

Machining of the block continues. All of the front sections of the block are finished and next week the opposite ends should be completed. We will then go to each bank of cylinders. As the saying goes, stay tuned.

While the blocks are being machined work continues on the multitude of small round parts which are required.

As you can see from the pictures, a lot of work has been done on the much anticipated 34 Ford. When I first conceived this project, I had no idea of just how large the new Stinger was. When I say that I had to “shoe horn” the engine into the new frame, I am not kidding. I have always been a master of being able to put “10 pound of crap in a 1 pound box”, but this was beyond anything I could have prepared for. As you can see from the last two pictures the frame rails started from one piece. After many hours of planning the rails were cut to allow for the large rear tires. You can also see from picture #3 the belly pan rear “wheel tubs” were also widened to accommodate the larger tires. Once the basic shape and size was achieved I then had the enormous problem of trying to fit the engine. Special motor mounts were machined to allow for the custom headers to fit between the block and frame rails. When I was confident of the position, then the rear cross member was made. I then spent the next couple of days on designing the front suspension. Once again, there were no existing parts which could just be bolted in place. The dropped front axel was basically OK, but that was only the beginning. I was originally going to use a transverse mounted multi-leaf spring but there was just no place to put a front cross member, so I elected to use coil-over shocks. Then came the task of trying to position the shocks. During this process I assumed that everything would fit the belly pan, but when I machined and installed the cast aluminum spindles, the wheels and tires would not fit under the fenders. This led me to narrow the dropped front axel by about 1.25 inches. Once again, this was no easy undertaking! I first cut the axel in the center then removed the same amount of metal from each side, then carefully re-welded the two halves together. The welds were ground off and everything was re-polished. I told you it was not going to be easy.

When I was somewhat confident that the front end was acceptable, then the rearend had to be installed. Since my rearends were not completed, I opted to use an existing New Era rearend, for installation and alignment purposes only. I went with a “four link” design with coil over shocks, similar to the ones used on the front, but with a lighter spring. The bracket on the front of the rearend is an attachment point for the “pan hard” rod which keeps the rearend from shifting, left and right.

If you are looking closely, you will notice there are several holes, slots, and band saw cuts in this prototype frame. Obviously, the production models will be CNC machined.

I further realize that this prototype car has taken far more time than anticipated, but the net result is pretty neat. What you may not see is, the doors and trunk will be functional. The molds have been completed for the belly pan, doors, and trunk. Once the Toledo model show is over, then the body will be sent to the mold maker in Florida. I should have all the body components and frames by the end of this year. For those of you, who are interested, please email me and I will put your name on the list. What you do not see is that there will be dual mechanical disc brakes in the rear. I will post new pictures when available.











