

THE STEP-BY-STEP DO-IT-YOURSELF MAGAZINE

MARCH 1959 — 35 CENTS

SPEED MECHANICS

**ROGER HUNTINGTON SELECTS
TEN BEST CARS FOR RODDING**

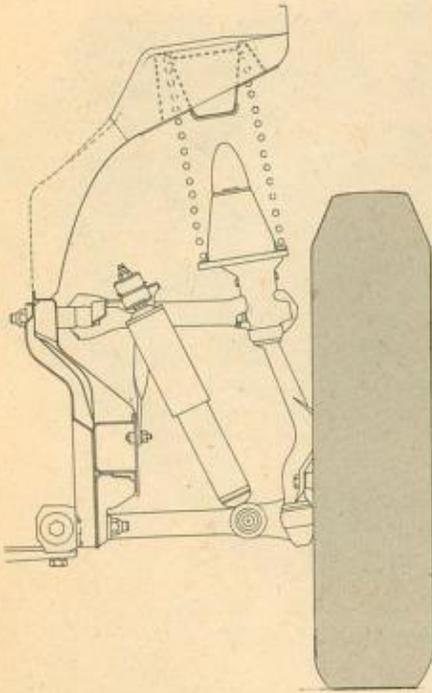
SOUPING THE SIXES



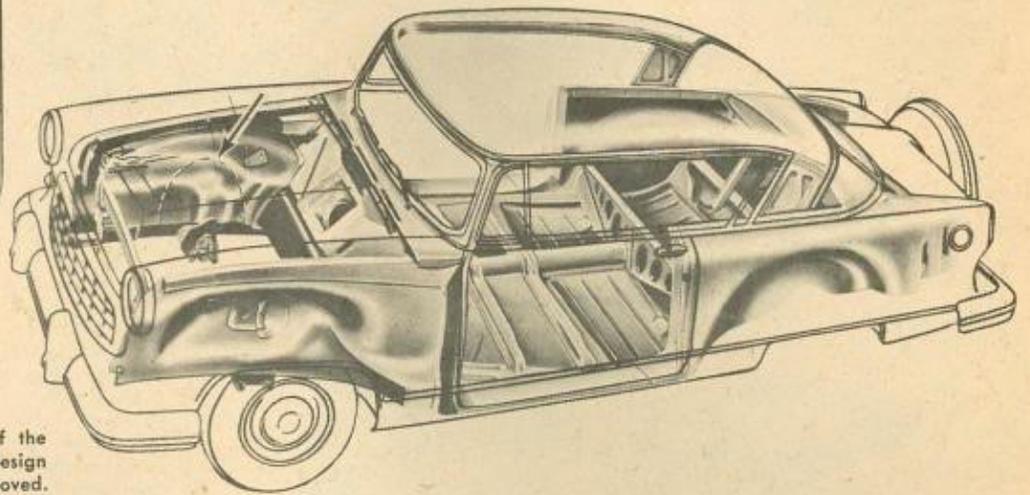
Planning an Ideal Workshop

RAMBLER

continued



The main pain of the swap is only hinted here: Plugs are almost impossible to reach. Rambler radiator was fitted with larger upper tank; battery was moved. Quad carb has been installed since photo was taken.



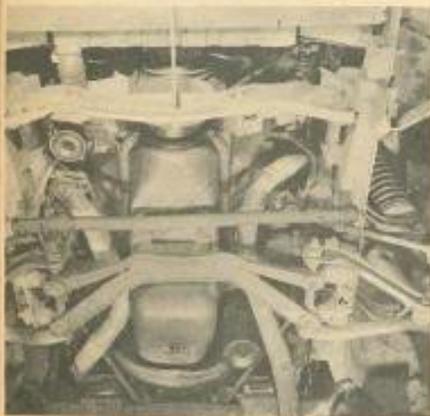
Above: Cross-section through the center of the controversial cut shows the double-wall design and (at dotted line) section that was removed. Because great strength is derived from shape of the section removed, merely substituting heavier gauge metal (shaped to clear the engine) is not a perfect solution. Right: Broken line indicates area of metal removed from inner panel.



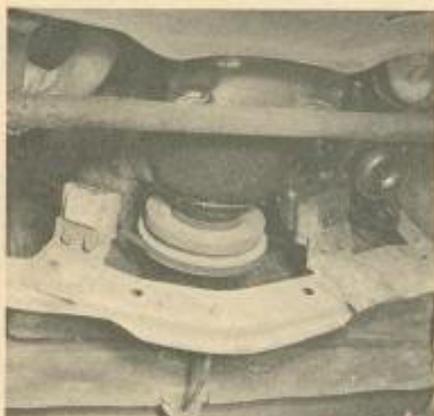
Metalsurgery to left inner wheelhouse panel is apparent. No attempt was made to restore strength lost in this operation. Main stress load is now concentrated in the outer section of car's wheelhouse panels.



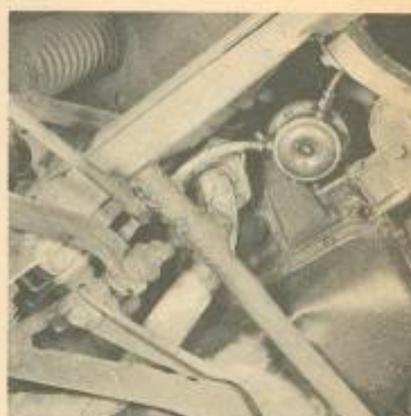
The only interior indication of the conversion is a floor-shift lever which operates a '48 Ford pickup gearbox. Note that a section was cut from the heater shroud to clear the lever when in reverse or second.



Some slight denting of the Chev oil pan was necessary to clear Rambler steering linkage. K-brace between suspension arms is stock.



Front engine mounts were made from wide angle iron and welded to back of Rambler front crossmember to support stock motor pads on the Chevy. No guessing was used.



A '55 Chevy manifold is fitted on right bank and a '57 manifold on left. Routing of gas line could be improved upon.



Clutch linkage is a combination of Rambler and Ford. Rear crossmember was beefed-up to handle the weight of the Ford pickup trans.



Rear mounts consist of angle iron, shaped to fit and bolted to bellhousing (right-side shown), which are welded to flat stock which rides on Ford truck pads.



Trans change made driveshaft a bit too short causing yoke to ride about 1 1/2-in. too far back on the tallshaft splines.

