acecafe.com)

**5-6 International Autojumble.** National Motor Museum, Beaulieu, Hampshire. [www.beaulieu.co.uk](http://www.beaulieu.co.uk)

**10-13 Euro Finals.** Santa Pod Raceway. [www.santapod.co.uk](http://www.santapod.co.uk)

**11-13 Flat Caps & Ferrets 6.** Lepton Highlanders, Huddersfield HD8 0LX. Huddersfield Hot Rod & Custom Car Show on Facebook

**11-13 Goodwood Revival.** Goodwood

House, West Sussex PO18 0PX. [www.goodwood.com](http://www.goodwood.com)

**13 VHRA Swap Meet.** The Camp, Ramsey, Cambs PE26 2XB. [www.vhra.co.uk](http://www.vhra.co.uk)

**13 Kent's Classic Car Show.** Aylesford Priory, Kent ME20 7BX. [www.kentsclassicarshow.co.uk](http://www.kentsclassicarshow.co.uk)

**18-20 NSRA Hot Rod Drags.** Santa Pod Raceway. [www.nsra.org.uk](http://www.nsra.org.uk) / [www.santapod.co.uk](http://www.santapod.co.uk) CUSTOM CAR

**26 All American Cruise.** Ace Café, London. [www.acecafe.com](http://www.acecafe.com)

**26-27 National Finals.** Santa Pod Raceway. [www.santapod.co.uk](http://www.santapod.co.uk)

## OCTOBER

**3 Saturday Night Special.** Santa Pod Raceway. [www.rwyb.com](http://www.rwyb.com)

**7 Hot Rod Night.** Ace Café, London. [www.acecafe.com](http://www.acecafe.com)

**10 RWYB.** Santa Pod Raceway. [www.rwyb.com](http://www.rwyb.com)

**17 RWYB.** Santa Pod Raceway. [www.rwyb.com](http://www.rwyb.com)

**24-25 Saturday Night Special / RWYB.** Santa Pod Raceway. [www.rwyb.com](http://www.rwyb.com)

**31 All American Cruise / Halloween Special.** Ace Café, London. [www.acecafe.com](http://www.acecafe.com)

**31 Flame & Thunder.** Santa Pod Raceway. [www.santapod.co.uk](http://www.santapod.co.uk)

## NOVEMBER

**1 RWYB.** Santa Pod Raceway. [www.rwyb.com](http://www.rwyb.com)

**4 Hot Rod Night.** Ace Café, London. [www.acecafe.com](http://www.acecafe.com)

**7 Fireworks Frenzy.** Santa Pod Raceway. [www.santapod.co.uk](http://www.santapod.co.uk)

**8 Mid Kent's Autojumble.** Lockmeadow Market Hall, Maidstone ME16 8LW. [www.midkentsautojumble.co.uk](http://www.midkentsautojumble.co.uk)

**28 Station Wagon Special.** Ace Café, London. [www.acecafe.com](http://www.acecafe.com)



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| CB8210B   | 10 Dr Chest  | 710x315x475     | £139.98  | £167.98  |
| CB8203B   | 3 Dr step up | 710x315x250     | £72.99   | £87.59   |
| CB8215B   | 5 Dr Cabinet | 758x468x815     | £199.98  | £239.98  |
| ② CB8217B | 7 Dr Cabinet | 758x468x975     | £249.98  | £299.98  |
| CB8213B   | 3 Dr Cabinet | 758x481x975     | £199.98  | £239.98  |

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| ① CB8224B | 41" 14 Dr chest   | 1045x415x480    | £269.98  | £323.98  |
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|------------|---------------|-----------------|----------|----------|
| ① CB8209DF | 9 Dr chest    | 710x370x420     | £144.99  | £173.99  |
| ② CB8211DF | 11 Dr Cabinet | 785x490x1075    | £289.98  | £347.98  |
| CB8309DF   | 9 Dr chest    | 975x370x420     | £169.98  | £203.98  |
| CB8311DF   | 11 Dr Cabinet | 1045x490x1075   | £349.98  | £419.98  |

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| 135TE Turbo   | 30-130       | £249.98 | £299.98 |
| 151TE Turbo   | 30-150       | £289.98 | £346.80 |
| 175TECM Turbo | 30-170       | £449.00 | £546.80 |
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LENGTH UP TO 24'

ZIP CLOSE DOOR

• Ideal for use as a garage/workshop  
• Extra tough triple layer weatherproof cover  
• Heavy duty powder coated steel tubing  
• Ratchet tight tensioning  
• was £346.80 inc. VAT

## Clarke NO GAS/GAS MIG WELDERS

Professional type torch with on/off control • Thermal overload protection • Turbo fan cooled • Easy conversion to gas with optional accessories

FROM ONLY **£124.99** EXC.VAT  
**£149.99** INC.VAT

**BEST SELLER**

**MIG102NG**

| MODEL     | MIN/MAX AMPS | EXC.VAT | INC.VAT |
|-----------|--------------|---------|---------|
| MIG 102NG | 35/90        | £124.99 | £149.99 |
| MIG 106   | 40/100       | £159.00 | £190.80 |
| MIG 145   | 35/135       | £179.98 | £215.98 |
| MIG 196   | 40/180       | £219.00 | £262.80 |
| MIG 240   | 50/240       | £399.00 | £478.80 |

## Clarke NO GAS/GAS MIG WELDERS

Uses flux cored steel wire, which creates own gas shroud as it burns

FROM ONLY **£219.99** EXC.VAT  
**£263.98** INC.VAT

**151EN**

| MODEL | AMPS   | EXC.VAT | INC.VAT |
|-------|--------|---------|---------|
| 151EN | 30-150 | £219.98 | £263.98 |
| 130EN | 30-130 | £239.98 | £287.98 |
| 160EN | 30-150 | £279.98 | £335.98 |

## Clarke JUMP STARTS

Provides essential home, garage and roadside assistance • Integral work light • 910 includes air compressor • Long life battery

FROM ONLY **£64.99** EXC.VAT  
**£77.99** INC.VAT

| MODEL   | STARTING BOOST | PEAK AMPS | EXC. VAT | INC. VAT |
|---------|----------------|-----------|----------|----------|
| 900     | 400            | 900       | £64.99   | £77.99   |
| 1100    | 500            | 1100      | £69.98   | £83.98   |
| 910     | 400            | 900       | £72.99   | £87.99   |
| 1100C   | 500            | 1100      | £79.98   | £95.98   |
| 4000    | 700            | 1500      | £139.98  | £167.98  |
| 12/24   | 1000           | 2000      | £159.98  | £191.98  |
| 12/24LI | 600            | 1200      | £179.98  | £215.98  |

## Clarke INTELLIGENT AUTOMATIC CHARGER / MAINTAINERS

Keep batteries in top condition over a long period

FROM ONLY **£24.99** EXC.VAT  
**£29.99** INC.VAT

**CB09-12**

| MODEL     | STAGES | BATTERY                             | EXC.VAT | INC.VAT |
|-----------|--------|-------------------------------------|---------|---------|
| CB03-12   | 3      | 6Ah-40Ah                            | £24.99  | £29.99  |
| CB09-6/12 | 9      | Up to 80Ah 6V / 12V lead acid       | £39.98  | £47.98  |
| CB09-12   | 9      | Up to 160Ah 12V lead acid & calcium | £59.98  | £71.98  |

## Clarke PRO 7" SANDER / POLISHER

CP185

• Includes hook & loop backing pad and hook & loop wool polishing bonnet • 1200W motor

FROM ONLY **£69.99** EXC.VAT  
**£83.99** INC.VAT

## Clarke ARC WELDERS

For home user, automotive and industrial applications

FROM ONLY **£59.99** EXC.VAT  
**£71.99** INC.VAT

**ARC100**

| MODEL  | AMPS   | EXC.VAT | INC.VAT |
|--------|--------|---------|---------|
| EA110  | 40-100 | £59.98  | £71.98  |
| 115N   | 30-110 | £71.99  | £86.39  |
| EA165  | 65-160 | £72.99  | £87.59  |
| 160N   | 40-150 | £76.99  | £92.39  |
| EA200  | 60-200 | £99.98  | £119.98 |
| 190N   | 50-185 | £104.99 | £125.99 |
| 325TEN | 40-210 | £159.98 | £191.98 |

## Clarke ARC ACTIVATED HEADSHIELDS

Activates instantly when Arc is struck • Protects to EN379 • Suitable for arc, MIG, TIG & gas welding

FROM ONLY **£37.99** EXC.VAT  
**£45.99** INC.VAT

**ARC100**

## Clarke 12V BATTERY CHARGERS

For lead acid batteries • Automatic charger - maintains optimal charging condition

FROM ONLY **£17.99** EXC.VAT  
**£21.59** INC.VAT

**AC80**

| MODEL | MAX CHARGE AMPS | EXC.VAT | INC.VAT |
|-------|-----------------|---------|---------|
| LA6   | 4               | £17.99  | £21.59  |
| LA8   | 6               | £19.98  | £23.98  |
| AC80* | 8               | £33.99  | £40.79  |

## Clarke INTELLIGENT BATTERY CHARGER/MAINTAINERS

NEW RANGE

FROM ONLY **£49.99** EXC.VAT  
**£59.99** INC.VAT

**IBC20**

| MODEL | VOLTS  | MAX CHARGE AMPS | EXC.VAT | INC.VAT |
|-------|--------|-----------------|---------|---------|
| IBC7  | 12/24V | 7A              | £49.98  | £59.98  |
| IBC15 | 12V    | 15A             | £46.99  | £56.39  |
| IBC20 | 12/24V | 20A             | £59.98  | £71.98  |

## Clarke HYDRAULIC PRESSES

PROFESSIONAL QUALITY

Built for tough daily use in automotive/industrial workshops

\* Available with/without 7 pce pin, bracket & pressing plate kit  
† Adjustable polycarbonate safety screen • Economy model

FROM ONLY **£139.99** EXC.VAT  
**£167.99** INC.VAT

## Clarke CAR RAMPS

• Lift cars safely and quickly • Tough angled steel construction

FROM ONLY **£29.99** EXC.VAT  
**£35.99** INC.VAT

**CR2**

| MODEL | CAPACITY | EXC.VAT | INC.VAT |
|-------|----------|---------|---------|
| CR2   | 2000kg   | £29.98  | £35.98  |
| CR25  | 2500kg   | £37.99  | £45.99  |

## Clarke ARC / TIG INVERTER WELDERS

Efficient inverter technology • Variable output current

FROM ONLY **£129.99** EXC.VAT  
**£155.99** INC.VAT

**AT165**

## Clarke BATTERY CHARGERS ENGINE STARTERS

Ammeter • Multi-position charge regulator • Overload protection on charging cycle

FROM ONLY **£64.99** EXC.VAT  
**£77.99** INC.VAT

**BC210C**

| MODEL  | MAX AMPS CHARGE/BOOST | EXC.VAT | INC.VAT |
|--------|-----------------------|---------|---------|
| BC130C | 15/120                | £64.99  | £77.99  |
| BC190  | 38/180                | £94.99  | £113.99 |
| BC210C | 25/200                | £119.98 | £143.98 |
| BC410E | 35/400                | £139.98 | £167.98 |
| WB100  | 35/180                | £139.98 | £167.98 |
| WB220N | 45/240                | £154.99 | £185.99 |
| BC500  | 30/200                | £179.98 | £215.98 |
| WB400  | 60/350                | £199.00 | £238.80 |
| BC520P | 50/510                | £219.00 | £262.80 |

## Clarke BATTERY CHARGERS ENGINE STARTERS

• Blast away paint, surface rust, scale, burrs, carbon & dirt & revitalise aluminium • Min. air flow 10cfm • Bench & floor standing models

FROM ONLY **£109.99** EXC.VAT  
**£131.99** INC.VAT

**CSB20B**

| MODEL  | DESC.           | TYPE  | EXC.VAT | INC.VAT |
|--------|-----------------|-------|---------|---------|
| CSB20B | Compact Cabinet | Bench | £109.98 | £131.98 |
| CSB30  | Large Cabinet   | Floor | £279.00 | £334.80 |

## Clarke VAC KING WET & DRY VACUUM CLEANERS

Compact, high performance wet & dry vacuum cleaners for use around the home, workshop, garage etc.

FROM ONLY **£49.99** EXC.VAT  
**£59.99** INC.VAT

**CVAC20P**

| MODEL     | MOTOR CAPACITY   | EXC. VAT | INC. VAT |
|-----------|------------------|----------|----------|
| CVAC20P   | 1250W / 16/12ltr | £49.98   | £59.98   |
| CVAC20SS  | 1400W / 16/12ltr | £59.98   | £71.98   |
| CVAC20PR2 | 1400W / 16/12ltr | £64.99   | £77.99   |
| CVAC20SSS | 1400W / 19/17ltr | £69.98   | £83.98   |
| CVAC30SSR | 1400W / 24/21ltr | £89.98   | £107.98  |

## Clarke AXLE STANDS

Ratchet action for quick height adjustment • Sold in pairs

FROM ONLY **£13.99** EXC.VAT  
**£16.79** INC.VAT

**CAX21P**

| MODEL    | MAX TONS | MIN/HEIGHT | EXC.VAT | INC.VAT |
|----------|----------|------------|---------|---------|
| CAX21P   | 2        | 235-360mm  | £13.99  | £16.79  |
| CAX31P   | 3        | 325-490mm  | £21.99  | £26.39  |
| CAX31P   | 3        | 300-490mm  | £23.99  | £28.79  |
| CAX61P   | 6        | 330-500mm  | £29.99  | £35.99  |
| CAX61P   | 6        | 400-615mm  | £34.99  | £41.99  |
| CAX3TA*  | 3        | 295-395mm  | £49.98  | £59.98  |
| CAX10TP* | 10       | 450-750mm  | £86.99  | £104.39 |

## Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY **£9.98** EXC.VAT  
**£11.98** INC.VAT

**CBJ2B**

| MODEL  | JACK HEIGHT | EXC. (mm) | INC. VAT | VAT    |
|--------|-------------|-----------|----------|--------|
| CBJ2B  | 2           | 148-276   | £9.98    | £11.98 |
| CBJ3B  | 3           | 180-350   | £14.99   | £17.99 |
| CBJ5B  | 5           | 185-355   | £17.99   | £21.59 |
| CBJ8B  | 8           | 190-365   | £19.98   | £23.98 |
| CBJ10B | 10          | 195-375   | £24.99   | £29.99 |
| CBJ12B | 12          | 200-380   | £27.99   | £33.99 |
| CBJ15B | 15          | 205-390   | £29.98   | £35.98 |
| CBJ20B | 20          | 217-407   | £38.99   | £46.79 |
| CBJ30B | 30          | 230-370   | £59.99   | £71.99 |

## Clarke BATTERY CHARGERS ENGINE STARTERS

• Blast away paint, surface rust, scale, burrs, carbon & dirt & revitalise aluminium • Min. air flow 10cfm • Bench & floor standing models

FROM ONLY **£109.99** EXC.VAT  
**£131.99** INC.VAT

**CSB20B**

| MODEL  | DESC.           | TYPE  | EXC.VAT | INC.VAT |
|--------|-----------------|-------|---------|---------|
| CSB20B | Compact Cabinet | Bench | £109.98 | £131.98 |
| CSB30  | Large Cabinet   | Floor | £279.00 | £334.80 |

## Clarke CAR CREEPERS

Oil resistant vinyl covered padded backs & headrests • Swivel castors for easy manoeuvrability

FROM ONLY **£24.99** EXC.VAT  
**£29.99** INC.VAT

**CMC36**

| MODEL | DESCRIPTION              | EXC.VAT | INC.VAT |
|-------|--------------------------|---------|---------|
| CMC36 | Car creeper              | £24.99  | £29.99  |
| CMC40 | With tool storage        | £39.98  | £47.98  |
| CMC45 | With adjustable headrest | £29.98  | £35.98  |
| CMC50 | Folding car creeper      | £49.98  | £59.98  |

## Clarke AUTOMOTIVE WHEEL DOLLY SET

AWD1

• Four non-marking castors for easy movement in confined spaces • Heavy duty steel construction - load rating 500kg per dolly

FROM ONLY **£46.99** EXC.VAT  
**£56.39** INC.VAT

## Clarke 2 & 3 TONNE TROLLEY JACKS

FROM ONLY **£29.99** EXC.VAT  
**£35.99** INC.VAT

**CTJ3000G**

| MODEL      | TYPE             | TONNE EXC.VAT | INC.VAT |
|------------|------------------|---------------|---------|
| CTJ2L      | Long             | 2             | £29.98  |
| CTJ200LPB  | DIY Low Profile  | 2             | £33.99  |
| CTJ250LP   | Quick Lift       | 2.25          | £34.99  |
| CTJ250LP*  | Low Profile      | 2.25          | £39.98  |
| CTJ3000GB  | Pro Garage       | 3             | £97.99  |
| CTJ3000GBL | Quick Lift       | 3             | £86.99  |
| CTJ3000G   | Pro Instant Lift | 3             | £97.99  |
| CTJ3000G   | Pro Garage       | 3             | £99.98  |
| CTJ20LP    | Low Quick Lift   | 1.5           | £114.99 |
| CTJ5000LP  | Low Quick Lift   | 5             | £156.99 |

## Clarke CORDED IMPACT WRENCHES

CEW1100

• Ideal for garage mechanics

FROM ONLY **£59.99** EXC.VAT  
**£71.99** INC.VAT

**710 Nm**

## Clarke PARTS WASHERS

PARTS WASHER FLUID FROM £5.99 INC.VAT

FROM ONLY **£39.99** EXC.VAT  
**£47.99** INC.VAT

**CW2D**

| MODEL | TANK CAP. | TYPE  | EXC.VAT | INC.VAT |
|-------|-----------|-------|---------|---------|
| CW2D  | 10Ltrs    | Bench | £39.98  | £47.98  |
| CW1D  | 45Ltrs    | Floor | £99.98  | £119.98 |
| CW2M  | 22.5Ltrs  | Floor | £139.98 | £167.98 |
| CW4D  | 75Ltrs    | Floor | £159.98 | £191.98 |

## Clarke ENGINE STANDS

• Rotates through 360°

FROM ONLY **£49.99** EXC.VAT  
**£59.99** INC.VAT

**CES680F**

## Clarke 6 SPEED METAL LATHE WITH 12 SPEED MILL DRILL - CL500M

FULL RANGE OF ACCESSORIES IN STOCK

FROM ONLY **£1098.00** EXC.VAT  
**£1317.60** INC.VAT

## Clarke ALUMINIUM RACING JACKS

Quick lift • Non-marking nylon wheels • Rubber contact pad - helps protect vehicle undersides

FROM ONLY **£94.99** EXC.VAT  
**£113.99** INC.VAT

**CTJ1250AB**

## Clarke 18V 1/2" BRUSHLESS IMPACT WRENCHES

450NM

• 3 forward and reverse gears

FROM ONLY **£114.99** EXC.VAT  
**£137.99** INC.VAT

**CIR18LIC**

## Clarke CRANES

FROM ONLY **£164.99** EXC.VAT  
**£197.99** INC.VAT

**CFC100**

| MODEL     | DESC.            | EXC.VAT | INC.VAT |
|-----------|------------------|---------|---------|
| CFC100    | 1 ton fold       | £164.99 | £197.99 |
| CFC100DLR | 1 ton long reach | £219.00 | £262.80 |

## Clarke TOOL CHEST AND TOOLS

329 HAND CHT624 TOOLS

• This great value set includes CHTC900B 9 drawer chest & CTC500B 5 drawer cabinet • Includes the most popular sockets, spanners, pliers, drivers, wrenches etc

FROM ONLY **£289.99** EXC.VAT  
**£347.99** INC.VAT

## Clarke PAY MONTHLY

• Four non-marking castors for easy movement in confined spaces • Heavy duty steel construction - load rating 500kg per dolly

FROM ONLY **£46.99** EXC.VAT  
**£56.39** INC.VAT

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FROM ONLY **£289.99** EXC.VAT  
**£347.99** INC.VAT



# PAY MONTHLY

- Over 12, 24 or 36 months
- Purchases over £300
- 12.9% APR, 10% Deposit\*

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## Clarke TURBO FAN GAS HEATERS

Offering low cost, efficient heating

**DUAL VOLTAGE 230V/110V**  
FROM ONLY **£79.98** EXC.VAT  
FROM **£95.98** INC.VAT

| MODEL                | OUTPUT KW | EXC. VAT | INC. VAT |
|----------------------|-----------|----------|----------|
| Little Devil II 10.3 | 10.3      | £79.98   | £95.98   |
| Devil 700            | 15        | £99.98   | £119.98  |
| Devil 900            | 24.9      | £139.98  | £167.98  |
| Devil 1600           | 36.6      | £169.98  | £203.98  |
| Devil 2100           | 49.8      | £259.98  | £310.80  |
| Devil 4000           | 131       | £429.98  | £514.80  |

## Clarke DIESEL/PARAFFIN HEATERS

FROM ONLY **£189.00** EXC.VAT  
**£226.80** INC.VAT

Ideal for fast efficient heating

- Extra-long run fuel tanks - up to 53 litres
- Variable heat output with thermostat control

| MODEL | MAX OUTPUT | EXC. VAT | INC. VAT |
|-------|------------|----------|----------|
| XR80  | 14.7kW     | £189.00  | £226.80  |
| XR90  | 20.5kW     | £229.00  | £286.80  |
| XR110 | 29.3kW     | £289.00  | £348.80  |
| XR160 | 46.9kW     | £349.00  | £418.80  |
| XR210 | 61.5kW     | £399.00  | £478.80  |

## Clarke DRILL PRESSES

- Range of precision bench & floor presses for enthusiast, engineering & industrial applications

B = Bench mounted  
F = Floor standing

| MODEL  | MOTOR (W) | EXC. VAT | INC. VAT |
|--------|-----------|----------|----------|
| CDP5F  | 350/5     | £99.98   | £123.98  |
| CDP10B | 350/15    | £79.98   | £95.98   |
| CDP15B | 450/12    | £149.98  | £179.98  |
| CDP20B | 450/16    | £189.98  | £226.80  |
| CDP10B | 370/12    | £199.98  | £239.98  |
| CDP35F | 550/16    | £229.98  | £274.80  |
| CDP45B | 550/16    | £239.98  | £286.80  |
| CDP50F | 1100/12   | £499.98  | £599.80  |

## Clarke GRINDERS & STANDS

- Stands come complete with bolt mountings and feet anchor holes

6" & 8" AVAILABLE WITH LIGHT

STANDS FROM ONLY **£47.98** INC. VAT

# With sanding belt  
"8" whetstone & 6" drystone

| MODEL       | DUTY | WHEEL DIA. | EXC. VAT | INC. VAT |
|-------------|------|------------|----------|----------|
| CBG6RP      | DIY  | 150mm      | £32.99   | £39.59   |
| CBG6RZ      | PRO  | 150mm      | £42.99   | £51.59   |
| CBG6RSC     | HD   | 150mm      | £54.99   | £65.99   |
| CBG6SB      | PRO  | 150mm      | £56.99   | £68.39   |
| CBG6RW      | HD   | 150mm      | £59.99   | £71.98   |
| CBG8W (wet) | HD   | 150/200mm  | £58.99   | £70.79   |

## Clarke ELECTRIC HEATERS

**BEST SELLER**

FROM ONLY **£49.98** EXC.VAT  
**£59.98** INC.VAT

DEVIL 7003

DEVIL 6003

| MODEL      | VOLTAGE | HEAT OUTPUT KW | EXC. VAT | INC. VAT |
|------------|---------|----------------|----------|----------|
| DEVIL 6003 | 230V    | 1.5-3          | £49.98   | £59.98   |
| DEVIL 7003 | 230V    | 3              | £59.98   | £71.98   |
| DEVIL 6005 | 400V    | 2.5-5          | £69.98   | £83.98   |
| DEVIL 7005 | 400V    | 5              | £84.99   | £101.98  |
| DEVIL 6009 | 400V    | 4.5-9          | £109.98  | £130.80  |
| DEVIL 6015 | 400V    | 5-10-15        | £169.98  | £202.80  |
| DEVIL 7015 | 400V    | 15             | £199.98  | £239.98  |

## Clarke JETSTAR PRESSURE WASHERS

FROM ONLY **£59.98** EXC.VAT  
**£71.98** INC.VAT

Makes easy work for washing vehicles, patios, stonework, etc.

- JET7500, 8500 & 9500 include hose reel

| MODEL    | MOTOR | MAX. PRESSURE | EXC. VAT | INC. VAT |
|----------|-------|---------------|----------|----------|
| JS1850   | 1400W | 1523psi       | £59.98   | £71.98   |
| JS1950   | 1600W | 2030psi       | £89.98   | £107.98  |
| Jet 7500 | 1600W | 2030psi       | £124.99  | £149.98  |
| Jet8500  | 2100W | 2610psi       | £149.98  | £179.98  |
| Jet9500  | 2400W | 3045psi       | £179.98  | £215.98  |

## Clarke DIESEL HOT WASHER

HARRY HOTWASH

Ideal for effective cleaning of vehicles with a hot jet of up to 80°C

**NEW**

145 Bar 2103 psi

PRICE CUT **£499.00** EXC.VAT  
**£598.80** INC.VAT

INC. CONTAINER FOR DETERGENT

AMAZING LOW PRICE!

## Clarke STRUT SPRING COMPRESSOR

FOOT OPERATED HYDRAULIC POWERED

- Adjustable for springs up to 400mm dia. & 520mm in length
- Adjustable spring retainers
- Inc. spring retaining guard

SSC1000G

FROM ONLY **£129.99** EXC.VAT  
**£155.98** INC.VAT

1000 KG

£129.99 EXC.VAT  
£155.98 INC.VAT

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£155.98 INC.VAT

## BRITAIN'S NO. 1 FOR AIR COMPRESSORS

Ideal for DIY, hobby & semi-professional use

FROM ONLY **£89.98** EXC.VAT  
**£107.98** INC.VAT

8/260

2HP • 7cfm • 24 litre

NEW

3HP • 14.5cfm • 100 litre

16/1010

\* 'V' Twin Pump

| MODEL    | MOTOR | CFM  | TANK   | EXC. VAT | INC. VAT |
|----------|-------|------|--------|----------|----------|
| 8/260    | 2HP   | 7.5  | 24ltr  | £89.98   | £107.98  |
| 7/250    | 2HP   | 7    | 24ltr  | £94.99   | £113.99  |
| 11/260   | 2.5HP | 9.5  | 24ltr  | £109.98  | £131.98  |
| 8/550    | 2HP   | 7.5  | 50ltr  | £119.98  | £143.98  |
| 11/550   | 2.5HP | 9.5  | 50ltr  | £139.98  | £167.98  |
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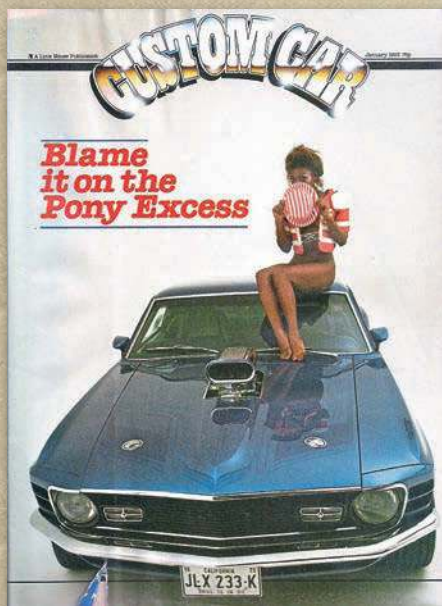






# Remember when...

## 37 years ago



the 1982 Street Rod Nationals in St. Paul, Minnesota.

Trends noted were a move away from the '32 Ford (shock horror!), the rise in popularity of fat-fendered family sedans and the arrival of graphics and straight paint, with candies and 'flake jobs fading into the history books.

In between photographing the event, Mike cornered a few unsuspecting punters and snapped their cars for a series of mini features, all of which appeared in this issue. Yep, 1982 was a good Christmas in the Key household.

Also showing its face this month was Sam Barris' personal car – a '50 Buick that in 1952 he chopped, tunnelled '53 headlights into (that's 1953, not 53 of 'em), added a '53 grille, '51 Lincoln side trim, '52 Pontiac tail lights and '53 Caddy caps, before repainting it in a luscious metallic red.

The car had recently been found and restored by Dave Oaks and at the time was



A works day out for TT and the boys at the Brighton Speed Trials.

### George who?



Sam Barris' personal '50 Buick was a sublime lesson in custom / kustom artistry. This is the restored version.

## the US auto industry and town planning going down the swannie

owned by arch custom collector, Jim Walker of Dayton, Ohio.

The big dog this month, however, was Russ Warwick's Mustang, the single British feature car in

this 'ole issue. See Remember this?

Backing up all the Americana, TT filed a dismal – as in he made the whole place sound dismal, not a comment on his writing – report on a recent trip to the States. Dearborn dicey, the US auto industry and town planning going down the swannie, ghost motels and predictable food.

Luckily, he found the world of street rodding at the Merced Western Street

In 1982 CC (now incorporating *Breaker* magazine, *What CB* and *Hot Rod & Custom*) was on a bit of a roll. An American roll, admittedly, with all but one of the feature cars this month coming from Uncle Sam's land of the free, or Colonel Sanders' land of the fried at any rate.

A massive Mike Key input this month was largely due to him having taken his Box Brownie with him when he, and ex-*Hot Rod & Custom* editor, Ian Penberthy, visited



Mike Key's holiday snaps this month came from the Street Rod Nationals in St. Paul, Minnesota. A monster event with 6,500 cars in attendance.

How the hell does a 25-year old have \$33,000 (in 1982!) to blow on building a chopped, blown '33 3-winda like this?







# Remember this?

Pro Street USA in '82 was a pretty serious place to be. These three primo examples were a lot more than just street cars with tubs and tunnel rams, they were full race cars on the street.

Rod Nationals to be on fine form, though pondered the relevance of mega buck street rods, built with undisputed form, but entirely lacking in function.

There followed an informative piece on Bonneville and some of the other barren, featureless landscapes man has blasted across in machinery over the years. It culminated in a lyrical explanation of stuntman Stan Barrett's 739mph ride across Edwards Air Force Base in California in the *Budweiser Rocket* in 1979. As it wasn't backed up, it doesn't stand as an official land speed record, but it took 18 years for someone to officially better his incredible achievement. That man was, of course, Wing Co. Andy Green, who piloted *Thrust SSC* to 763.035mph in 1997.

Interestingly, the piece ended with the quote, "who will break the 1000mph barrier? I predict it will be in the early eighties, and almost certainly will be a Briton."

Wrong. 37 years later and 1,000mph on land is still a distant dream.

Wrapping up this slice of all-American apple pie we brought you a report on the 13<sup>th</sup> NHRA Summernationals from E-Town, New Jersey. It was hot, hot, hot. A new Top Fuel speed and ET record of

## who will break the 1000mph barrier?

252.80 / 5.61 by 29-year-old Mark Oswald in the Candies & Hughes rail, new Funny Car records of 250.69 and 5.82 by Billy Meyer, a 34-car Pro

Stock field and the fastest side-by-side final in NHRA history.

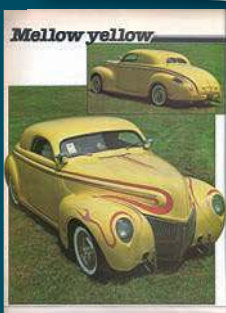
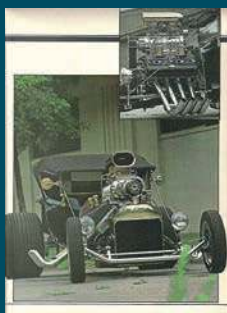
Yep, quite a finish, I think you'll agree.



The 13<sup>th</sup> NHRA Summernationals from Englishtown, New Jersey was mega. Where men were men and records fell like dominoes



Just some of the cars Mike shot while he was at the Street Rod Nationals. We love the full custom '53 Merc', but how wild is that 1,000bhp tub?



This was what it took to win Best Engine in '82. And we don't mean the model draped over it.

"Three years, thousands of pounds and a lot of hard graft, plus more whizzo bits than *Hot Gossip*." Or so we said of Russ Warwick's 1970 Mach 1 Mustang.

Russ worked for Custom Maid in Ilford and his car was a masterpiece of 1980's detailing, from its chromed Posi back axle through to its chromed twin Holleys on a polished Weiand tunnel rammed 351 Cobra Jet.

But it was more than just a show pony, it was also built to boogie, with a lot of dough spent on the motor and a direct port nitrous kit for good measure. We said it was fast, but did it ever see any strip action? We'd be interested to know if it did.

Bodywork was handled by Russ, candy and metallic blue paint by Barry Sturgess and the whole lot was rounded off with chrome Appliance five spokes and BFGs.

Russ' Mustang won Best American on its first showing at the '82 Nationals, and went on to win runner-up Best USA Street Machine and Best Engine at CC's own shindig at Ally Pally in '82.

That paled into insignificance, though, alongside scoring the cover spot on this 'ere January '83 issue. And with that, Russ' life was complete. **CC**





► February '20 issue on sale 27 December

# Next month



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