

1930 Ford Coupe HOTROD

This 'project' is close to be completed but owing to a house move (down sizing) and no more back shed. Sadly, I don't have space for it. June 2015.

Summary:

A complete, *all steel, Hotrod A model coupe* in primer, all panel work completed. Comes with virtually all parts to complete, except for paint, glass and upholstery. Wiring loom kit is supplied also. A lot of money spent on this car so far. Will require minimal work to complete. *New owner can put their own 'stamp' on the finished Hotrod !.*

It's a 1930 Ford Coupe known as the "improved A model".

Repro chassis rails, Pro built by "Vintage & Classic Garage", Clayton, with Rod City polished IFS, 4 bar rear, Aldan™ coil overs all round.

All original steel body, full fendered, un-chopped. All panel beaten, rust removed and in 2 pak primer. Needs blocking etc for paint. Interior fully steeled out, making a very solid body. Seat belt mounts fitted.

Roof is filled and has a Nissan Micra manual sun roof fitted.

New repro windscreen surround (aluminium) included. All other (original) window garnish moulds are included. Rear guards have been 'bobbed' by about 4". Otherwise body is essentially original as I like them that way.

All new inside and outside door handles, locks etc. New door locks and hardware included.

New stainless steel cowl trim included.

New (repro) running boards and valance panels.

Many more parts. Virtually every part required to finish is included. Vast majority are NEW. (see list)

Complete new floor of custom made panels with suitable swaging to make it more interesting, rather than simple flat sheets. Lift up doors for access to underfloor master cylinder and battery.

Steering

Rack and pinion, column is early Mazda with the original spoked 'sports' steering wheel, all new uni joints and shafts fitted.

Hood

Custom made side opening top section. Sides are slightly modified original Model A's. NOTE: a pair of alternate 'more modern' style sides are also included if 'original' style is not your thing. See pictures.

Chassis,

Repro 'Armitage' rails, fully built by Vintage and Classic Garage, Clayton, features Rod City Stainless independent front end, Aldan shockers, drilled and slotted disks, Commodore 'Turbo' calipers. Brake lines all run, balance adjustable also.

Chassis features a full tubular steel, cross member section, not a simple K member. And kick up at rear for nice rake. Chassis all boxed. Rear on stainless 4 bar setup. New Aldan shockers front and rear.

Reco Commodore rack and pinion steering..

Chassis had 1st Engineers inspection when built. But probably no longer valid as the engineer no longer does cars I think. But I still have the report.

This car had a two page feature (under construction pages) in issue 157 of Australian Street Rodder™.

Brakes

Falcon master cylinder and full size booster (not re conditioned) Front Ford disks, Reco'd 'Commodore Turbo' finned alloy calipers, rear drums (new), new slave cylinders, but drum brake internals needs reco but also supplied is a rear disk brake kit with matching finned calipers (Nissan) with in built hand brake. (note: re-drilled disks are now illegal, but I think new ones can be ordered with Ford stud pattern) No cables for the rear disk based handbrake are included. Second hand Falcon handbrake cable for the drum brakes included. All brake lines and hoses run (by the chassis builders) and new adjustable Wildwood bias brake balancer fitted.

Engine

Crate Gen '2' small block Chev, 350 cubic inches, 10.4:1 alloy heads. Known as "LT-4" engine, rated 325HP. New, Finned alloy rocker covers and air filter are included. Still in boxes. Reco Q'jet carbie. Braided accelerator cable included. Alloy pedal fitted in car.

Trans

T700 fully reco'ed with stage 2 shift kit. Tail shaft, all new, custom made.

New trans cooler is included but not fitted.

New braided dip stick set up included.

New chromed oil pan. (still in box)

Lock up kit included.

Shifter, custom made alloy 'T' bar handle fitted to modified Commodore shifter mechanism.

Rear End

8" Ford (Maverick) Now fitted with 3.55:1 diff centre to suit T700 trans. ratios.

Exhaust

Full stainless steel, mandrel bent, 2" system fitted, except for steel headers which will need to be HPC coated.

Wheels

New Centreline "Thruster" alloy wheels and new tyres. 6 x 15 front, 7 x 15" rear. (big and little tyres for nice rake)

Lights

Front has original excellent condition original stainless steel Model A headlights with new Halogen kit conversions in box. (a spare set of headlights included also, would suit painting)
Rear, original style Model A taillights (repro) with stalks. No holes yet drilled in fenders for them.

Rear blinker and reversing lights are new BMW side markers, 'hidden' away by recessing under back edge of the body.

Front blinkers are after market hotrod type incorporated into the front edges of the fenders near the chassis. (included are mint original Ford sidelights which could also have orange bulbs fitted)

Hand brake

Custom lever fitted in central area between seats. (also houses battery kill switch)

Seat mounts for Mazda MX-5 bucket style seats fitted.

Seat belt mounts fitted for lap/sash. No belts included.

Radiator

New radiator to suit engine fitted. Also has shroud for electric fan (included).

Radiator Shell

Original style repro 1930 Ford stainless steel shroud included. (please don't fit a '32 shell !)

Gauges

Full new set of VDO "Classic" kph gauges included with senders.

Interior

Two mint Mazda MX-5 hi back bucket seats included. Could be used as is (black cloth) with matching door panels etc for a low cost interior or totally re-trimmed as you desire.

Fuel Tank

Custom made aluminium approx 67 litre tank located behind seat in trunk. VDO Sender is fitted. Inlet is via a custom fuel filler (ford laser) in the left rear quarter panel.. Remote release from inside car, next to driver door. (same levers also control boot release.) No fuel lines have been run yet.

Fuel Pump

Carter pump, brand new in box with bracket and fittings. To be fitted on left side chassis rail.

Heater

Early metal Nissan with custom brackets and outlets for demisting also fitted. Requires some flexible hoses to complete.

Wiring

Not fitted but after market (USA) hotrod loom included and brackets made for fitting fuse box to inside firewall. Manual is included.

Radio

Bulkhead behind seats has provision for radio fitting and also 2 large oval speakers in backing board. (not included)

3rd Eye brake light

Incorporated into the belt line under the rear window.

Wipers

Triple wiper setup fitted. Brand new pivot mechanisms. No second hand junk. No wiper arms but common type.

Motor is a 2 speed Suzuki, remote mounted in the trunk and driven by cables. Engineered for full sweep of the screen. Will also include a reco'ed Austin Mini wiper motor as many Rodder's use these.. It would need to be mounted of course.

There are many, many parts, mostly new, to complete the car all included. [see list and pictures of included parts]

This 1930 Ford coupe Hotrod is near completed and comes with virtually all parts to finish it.

You will need paint, glass, upholstery and to fit supplied wiring loom.

And add any touches you may like, to make it YOUR Hotrod!

Very reluctant sale.

Spent in excess of \$45,000. Sensible offers around \$35,000 accepted.

Lots of pictures and full details on-line at www.carnut.info/for-sale

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