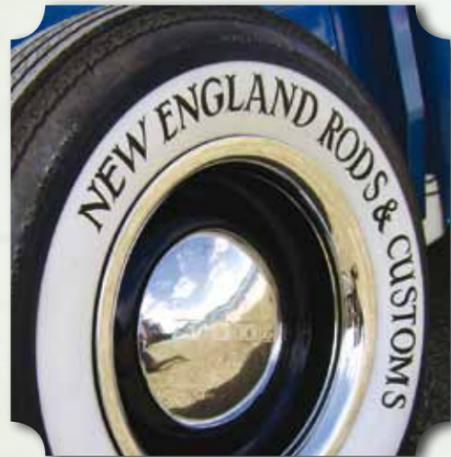
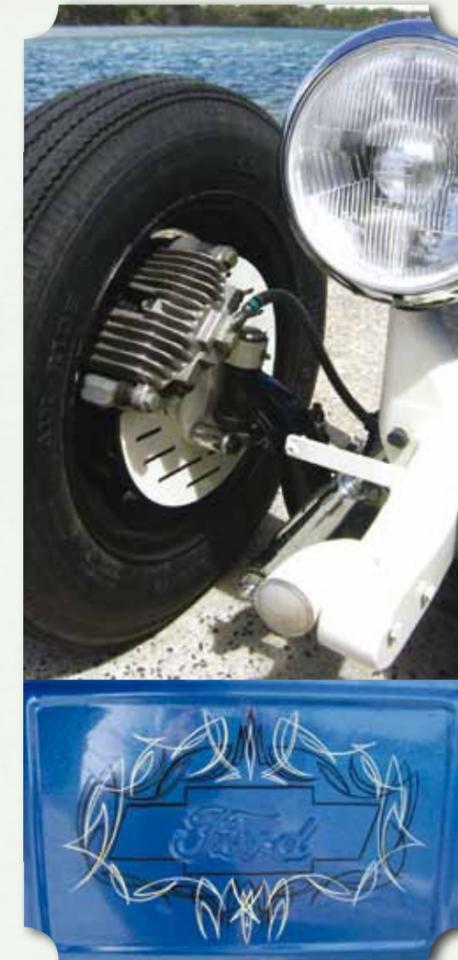


YOUNG GUN

19 year old Sam Baker from Inverell NSW, definately raised a few eyebrows at the recent 2009 Valla Rod Run, where he debuted his Custom styled pick up.



• Wordz Owner • Pix Murray Teale •



Things all started after attending Valla in 2007. I came home wanting to start building a hotrod. We soon found the makings of a 29 A model closed cab pickup and got things started. Then out of the blue, I was offered this 33 Ford truck cab sitting on a 1930 Dodge truck chassis, we thought about it for all of 2 minutes and bought it.

Although the chassis was decent, it just didnt have the right stance I was looking for, so we then bought a 1936 Plymouth chassis and started work. The chassis rails were stripped out and fitted with an A Model front cross member and hand fabricated K member. To further achieve the low stance, the front was stepped 4" and the rear 11". A 4" dropped magnum axle with a mono leaf spring were attached via hairpins, manufactured by local fabricator Gary Fawcett. The rear end consists of a 1956 F100 9" with a 3.75 LSD and is attached via a fabricated 4 link with Jag coil overs. The repro 33 pickup bed was beautifully made by 'Balls' Fawcett and a 5 core radiator was fabricated by Terry Griffey to fit the shortened 39 Vauxhall grille shell.

When it came time to start the body work, the cab was stripped, chopped 5" and channelled 6". The doors were suicided with model A handles & fitted with regulators and quarter glass. The 30 A visor was then added and the cowl vent repaired. The paint base colour is 'Fiji Blue' with House of Colour 'Blue metalflake', painted by family friend Scott Austin. The chassis is finished in 2 pac 'Classic Cream' and the driveline is Gloss black.



Steering and stopping equipment was pinched from a few vehicles, the steering column is from a VC Valiant which activates the Camira rack and pinion. Front brakes are Falcon rotors and Commodore callipers activated through a home made pedal assembly via a remote VH-40 booster. Rear brakes are F100 11".

The engine is a 350 Chev with a bunch of go fast goodies. It's 30 thou over and has 4 bolt mains, steel crank, flat top pistons, Iskendarian camshaft, 492 Double Hump Fuellie heads, Corvette dual plane manifold with a 600 Edelbrock carby supplying the fuel. Hooked up to this is the rebuilt Turbo 400 with a Fairbanks 'Sportman' shift kit with a 22" Lokar Swan neck shifter. Wheels are 1953 Dodge Cranbrooks with 7" bands at the rear fitted with Bias Ply white walls.

For the interior the seats were transplanted out of an Austin truck, courtesy from the Inverell tip. A 1930 Dodge truck dash was retained and Austin truck smiths instruments were added along with a 1975 Moon tacho stolen from dad. For the upholstery it was handed over to Peter, Beryl and Angie Romer who did a great job.

A final special thanks to Troy Romer & John Baker for endless hours of fabricating, wiring and test driving. Also Gary Fawcett, Bill Baker, my Brother Caleb, not to mention all the New England Rods and Customs crew. ➡