

The story of Noah Faraday's 1953 Ford Customline roadster build as told on jalopyjournal.com



In October of 2010 I bought a rusted out four door from a farmer for \$250.

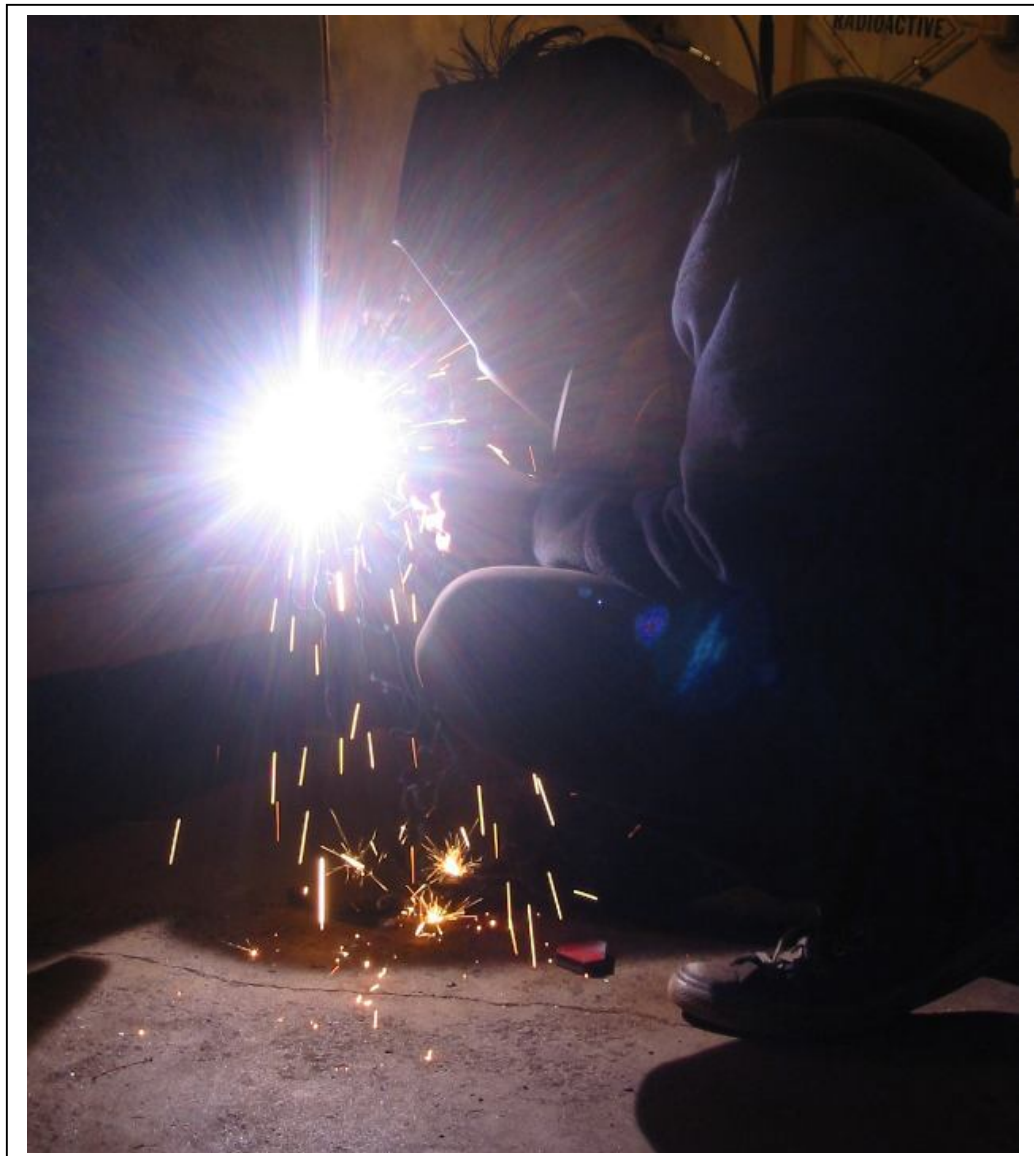


The first step was to remove several bags of filth and mouse leftovers.



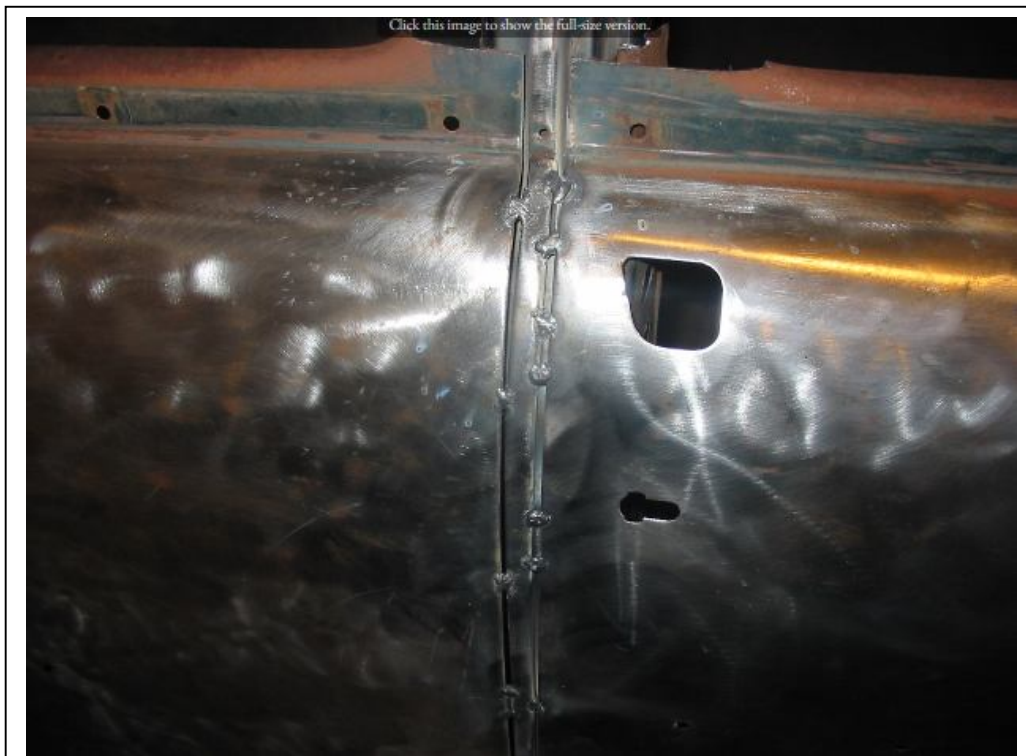
Pulling parts off. Throwing most away, cleaning up some.

The first weld of many.





The last year of the Ford flathead. This one was well beyond saving.



That is my first door to be welded in place.



Here are the two driver doors skinned and welded in.



Bye Bye roof.



Tipping the body onto it's side.



Large chunks of the car spent about a year in my basement.



Pretty much everything got stripped off of the frame. In the end I used so little of it; I could have scrapped the whole chassis and been ahead.



This is March of 2012. I built a very tough x-member for the frame.



Sorry, the last one was out of order. September 2011 I welded on an S-10 subframe with a pretty healthy step-up.



I bought the cleanest car I've ever owned for 700 bucks. After I pulled the drive train out I gave the body to my pal who made a gasser out of it.



This is the Corvair rear subframe. I am adding 4x4 to it to graft it to my frame.



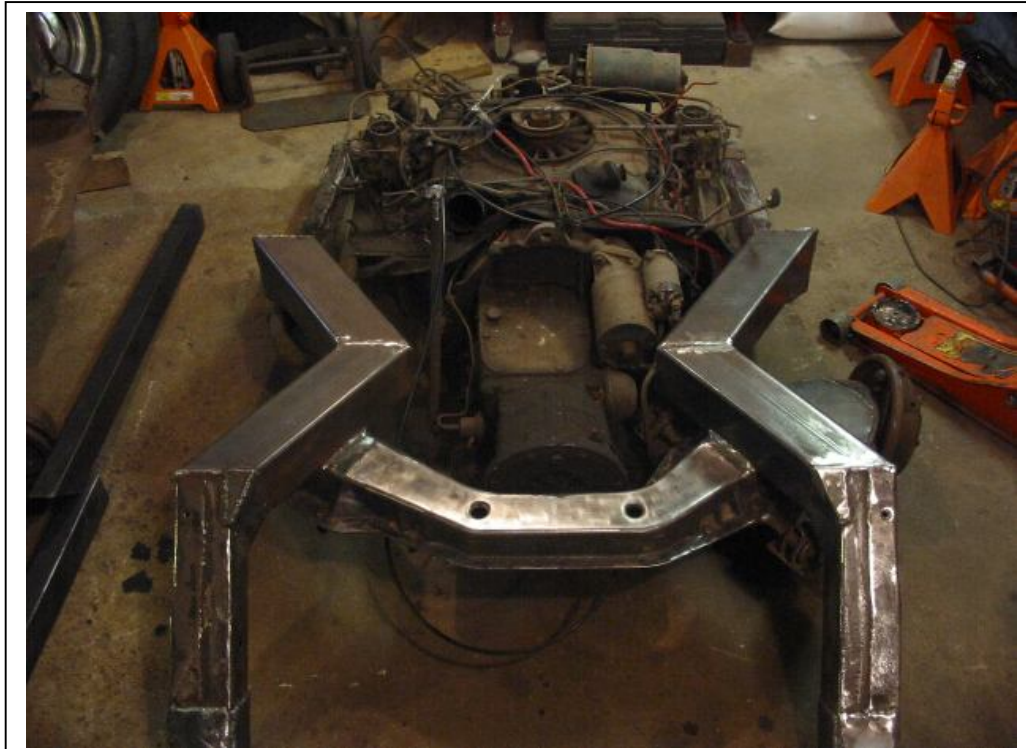
I pie cut the rear end of my frame to make it kick-up.



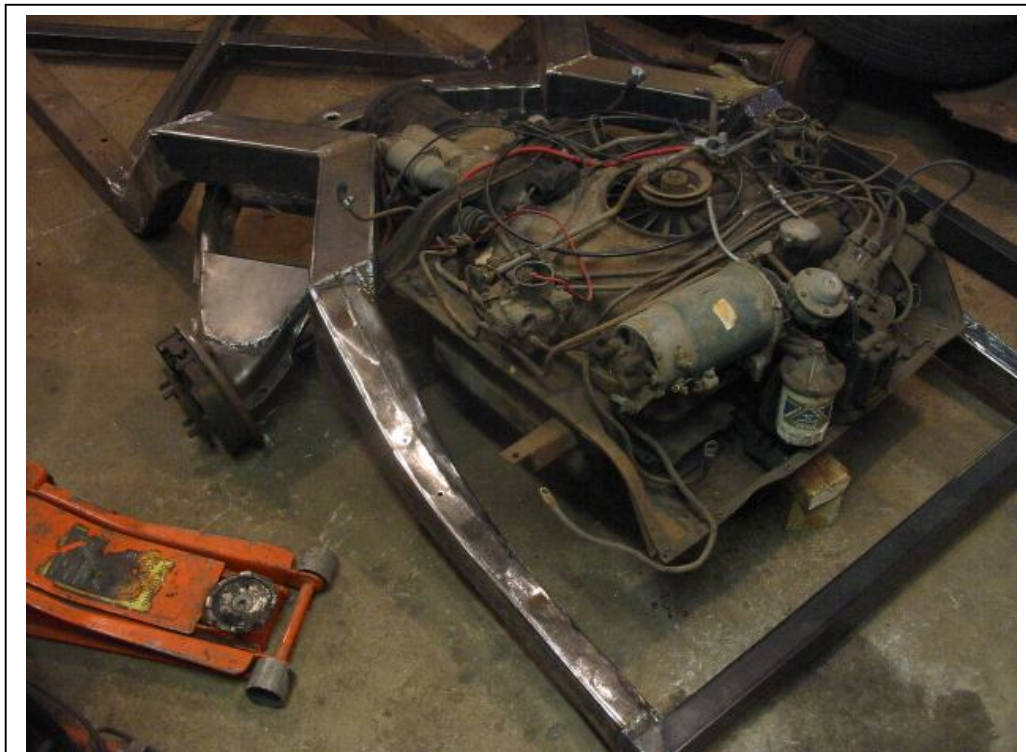
Here is the Corvair subframe connected to the rest of my frame.



A little 12 gauge to hold it all together.



Zig-zag.



I used the original rear part of the ford frame, but flipped upside down.



That second cross bar is a very burly engine mount. Rubber mounted with earl Ford F-1 mounts



Smoothed out rear bumper.



November of 2012. Time to bring those body panels back out of the basement.



I cut the windshield frame loose and moved it back 18 inches and chopped 1/3 off the top.



I grafted roll bar tubing along the top of the doors and windshield.



The rear deck was lengthened by a foot. There is some mock-up stuff happening in this picture.



This is the perimeter tubing done. I had to use exhaust mandrel on the tightest bend.



Front bumper and splash pan welded in.



Frenched headlight.



Filling the gap in my hood.



My front fenders and hood are all welded to the body.



The grill area is blocked off and I have front body mounts near there. A majority of the work on this car is where it will never be seen.



Filled a little in my wing window area.



My firewall is flat, square and way farther back than is normal.



Yes, I live in Minnesota and yes, I worked on this car in all weather.



February of 2013. I started putting a lot of sheet metal into my interior.



Filled the gap in my rear deck.



Filled the gas door.



Skirts welded in.



I didn't keep much of the dash.



Floor, firewall and kick panels.



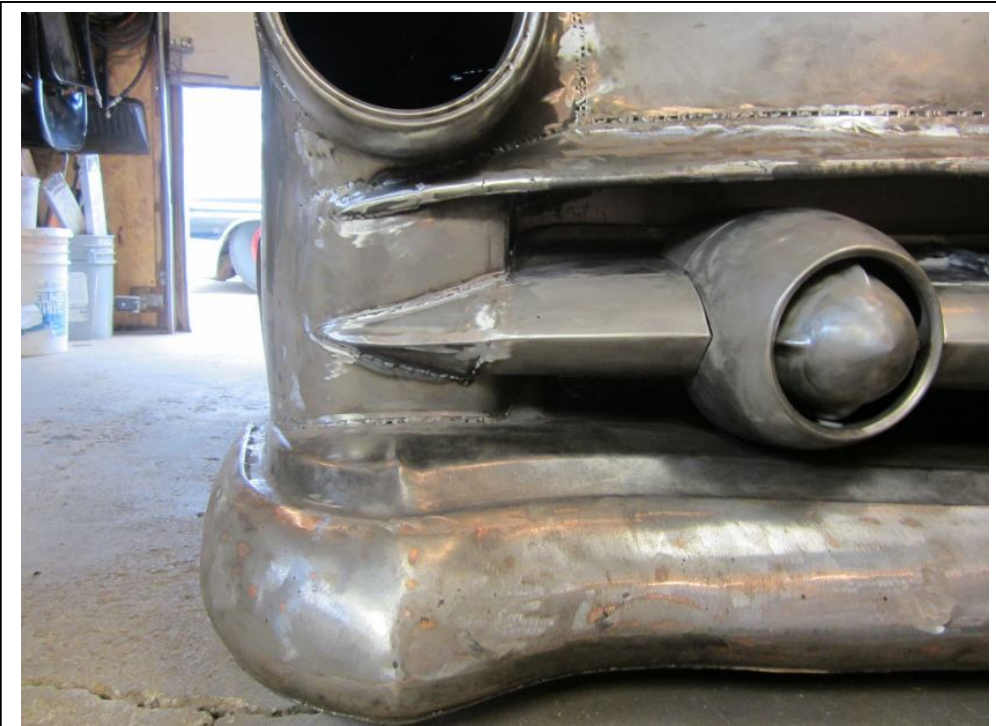
My dash doesn't have a lot of stuff going on anymore.



My buddy, Beau helped me make this 10 inch wheel with his Harbor Freight tubing roller.



I narrowed the rear bumper a couple inches so it would fit tight up against the body. Then I made holes for the exhaust.



I took a '51 grill and built some pieces to mold it to the body. This part of the car started as an enormous rust hole.



The bottom lip of the trunk lid needed some rust repair.



This is my intermediate steering shaft. I built it from scratch with some very primitive machining techniques. It is nearly 3 feet long and sits in the car totally horizontal.



This is part of my steering; there are 3 sets of u-joints. It works surprisingly well. No slop.



I recessed my licence plate into the trunk lid. It is also the latch for my trunk.



May 2013. Most of the metal work on the body is done.



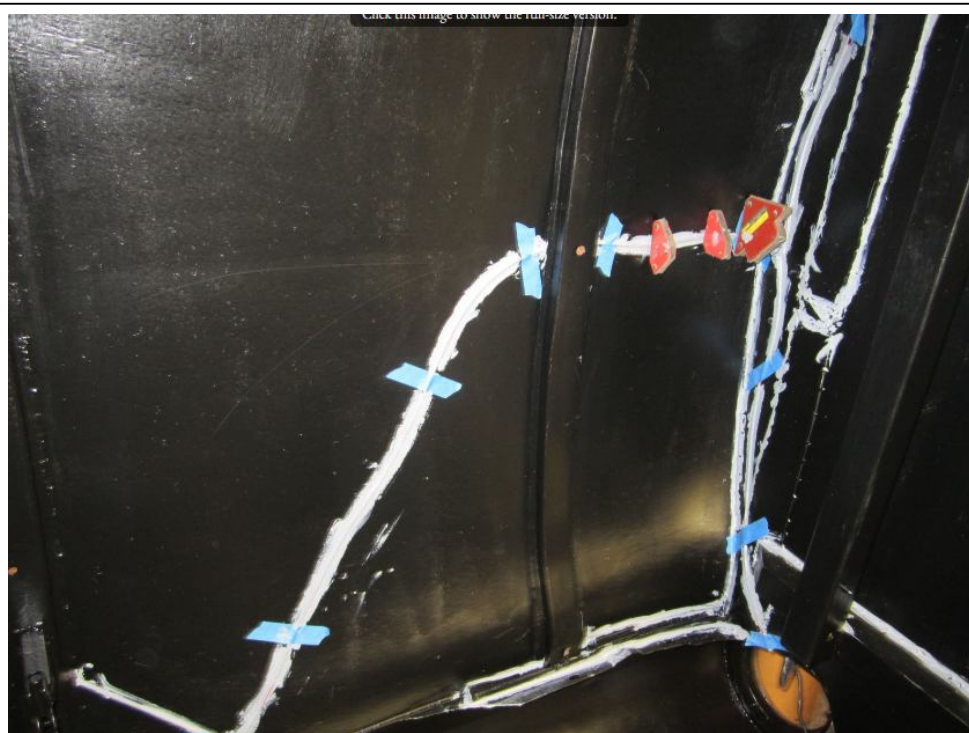
I converted a '62 Ford hanging brake/ clutch assemble to an under floor master. I can't open my hood to check the brake fluid. It remains part of the frame and comes out through a hole when the body is removed. I can pull my body off and not have to mess with my throttle cable or brake lines. This was a TON of work.



October 2013. Body is back on its side. The welding never ends.



I coated everything you can't see in a thick coat of implement paint.



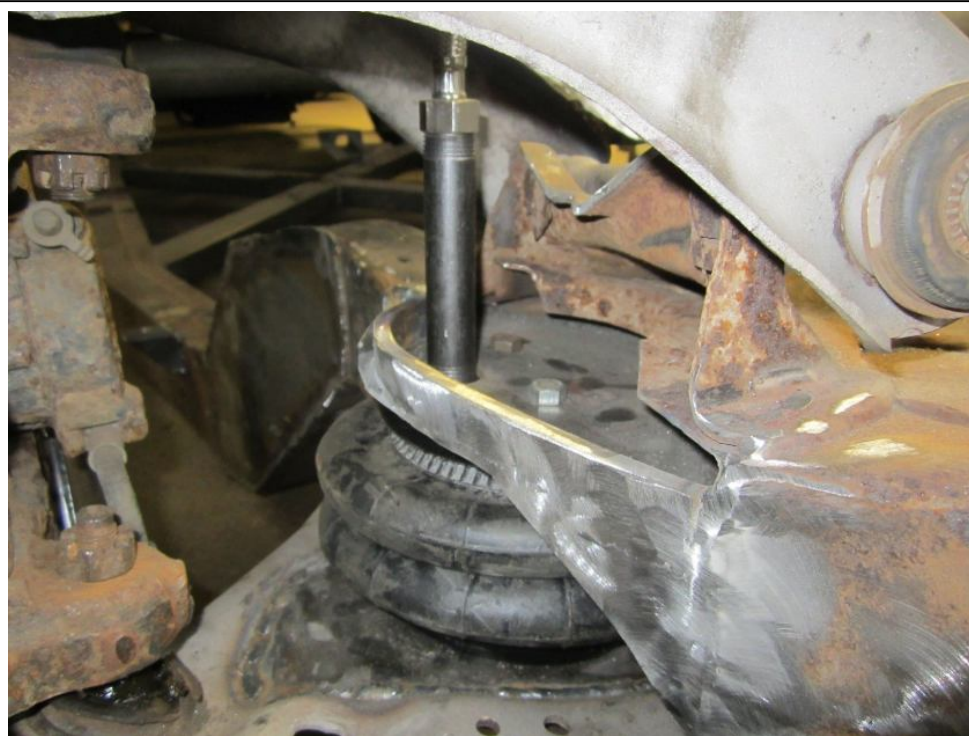
I glued the wires for my headlights and taillights directly to the body with seam sealer.



Where there would normally be an engine in the S-10, I mounted a 5 gallon air tank.



My shocks run backward off of the upper control arms. I looks wrong, but works good.



Front bag mounts.



This is a three gallon air tank for the rear along with a cradle to mount my fuel tank.



Poly dune buggy fuel cell.



Rear bag mounts.



Rear shocks.



March 2014. The frame is done.



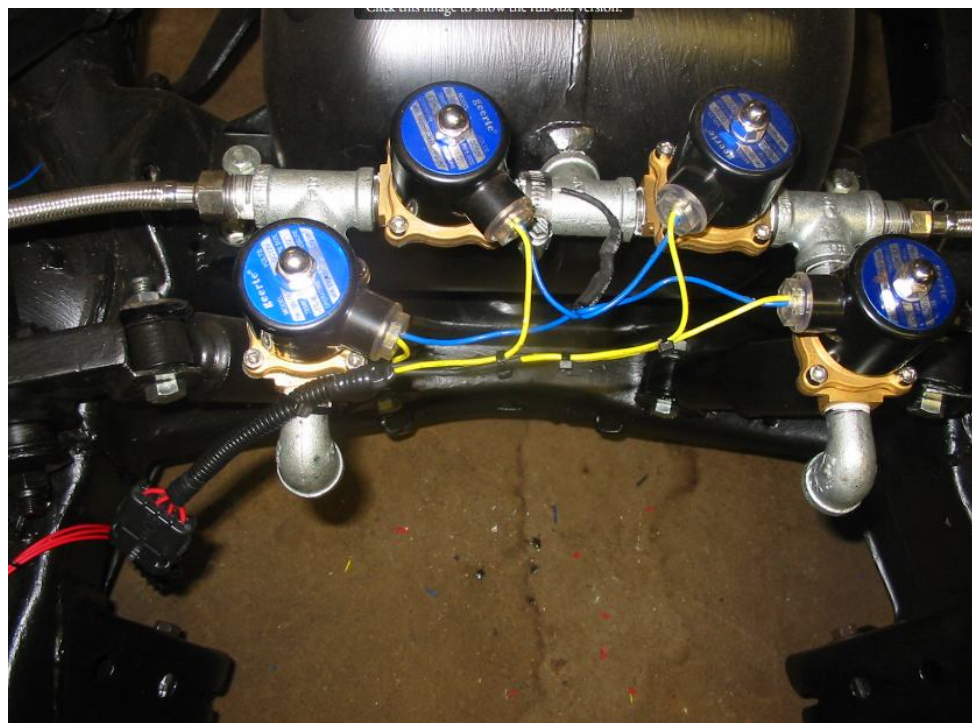
My air lines are 1/2 inch black pipe welded directly to the frame.



Sandblasted and painted frame.



Fresh paint, fresh brake parts.



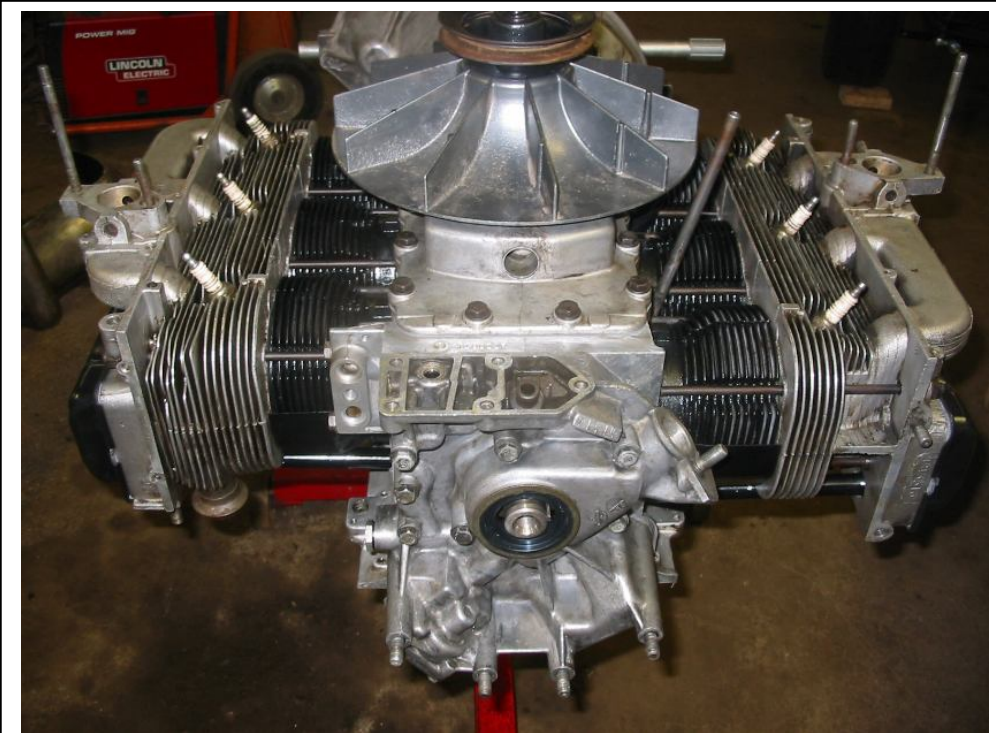
Air ride valves and wiring.



Corvair engines look weird.



I didn't do a full rebuild, but I went pretty deep.



I took a lot of hours to make it this clean.



Engine back together and all accessories mounted.



My exhaust. I got those stainless Ducati mufflers for free.



August of 2014. It made it to it's first car show in bare steel with no windshield.



Primer.



I painted it House of Kolor Orion Silver under the very close supervision of my friend Courtney.



Base boards for upholstery.



I chopped my windshield with a sandblaster and a roll of gaff tape. It took forever but it worked.



Poor man's Dynamat. Duct insulation.



Burgundy boat carpet.



It got a lot of attention at Back to the 50's.



Oxblood tuck and roll. I had some good support and tutelage from Nate at Vinylux Upholstery.



And, it's done. Tomorrow Trent Sherrill is going to take some pictures of it. After that I get to drive it around and not worry so much about scratching it. July 21, 2015





July 25, 2015

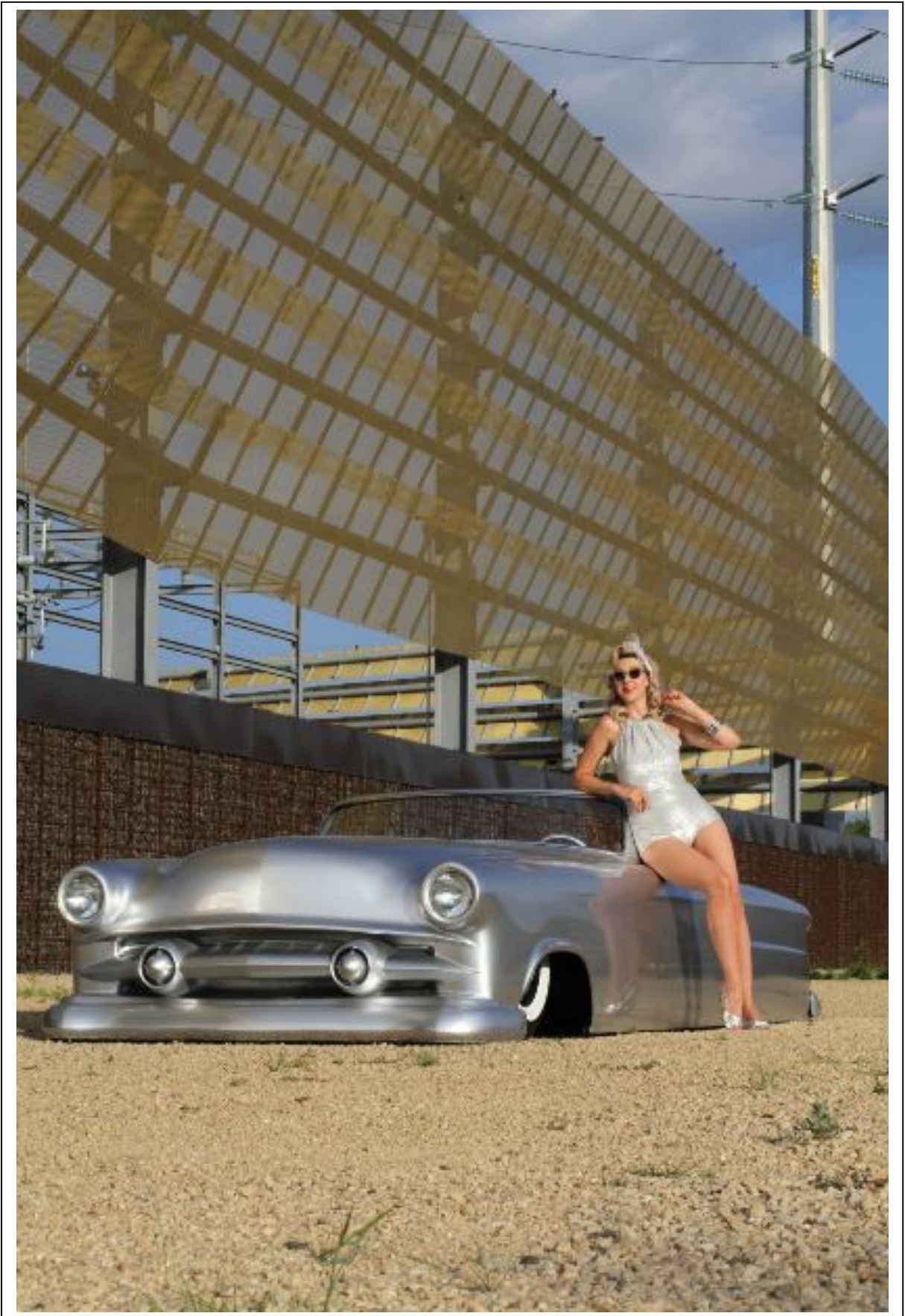




Photo by Trent Sherrill

Also, here is a link to a video of it running:

<https://instagram.com/p/03e2WnKcoL/?taken-by=noahfaraday>



Corvair Minnesota meeting

September 8, 2015



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