

My High School dream is finally coming true.

In 1961 at 16 years of age I was in High School. I had a '31 Sport Coupe that I had great plans/dreams for. But a dozen or so years later I parted company with it to get a down payment for my first house. I sold it to a SFV Club member named Peter Comondini. Peter & Hank restored the car.

55 years later I saw a listing on Craig's List for a '30 Tudor in Visalia, CA. I drove there and decided that it was going to come home with me.

It came without roofing material. It had ugly Apple Green rims. The interior was nonexistent. Aftermarket headlamps weren't attractive.



The first thing I did was to take it to Jack's and get the top installed. Then the Green wheels were replaced with a set of Tacoma Cream 1935 16" wheels. I had the rear wheels widened 1.5" so the 750x16 tires would fit better. 600x16s bring the front end closer to the ground. A "High

Compression" head was added. I replaced the aftermarket headlamps with Genuine Ford units. A new core installed in the radiator. I am currently working on my project. I am basically replacing anything mechanical ahead of the front seat. When I switched out the head, I was please to find that the block was only .040 oversize.



New brake drums from Boling Brothers,



I have the rebuilt front axle and spring already installed. This is a combination of ingredients front end. A 1932-1936 front axle, 1937-'41 spindles, 1940-41 Hubs, 1942-'48 brakes.



Black powder coat and Stainless Steel hardware dress it up a bit. The spring from Posey's has reversed eyes. I took the car to Bent Customs and had all new brake lines fabricated. They are a work of art.

I have the new F-100 steering from Randy Gross .

Using the kit from Cling's the shaky Model A transmission is being replaced with a rebuilt 1939 Synchronesh unit.



I had the Diamond block engine rebuilt at Turlock Machine. Inserted bearings, "B" Crank, Custom oil pump and full pressure oiling, topped off with one of Charlie Yapp's Riley heads. A Weber carburetor feeds the engine. Lightened flywheel with V8 clutch. Jim Birely's cam opens the valves. The re-builder estimates it will put out 85 HP.



Future plans include the interior, a Mitchel Gear Splitter, a Posey reversed eye spring in the rear, and a Banjo steering wheel.

So far, I have done all of the work by myself. Hopefully, this combination will serve me for the rest of my life.

Chris Haynes