

A PACKAGE FROM **ACME**

Story and pics by Debbie 'DJ' Jarvis



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If those who've been around hot rodding for a while find the license plate on Russ and Karen McIntyre's '32 Ford coupe looks a little familiar, it is. Ten years ago, 'LYTMUP' was bolted on the McIntyre's supercharged '57 Chevy...

The plate isn't the only thing the new three-window coupe shares with that '57; the supercharger too last saw use on the Chevy, as did the torque converter. The '57 was sold in 1999 and a year or two later Russ came across a Pete Osborne '32 body and chassis at a price too good to pass up. With a string of muscle and street machines behind and ahead of him, Russ reckoned it was about time he turned his mechanical abilities towards a hot rod. It took a while though, as Russ has had plenty of other cars to work on to keep him occupied; the McIntyre's shed is home to a Tri-5 Chevy coupe and wagon, as well as a Camaro and assorted projects-in-waiting. Then there has been a steady stream of other people's cars to get or keep roadworthy, an undertaking that resulted in Russ and Karen establishing their business, A.C.M.E. That's an acronym for American Car Maintenance and Enhancement so we can safely say no Roadrunners were harmed in the making of this hot rod.

However, the '32 was always in the background and Russ, having an idea of the end result he wanted to attain, accumulated parts. As with most hot rod builds, the assorted parts and accessories have come from a myriad of sources; some Russ imported from the US. Japas were raided, many bits were robbed from a '32 pick-up project Russ has (just the body left now) and there is also numerous Russ-made components that

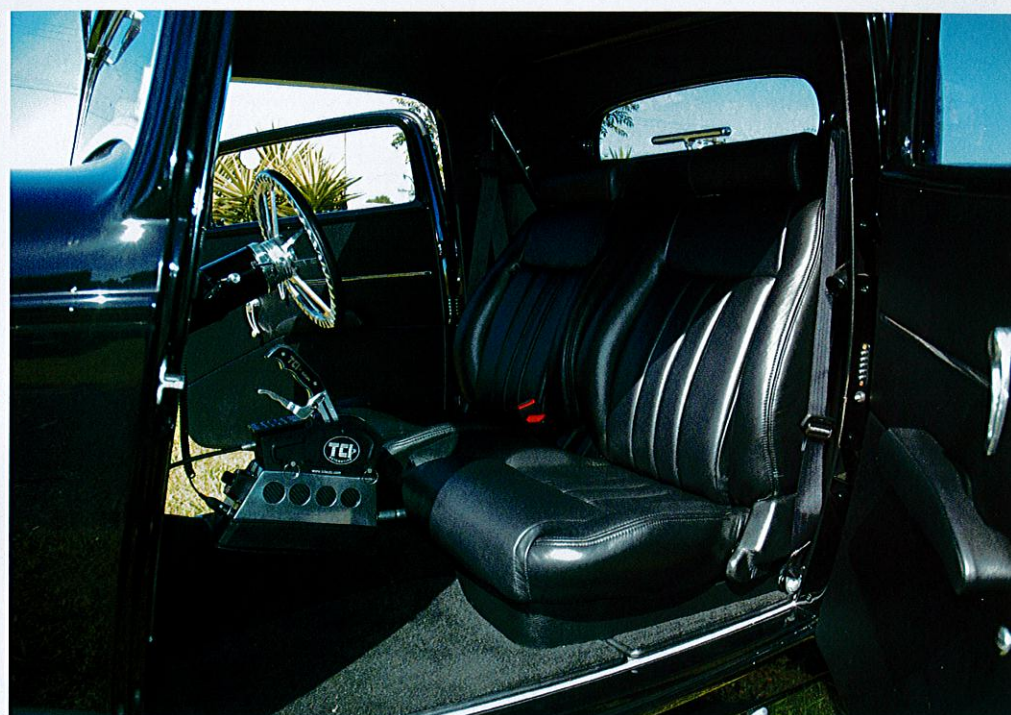
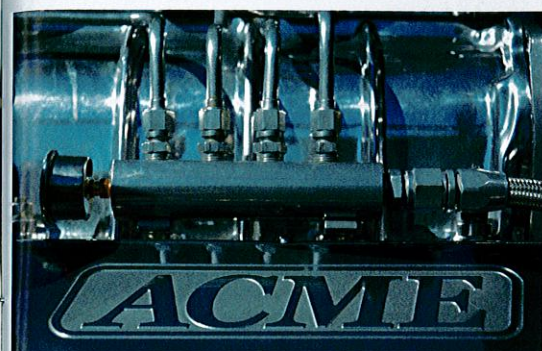
money just can't buy, including the hand-made aluminium grille.

The short block was a bit of a random find - buying a part off a guy at the Pukekohe Swap Meet, Russ was offered the engine.

Eventually things started to come together and Terry Bowden of Terry's Chassis Shoppe worked his magic on the chassis, modifying it to take all that Russ wanted to throw at it. Russ got Al's Blower Drives to polish up the supercharger and various other components. Al Shadwick did such a great job that there have been arguments over whether or not the front window surround is chromed. It's not.

Beautiful and blown, the 461ci Chevy motor was slotted into the rails, Chuck Mann sorted out a Turbo 400 transmission to back it up, and Russell at Driveshaft Specialties in East Tamaki did his usual excellent job with the driveshaft. A Ford 9-inch went in the back and Russ wired everything up, hiding all the wires, including battery cables, inside the chassis rails. Once the chassis assembly was finished a set of ET wheels Russ imported from the States helped him push it into the corner of the workshop where it sat for about a year.

Once Russ found the time to get stuck back into the '32 things happened a bit more quickly and the final stages of the build have taken about 12 months. Russ fully assembled the '32 to ensure there'd be no post-paint issues down the line, and then it was stripped



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down and the body handed over to Dean Coley. Deano did all the prep work at home and then the '32 was shifted to Classic Autobody Panel & Paint in Pukekohe (where Dean works) to be painted in the Dupont Auto Refinishers-sponsored Midnight Black. Russ is nothing if not prepared, and even has his own vehicle rotisserie which came in right handy for this job.

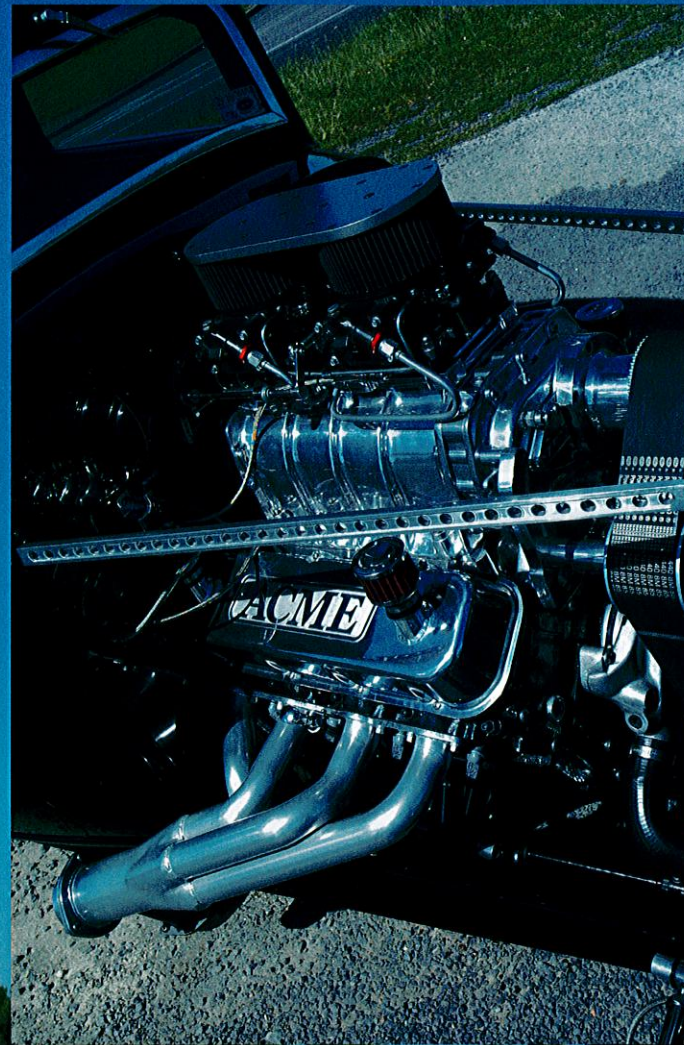
With the coupe 'Coleyed' Russ got it back home and set about reassembling everything for the final time. That included fully kitting the coupe out with Dynamat and Dynaliner and, at long last, fitting the window glass that Mike 'Mopar' Walters cut about seven years earlier.

The upholstery was entrusted to Greg Deitch, who stitched up the black leather that flows over the interior shell like water, and wraps the seats in opulent comfort. The visors are also covered in leather, and the carpet follows the black theme too.

With two passengers, a tank of gas, and a 40kg tool box the little '32 weighs the same as a '55 Chevy sports coupe, but thanks to the work Russ has put into setting up the suspension and steering it rides and handles like a dream. Thanks to the deeper than deep paint job and plenty of shiny stuff it also looks the part and Russ has been heard to describe it as a 'rolling piece of Pro-coat', such is the effort Tim put in to all the various bits and pieces that were given this treatment.

Finished only a couple of months ago, the coupe has already seen a couple of displays, and rod runs including the Street Rod Nats in Rotorua where it was voted into the Top 10 hot rods. When such a cool-looking coupe results from Russ finally getting around to building one hot rod, it's to be hoped it won't be his last.

One thing's for sure... whatever Russ does decide to build next, it'll be one out of the box.



NZR feature:

1932 Ford three-window Coupe Russ and Karen McIntyre

CHASSIS

Frame: Pete Osborne '32 chassis modified by Terry's Chassis Shoppe.

Suspension: Pete Osborne stainless independent, triangulated four link rear and QA1 shocks all 'round.

Brakes: Wilwood four-pot callipers up front with XF Falcon callipers and discs on the rear.

Steering: Nissan rack and pinion mated to an Ididit tilt steering column.

Wheels: ET Five Window 15x12s bring up the rear, a pair of ET Gasser 15 x 4-1/2s leading the way.

Tyres: Hoosier Pro Street radials and Hankook Optima speed rated rubber respectively.

DRIVETRAIN

Engine: 461ci Chevy big block supporting a polished GMC 6:71 supercharger and twin 750 Holley carbs. Isky solid roller blower cam. MSD 6BTM (boost timing management) system. Aluminium tappet covers, custom machined with 'ACME' by Neil Gray. Russ hand-made the 2-1/4-inch headers and they're Pro-coated. Aluminium radiator and an electric fan handle the cooling duties. Thanks to the right pulley/belt set up there's none of that love it or hate it whine synonymous with a blown engine.

Gearbox: Turbo 400 automatic

Rear end: Ford 9-inch, 3:5 Positraction, steel hemisphere.

INSIDE AND OUT

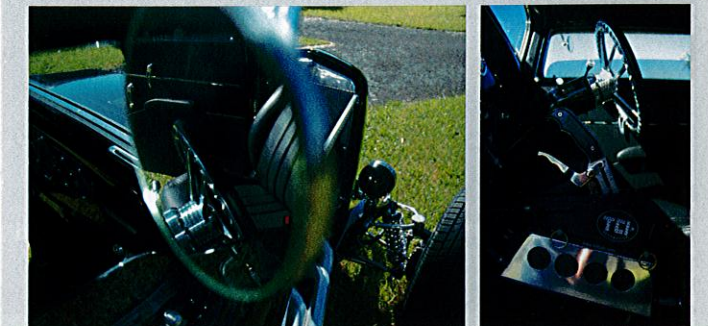
Body and paint: Pete Osborne chopped fibreglass '32 three-window coupe body. Recessed firewall. Prepped and painted in Dupont Midnight Black by Dean Coley and set off with oodles of Pro-coat and polishing. Russ handmade the alloy grille, front screen surround is polished stainless. Spotlights from the top of a Jap ute have a new life as headlights and have halogen bulbs fitted. Taillights are mid '40s items.

Interior: Black leather covers the two '92 Peugeot seats and interior, with black carpet, all taken care of by Greg Deitch. Lights/wiper switches mounted above the steering column drop. Wheel is a brand new no-name American swap meet find that's black leather wrapped. VDO gauges in a custom aluminium instrument surround machined by Steve Benge, and it's Pro-coated too. TCI Outlaw shifter.

Audio: Pioneer head deck, speakers mounted in front kick panels.

THANKS

Although Russ has had the vast majority of the input into this build, there are always those who are ever-willing to help out. So, for lending a hand where required, thanks go to Neil Gray of Hyper Cars, Dean Hubber, Kris Coley, Paul Grieve, Richard, and those other talented craftsmen mentioned elsewhere in this story.



CHRISTMAS



Donations and toys from the Tui Day have helped make young cancer fighter Sophie King's life and Christmas a bit brighter. (Pic supplied)

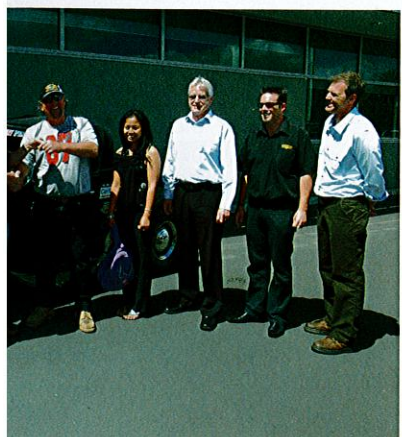
other, and Sophie's mum was 'over the top' thanks to everyone who gave, and who had a great time.

YUASA HOT ROD LOTTERY WINNER

Auckland's Dale Ross; the Manukau Rod & Custom Club's lucky winner of a cool 1930 Model A roadster.

Number 10 ticket #8869 was drawn out by the Manukau Rod & Custom Club outside Tauranga Police Station. The ticket cost \$20,000 Century Yuasa NZHRA Hot Rod Lottery, but demand was so high that the promotion was so successful that the next hot rod lottery in 2011; we'll bring you more prizes available.

Dale Ross drove the wheels off his new roadster, a 1930 Model A roadster, NZHRA and is certified, registered and insured.



Dale Ross drives over the keys to Dale Ross, as (left to right) Dale Ross, Anna, Dale's partner Anna, Century Yuasa NZHRA Hot Rod Lottery winners, Tony O'Toole of Kicker, and John Deely of Manukau Rod & Custom, also went along to the ceremony.



SUPERCHARGER VS BLOWER

Hello Alistair

I wish to point out a mistake on page 15 of the October 2009 issue of NZ Rodder under the heading 'Hot Rod Truck'. In the text you write, "It's powered by a V12 Detroit diesel that's factory equipped with two superchargers".

Looking at the photo the engine is either a twelve vee seventy one (12V71) series Detroit diesel or a twelve vee ninety two (12V92) series Detroit diesel.

As these engines are two stroke diesel engines they require air to be pumped through the engine to remove exhaust gas via the cylinder head valves and recharge fresh air for combustion. The blowers are fitted on the engine to discharge their air into what is called the airbox, which the cylinder liners pass through, and each liner has open slots around its middle and these are uncovered when the piston is in the down position and the air can be pumped into the cylinder.

These engines are fitted with blowers and not superchargers! The blowers are not there for performance enhancing! As this is a V12 engine, Detroit diesel will fit it with two V 6 blowers as they don't make a single blower to fit a V12.

Hope you might print this in your 'Dept of Corrections' column.

Best regards

Matthew Thomas

Hi Matthew

Perhaps we should call this 'Dept of Clarification' rather than corrections... In our defence, the photos of the truck came with a shot of the owner/builder's information board, quoting 'superchargers'. A quick 'Google' and the Blastolene website takes it even further, stating "12v71 Detroit (sic) Diesel (also sic) with two 671 superchargers".

Yes, the superchargers (blowers) are not performance enhancing (and nowhere does it state they are), but we're happy to leave the choice of what to call them up to the owner/builder.



NZHRA NEWS

From Daryl Gates, NZHRA president

Happy New Year everyone! Hopefully you all finished 2009 with a very merry festive season.

2009 ended on a very good note for the NZHRA with securing Century Yuasa as the major naming rights sponsor for this year's Street Rod Nationals in Blenheim; this is after Century Yuasa sponsoring the very successful Nationals hosted last year by Sulphur City Rod and Custom Club. Our thanks go to the Sulphur City team for doing all the hard work, and demonstrating the value to Century Yuasa of continued association with the NZHRA. The future of the Street Rod Nationals looks very promising. It's hoped that next year's Nationals, hosted by Street Machines Southland, will also have Century Yuasa on board (fingers crossed), and Wanganui Road Rodders has expressed interest in hosting the 2012 Nationals, 10 years after its successful 2002 Nats.

Our successful raffle has been drawn, the lucky winner is Auckland's Dale Ross from Manukau Rod and Custom Club. Hopefully we'll see the Model A roadster out and about at events around the country. Once again, thanks to everyone for your support in making this raffle a success. We are going to run another raffle, on similar lines, but it won't be this year - we'll run one every two years. We've had a couple of personnel changes in our ranks. With the departure of Sue Bocket and Simon Withington from their respective zones, we welcome Marty Cocks from Christchurch and Robbie Ferns from Upper Hutt into the team.

We've also reevaluated John Deely's role within the NZHRA, having decided that we couldn't sustain this Commercial Development Manager (CDM) position as a full time role. Although not on board full time, John will be used on contract for specific tasks as and when required. We felt this a more prudent way of spending members' money.

We'll see you on the road somewhere, sometime...



Daryl

BIKINIS AT THE VILLAGE

Those who attended the December Village Country Cruise had a special treat as The Village bikini babes took up cloths and offered to polish cars for free. Jim Summerville of the Village Bar & Kitchen in Patamahoe says the girls will be back for the up-coming cruise nights too, which are held on the second Thursday of each month. Add in the free bar-beque and the chance to win a \$250 bar tab, and what more excuses do you need for a cruise in the country?



Forget 9-inch, 10 bolt or Jag, patrons at the Village Country Cruise have prettier rear ends to check out.

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