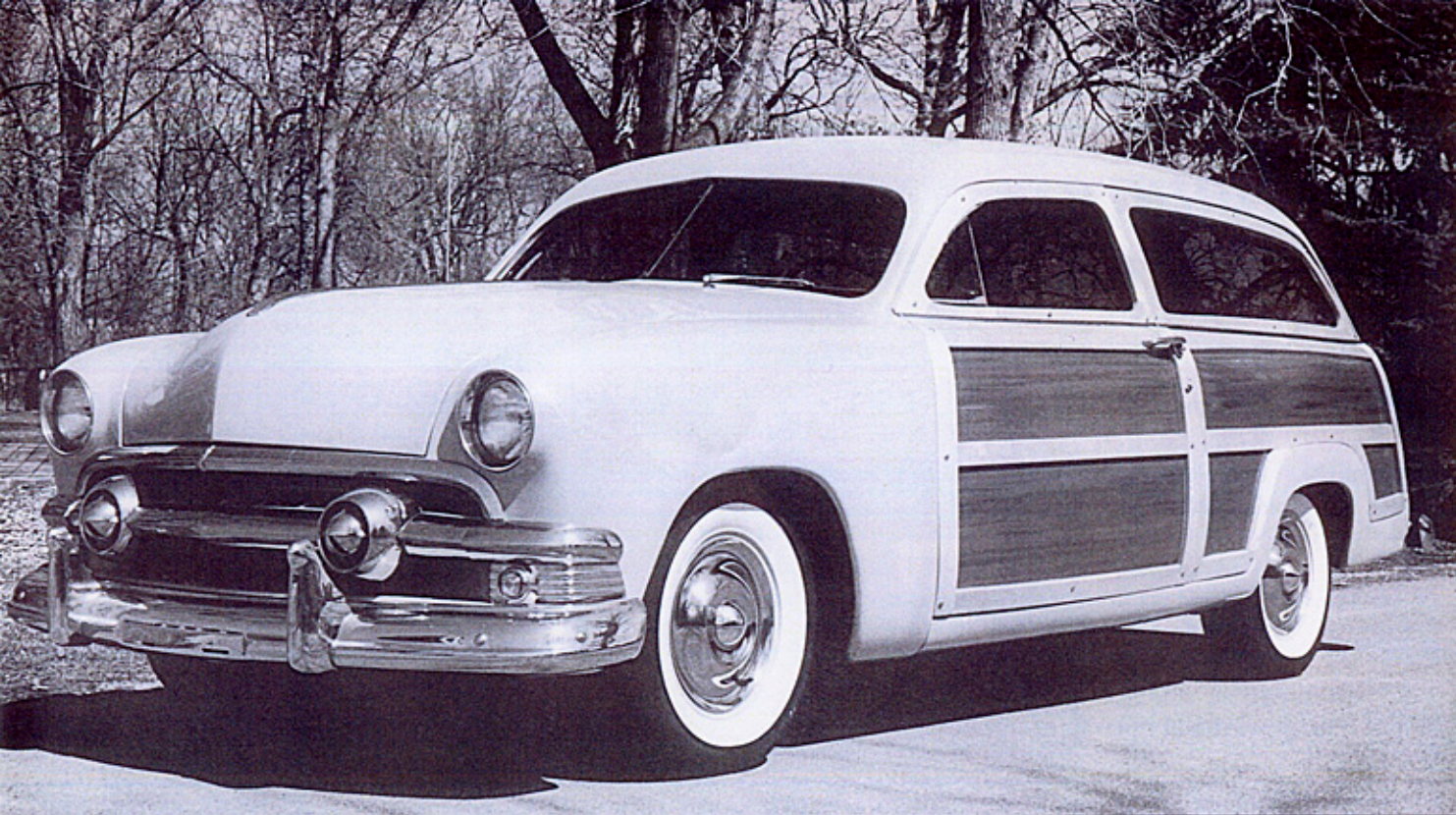


WOODIE TIMES



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SURFIN' THE LAND OF LAKES

*By Tom Halfpenny
Woodbury, Minnesota*

This '51 Ford Country Squire is the third car I have rebuilt, but the first custom. The others were a 1931 Ford Victoria two-door, 1937 Buick Special four-door and a 1967 Dodge Coronet 440 convertible.

My dad always bought Fords, so I was trained to drive on a '48 Ford tudor, but I liked the cars with the shoebox styling, which started in 1949. My grandfather built furniture. We built two wooden soapbox derby cars together, and I placed well in the finals. For vacations my family, grandparents and other relatives would rent a place "at the beach" on the northeast coast of Massachusetts in the town of Gloucester.

By putting it all together -- Ford, wood, ocean, shoebox, surfing -- naturally a Ford shoebox woodie resulted! My brother rebuilt a '51 Ford woodie to original specs, so he would be a good technical reference. I decided on a '51 because it was the last of the Ford woodies.

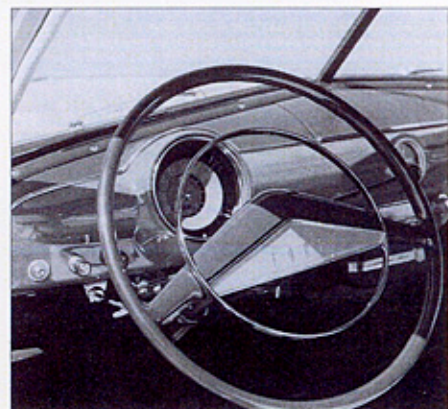
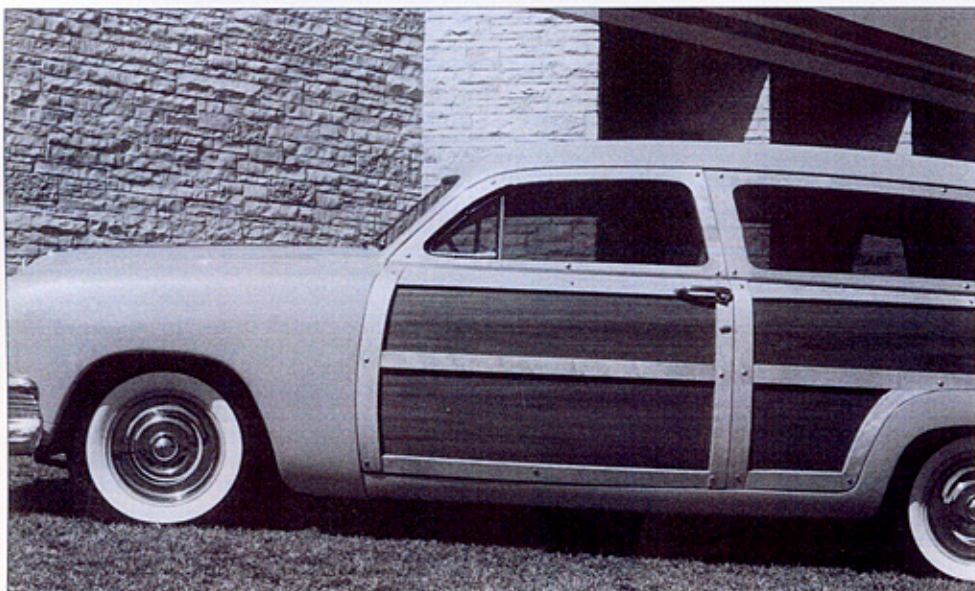
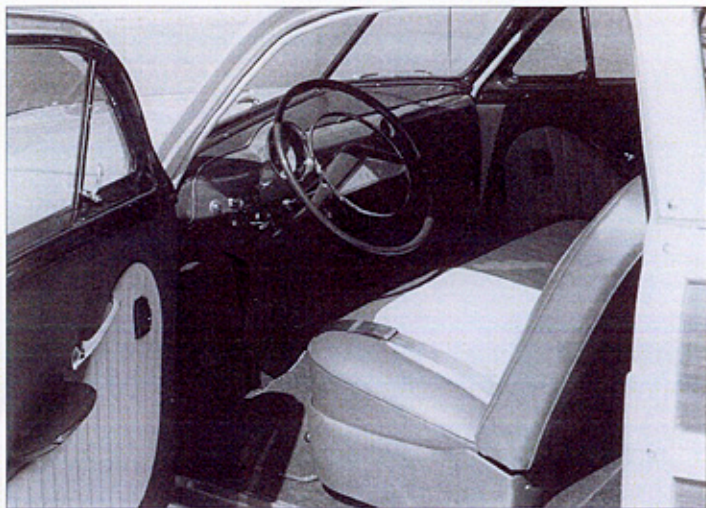
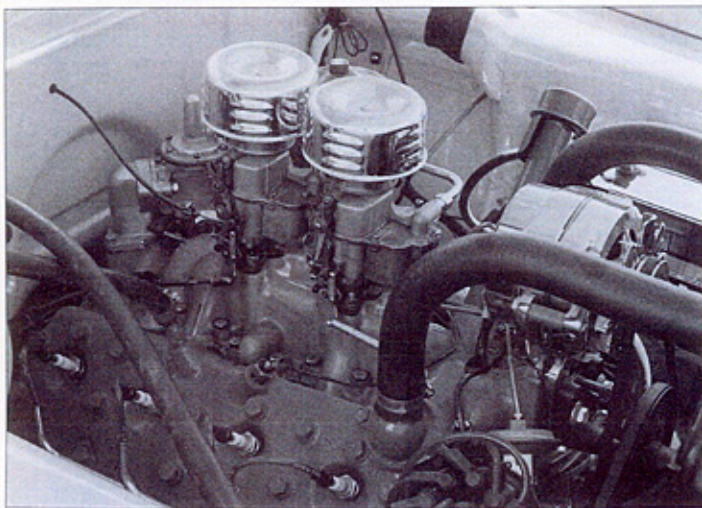
The top was chopped 2-3/4 inches, and the metal tail-

gate was swapped for a '50 wood tailgate. Rear sheet metal was reworked to set the license in the lower pan, install a Hagan gas filler door and tunnel '50 Ford taillights vertically. The hood was filled and headlights frenched. All metal work was by Car Creations, with special Sunburst Yellow paint by Vescio's Custom Paint.

All the wood was done locally by Dennis Fetzer at his shop, Wood by Whiskers. He shaped the maple frame members and laminated the mahogany panels. The headliner bows are wood like the Mercury, and Bob's Auto Upholstery finished the interior in tan cloth and maroon vinyl.

The original flathead was rebuilt to '53 Merc specifications with dual Holley carbs, headers and Smithy mufflers by Adelmann's Engines. The transmission is a stock three-speed with overdrive, and the rear end is Mercury. The front was lowered 2-1/2-inches with dropped spindles. Tires are Coker wide whitewall radials.

We are a long way from the ocean, but we added a unique wood roof rack to carry a 10-foot 1965 longboard by Hanson! It gets a lot of comment in Minnesota.



SPECIFICATIONS

1951 Ford Station Wagon

Engine	Ford 8BA flathead rebuilt to '53 Merc specs by Adelman's Engines	Body modifications	top chopped 2-3/4", frenched headlights and '50 Ford taillights, original metal tailgate replaced with '50 wood tailgate, Hagan gas filler door, Gearhead Ent. third brake light above tailgate
Bore/stroke, displacement	3.1875/4.00 in., 255.4 cu. in.	Bodywork	Car Creations
Pistons	Federal Mogul 7.0:1	Woodwork	Dennis Fetzer, Wood by Whiskers
Rings	Hastings	Paint type/color	Dupont custom mix Sunburst Yellow,
Rods	Ward (Merc)	Painter	Vescio's Custom Paint
Camshaft	'53 Merc	Upholstery/color	tan cloth/maroon vinyl by Bob's Auto Upholstery
Valves	Chevrolet	Carpet	maroon
Carburetion	dual Holley 2-barrels	Other interior	Mercury-style wood headliner bows and dome light surround
Ignition	stock, converted to 12-volt	Dashboard	clock replaced by tachometer, original finish restored by Woodgrain by Estes
Exhaust	dual with Red's headers, Smithy mufflers	Sound	AM/FM stereo
Transmission	3-speed with overdrive	Other	custom wood roof rack and 10' longboard by Hanson
Differential/ratio	Mercury/3.92:1		
Front suspension	stock with heavy duty anti-sway bar, 2-1/2" dropped spindles		
Brakes	stock Ford drum		
Steering box/column	stock		
Wheels/tires	stock/Coker 215/75R15 wide whitewall		
Radiator	re-cored, 4-row		