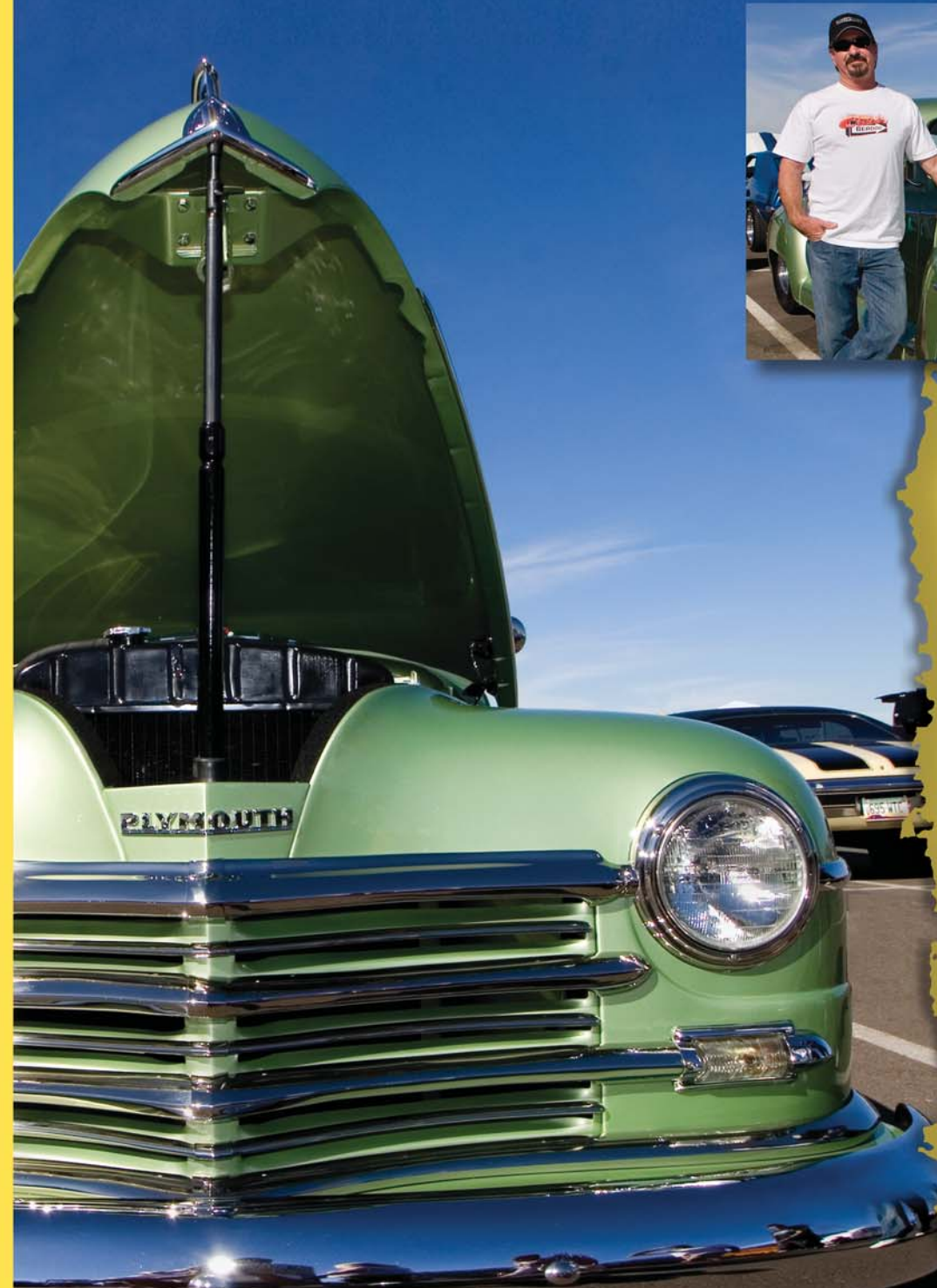
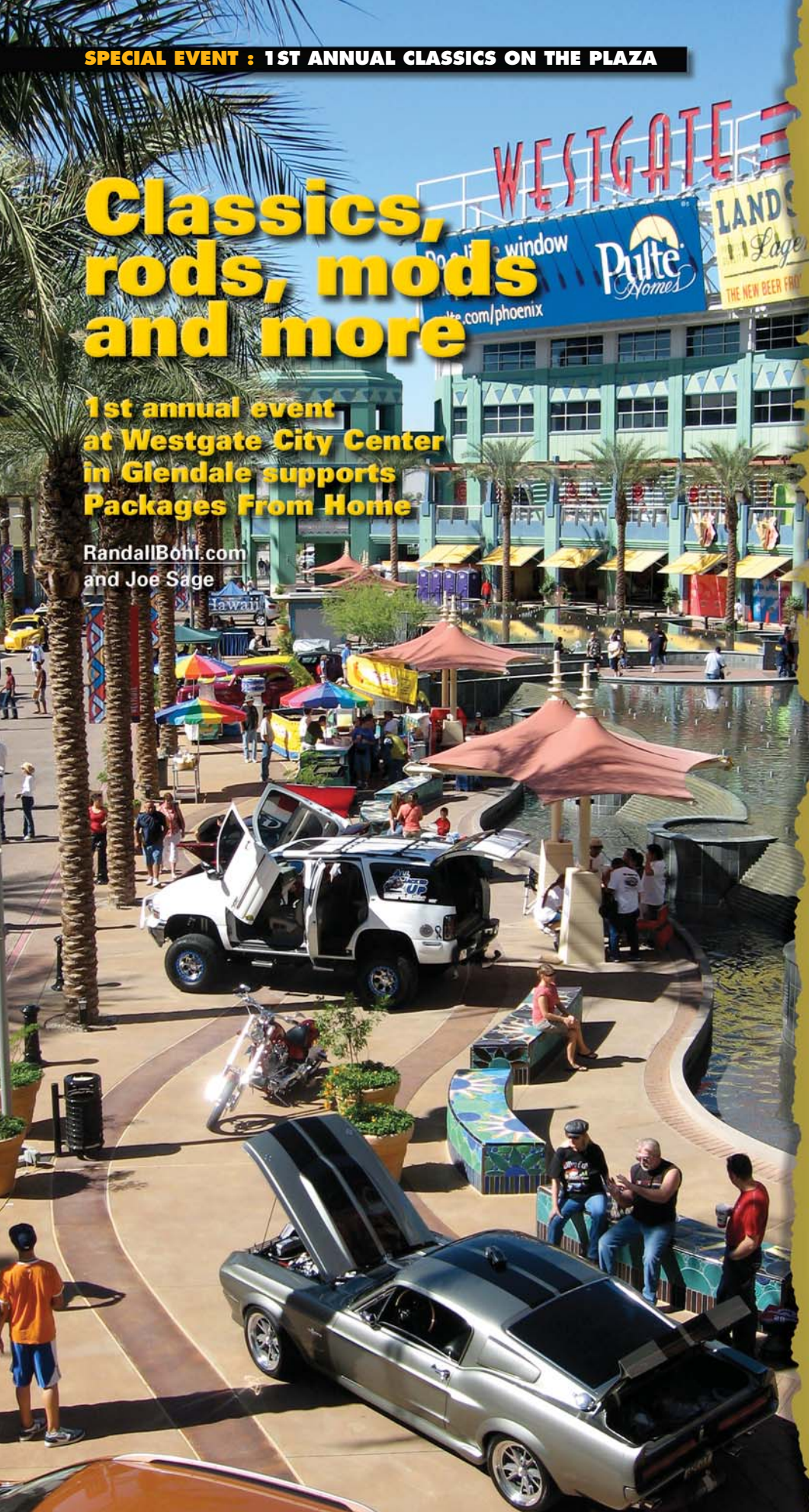


Classics, rods, mods and more

1st annual event at Westgate City Center in Glendale supports Packages From Home

RandallBohl.com and Joe Sage



1948 Plymouth Coupe Fred Pickering, Phoenix

This is an original rust-free Arizona car, and it was "all there" when Fred bought it about four years ago. He started the restoration and modification later that year; the frame-up rebuild took about three years, and he is "still working out the bugs." Those should be few, as this is an immaculate job. Coming soon is a new radiator, an all-aluminum build with an air-channelling shield. There will be a new custom air cleaner with chrome air intake tubes to the radiator. The car has electric windows, a particular challenge, and a/c, which has its update just about completed.

- The job followed an "exact original plan," top to bottom. Fred emphasizes that he did *all* the work himself except the interior and paint. The Plymouth is outfitted with a supercharged Chevy 350, bored to 362 cu.in., a Chevy 350 transmission, and a 9" Lincoln rear end. Stopping power has been updated with four-wheel discs. The car features a Chris Olson suspension, with Mustang II front end and all-custom-manufactured rear. The trunk holds an ample gas fuel cell; this is so heavy, it bent the original gas shocks, so Fred will be upgrading to truck-grade. For cruising, there is an audiophile sound system stashed in the glove box, and for serious hard driving, a high-spec roll cage, not a bad idea for a Plymouth with an estimated 525 horsepower.
- Fred reports that the Plymouth drives straight and solid, and the brakes are great. But mostly he trailers it to shows, behind a Nissan Titan (a few Good Guys shows back east are on the radar). Fred owns a tile and granite business; his daily driver is a BMW 5 Series.
- So is it a keeper? "No," says Fred. He's located a '69 Chevelle on an Indian nation to the north, so he's planning to secure that and "modify it a little," which should take an estimated year and a half to two years. ■





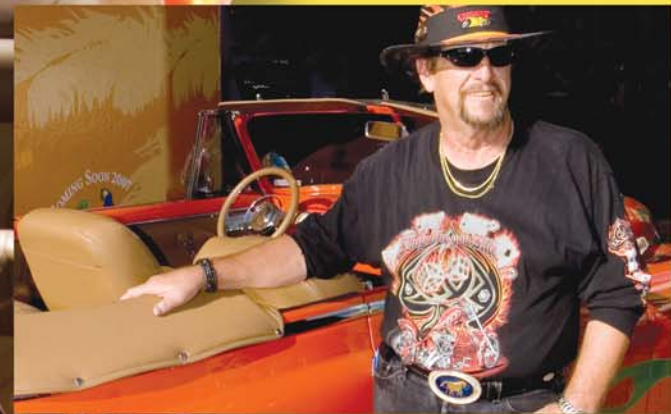
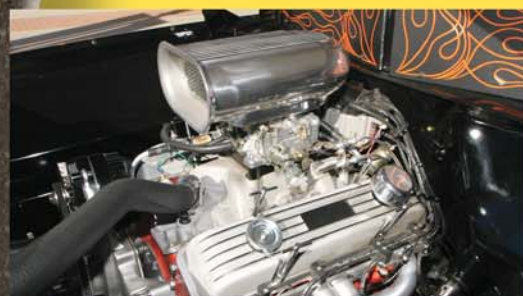
1949 Studebaker Pickup

Joe McCarthy, Peoria

(with Missy and daughters Brooke and Megan)

This solid Studebaker pickup has been in the same Arizona family for years, though not looking like this. Owner Joe McCarthy's granddad brought it into the family as his work truck in April 1962. It was passed along to Joe's stepdad, who put a Chevy engine in it when Joe was 13, and that's when the relationship started to bud. The truck spent 17 years in the back yard, till Joe got his hands on it about four years ago, (also the first time he drove it), and he went to work on what you see here. It's been (mostly) finished since spring 2007.

- Joe says, "People ask why I went through all the trouble to pinstripe and paint all those flames on top of the old patina paint job. It was a lot of work, but I really think it fits into that 'old barn find' style that seems to be happening right now. You can never get that old patina back."
- The Studie is powered by a Chevy 327 hooked up to a Turbo 350 transmission and an '89 IROC 3:73 positrac rear end. It has a fuel cell with retractable filler in the bed, and the original gas cap hole is filled with an old shop rag, just for panache.
- Joe did all the work on the truck except the exhaust... box, chassis, front end, paint, even the pinstriping. Minor yet-to-be-completed details include installing new fully-operational one-piece side glass and a new headliner.
- Progress shots of this project can be found at www.hotrodders.com. Click to Project Journals, then to the full list (at the bottom of the page), and find "49 STUDEBAKER P.U.'s Journal"... where it has had over 4000 viewers as of press time.
- Joe's daily driver is the company's F-Series pickup, and Missy drives an '04 Yukon. But the Studebaker gets driven, too... "no trailers, that's for sure," says Joe. And it's a keeper..."a family heirloom." ■



1952 Chevrolet Convertible

Howard Blackburn, Cave Creek

This updated, modernized, stylized yet instantly recognizable, this American classic with dueling iridescent paints on its naturally curvaceous canvas turns heads from every angle. From the obviously striking red-orange/green flame treatment at the front, to the more subtle variations of orange as light works its way over the fenders in the rear, this car is gorgeous.

- Howard bought this car in 2004, in Arizona, brought it home to his wife and said he'd like to keep it and fix it up, if that struck her as a good idea, yes/no, think about it for two weeks and let me know. (It was blue with a white interior then, powered by an inline six and with a 3-speed transmission.) As those two weeks expired, he hadn't received her answer, so like any good car enthusiast, he took that as a clear "yes" and took the car straight to the shop.
- The transformation took six months. This Chevy is now powered by a 350 V-8 running through a 4-speed Saginaw transmission and putting power to the wheels through a '51 Oldsmobile rear end.
- The car is updated and reengineered in key ways. The new suspension is a Pro Ride adjustable air compressor system with automatic leveling at start. For entertainment, there are two systems: a Pioneer AM-FM-CD, and an Alpine DVD-CD unit with a screen below the dash (see photo below). With one or two sets of headphones, Howard and his wife are able to have one person listening to music and the other watching a movie at the same time. The submarine races were never like this.
- Howard's first car was a '36 Ford 5-window coupe, a solid foundation for an escalating car jones. His daily driver is a Dodge Magnum, with custom 20-inch wheels and a black paint job with orange highlights. This sounds like a great garage-mate for the Chevy. We asked Howard if he plans to keep this convertible forever. The original bargain posed on the car's first day home seems to have stuck, as the answer is: "She says we are!" ■

