

turbo deluxe

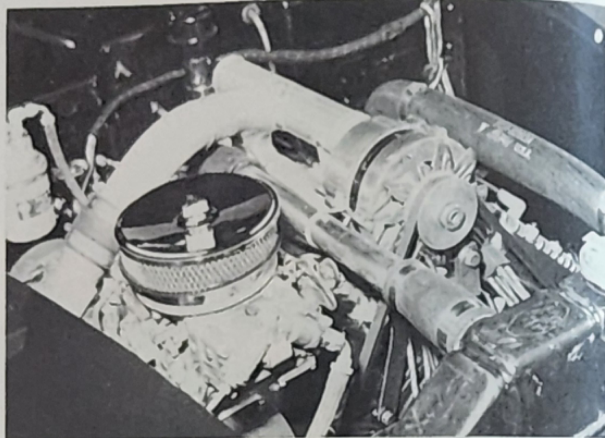
Photos by Steve Reyes

John Wolf traded rocker arms for a "hair dryer"

By Tom Senter

Restored Burgundy '40 Ford coupes are not particularly rare. Restored '40 Ford Deluxes aren't either. And turbocharged overheads resting beneath the hoods of these cars appear frequently. Flathead-powered '40s are common. But all of these elements wrapped into one pristine package result in a machine that is unique.

John Wolf has blended the concept of retaining the superb lines of the stock '40 Ford Deluxe coupe and the charm of the stock driveline and engine type with the irresistible challenge and benefits of additional performance gained through turbocharging. Blown flathead, modern style.



The perfect metalwork was executed by Steve Davis before application of Ditzler enamel—not lacquer—by noted enamel sprayer Dick Hallen of Burbank, California. The exquisite tan genuine leather upholstery was fitted by the master, Tony Nancy of Sherman Oaks, no stranger to *PHR* readers. John handled the update and restoration of the stock front and rear suspension systems and brakes—adding '56 Ford hydraulics to the front—and exchanged the stock 16-inch wheels for Ford truck 15s.

While the exterior gives the impression of a brand new '40—possibly boasting a fresh 85-horsepower, stock flathead engine—once the hood is lifted, surprises are in store.

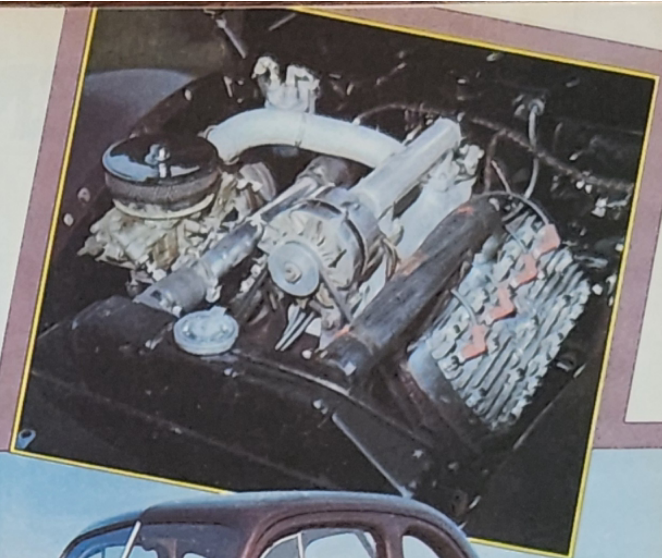
"I had thought about a 351 Cleveland," John remarked, "but the exterior came along so nicely that I wanted to retain the vintage flavor. I wanted extra performance, so I decided to turbocharge the flathead. I'd had a Roots-blown flathead, so this time I wanted to give turbocharging a try."

Fitting the Rajay 301-series hair dryer to the '46 Merc 276-CID valve-in-block was no great chore. A custom exhaust pipe crossing under the motor was mated to stock cast-iron manifolds to drive the turbine wheel. A Holley 650 double-pumper was fitted to the intake side of the blower and aluminum tubing was heliarced to duct mixture to the intake manifold. That enough 1978 dialogue for you? Okay, let's go back to 1948, because from here on, the hot rod parts are labeled with vintage names that stir the hearts of old-timers.

The turbo sends 10 pounds boost into an Ord aluminum intake manifold originally designed to accept a pair of Winfield single-barrel downdraft carbs. The air-fuel mixture continues on its way through ports enlarged, polished, and relieved by Bob Bowen to cylinders bored an eighth-inch and filled with die-cast aluminum pistons of unknown manufacture.

Stock Ford 29A rods swing on a four-inch-stroke steel Mercury crankshaft, completing the reciprocating assembly that was balanced by Jim Khougaz Balancing. (Any names familiar here from the good old days?) Massaged valves are bumped by a Kenny Harmon camshaft under vintage "block letter" Edelbrock finned-aluminum heads, containing compression generated after ignition by a Harmon/Collins magneto.

Nearly 300 horsepower is directed to a



HOT RODDING

stock side-loader three-speed transmission fitted with Zephyr gears (the old one, not the new one) through a 10-inch Ford flywheel and truck clutch.

It's an unusual package, to say the least. An exciting blend of the old and the new. John's an old-time rodder of 46 who couldn't resist the temptation of updating the vintage equipment with modern technology. Early tests indicate that the machine is capable of speeds in excess of 130 mph. And that's enough for him. Any more and he'll have to start getting into the chassis a little heavier . . . and that would take all the fun out of it.

POPULAR HOT RODDING/43



Wider rear tires might be temptation to lift the hood for a look at the engine. You guessed it. Inside is a Rajay turbocharger, assisting aging L-head 24-stud V-8. License plate reads JW's 40. Classic Forty pot-metal grille is a finely detailed work of art, augmented by accessory bumper guard.

