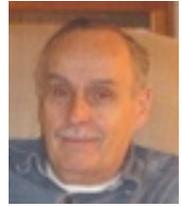


HOT RODS

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You hardly ever hear the term Hot rod anymore. Today it is either Resto rod, or Streetrod, or a Rat rod. Well I'm going to tell you about a couple of cars in our car collection, and what I call mine. But first let me tell you about my first hot rod.

I was maybe fifteen, or sixteen when I purchased a 1932 Ford 2-dr sedan. The fenders were all beat up, and they had rips in them from tire chains that had broken, and worked them over! I didn't care, my plan was the fenders were coming off anyways. I parked the car in our barn and went to work. If I had stopped at the fender removal, it might have passed my mother's inspection, but of course I did not.

The paint was a faded black, and not wanting to repaint the car, I got the bright idea I would just paint some crazy sayings on the old Ford. On the back I painted, "Don't laugh Lady your daughter might be in here," Next, I traced out my hand prints on each back corner, and painted, "Push Here." I don't remember now all the sayings I painted on the car, but you get the picture.

When I was finished, I backed the car out of the barn, and my mother took one look, and asked where I thought I was going! I told her I was going to town.

That's when she told me that car was was never going to leave the farm. And, she was right!



We now own a black 1928 Ford roadster with a cranberry interior and top that I refer to as a Streetrod. The top will drop or come off in a matter of minutes. This car has a Buick 3.8 V6 engine with lots of chrome! It is hooked up to a 350 automatic transmission, and the rear end is a ten bolt with coil-overs. It has a dropped front axle, which puts it right down in the grass.

All of the roadsters I've had over the years have been "one size fits all". This car does have a tilt steering wheel which gives you a little more room if needed. This Streetrod is very well built, and drives like a sports car, and yet is still very good on gas!

The story I got when I purchased this car was, that the previous owner had

bought the car from Barrett-Jackson, but soon after lost his eyesight, and needed to sell it.



The other roadster in our collection I refer to as my hot rod. It is a 1929 Ford roadster that is painted cream with black fenders, black interior, and top. The story of this car is a car club decided to take it on as a project, but made some serious changes.

They removed the four cylinder engine, transmission, and rear end. They hopped up a 302 Ford V8, and installed a chrome intake with a performer 650 cfm carburetor, chrome block hugger headers, with flow master exhaust. They also beefed up a C-4 automatic transmission, with a Lokar transmission shifter. The rear end is a ten bolt, and the front suspension is a Mustang rack-and-pinion with disc brakes.



When I purchased the hot rod I found it had a few safety issues. A good friend helped me correct these problems, so I'm no longer worried about any safety

problems. We also dropped the front end with two inch dropped spindles. Next, we made a few changes in the cars apperance to give it that hot rod look! The car only weighs 1250 pounds, and with the V8 engine it's a handful!