



SKETCHPAD

ROD & CUSTOM IDEAS FOR THE NEW MILLENIUM

BY TOM DANIEL

HOW SWEET IT IS TO BE IN THE FEBRUARY, 2000, ISSUE OF R&C! IT SEEMS LIKE EONS ago (41 years to be exact), since the first TD Sketchpads appeared in *R&C*. Back then it was a little "Digest" size format. Lynn Wineland (*R&C's* first art director and second editor) coined the phrase "Off the Sketchpad," which has been copied and imitated by various magazines to this day.

Current editor Jeff Tann's offer to again doodle sketchpad ideas sounded good: Coupes are *hot*, go ahead and do six coupes.

After much head scratching as to just what six coupes to do, I selected four real cars to play with: Ford, Buick, Olds, and Plymouth, and decided on two Phantom Coupes to add to the mix.

'55 Ford Fairlane Two-Door Vicky

1 The '55/'56 Fords have nicely shaped bodies, especially the two-door Vicky. On this design, the lid is whacked 3 inches, and painted deep glossy black with the pearl green body color as a surround. The rear fenders are raked back and extended with dual exhaust tips poking through openings in the lower extensions. Fifty-nine Dodge custom Royal tail-lights are mounted to the center sections. The deck is shaved, the license plate is tucked into a recessed panel, and a rolled rear pan flows smoothly into the fender extensions.

The straight Ford Customline side trim recessed into the body, the door handles are shaved, and solenoids added. Wide whites and chrome smoothies roll under the slammed body, accented by pearl white scallops trimmed in deco orange. Seven vertical louvers are punched into the lower quarter panel. The interior sports deco orange truck 'n' roll seats, headliner, and trim. Power is a big V-8.

'46 Plymouth Two-Door Coupe

2 With this car, I was after a pure '50s custom look. The lid is whacked off behind the windshield A-pillars, and replaced with a custom Carson-style top. The B-pillars are also cut away. Appletons, hood louvers, and small, trick side view mirrors are a must. The sock side spear trim is frenched into the body, the doors are shaved and have solenoids, and the modified rocker panels have openings for chrome side pipes.

Flared fenders allow a wider stance for wide whites, and '48-'49 Caddy hubcaps help capture the look. The front fenders are extended forward, and Buick-styled headlight doors hold frenched lights above. Below are high intensity Halogen driving lights). Dual amber turn signals separate the lights.

Chrome Tube grille bars float between a custom grill-surround and roll pan below. Body color is pearl root beer. The interior is cordovan leather tuck 'n' roll. Power: Mopar Max-Wedge would make this a quick ride.

'50 Olds "Rocket" 88 Two-Door Coupe

3 As usual, I whacked and hammered the lid, but eased the onset of claustrophobia by adding a two-way roof panel. Custom high-mount sum shade/sideview mirrors are attached to the doorframes. The shaved and louvered hood had rounded corners, the headlights and turn signals are frenched. A custom grille-surround mirrors the shape of the stock chrome grill, fitted with straight chrome bars. High-intensity Halogen driving lights are tucked into the lower corners. A roll pan continues the smooth look.

Wide-stance tires roll under flared fenders with five-spoke mags. The side-mount pipes have a body-colored cover molded into the rocker panels. The custom side vents behind the front flares are accented with white/orange/red/blue rocket exhaust styled flames. The shaved doors have solenoids, and '58 Vette taillights are fitted into the rear fender. An Olds Aurora V-8 would be a great power source.

'42 Series 70 Buick Roadmaster Convertible Coupe

4 I've always thought "pontoon" fendered Buicks were great for full-on customizing. For this design, a bright red body was a must. A whacked lid is converted into a classic Carson-style top with small side windows. The interior features maroon tuck 'n' roll.

The shaved, modified hood has rounded corners, and Appletons are on the A-pillars. The shaved, solenoid-operated doors have rounded corners.

Chrome custom dual header plugs poke through the lower edge of the fenders, with yellow free-form flames and deco blue striping. The frenched headlights have overhead peaks. The custom-molded grille-surround extends under the headlights, giving an even broader look to that Buick "smile." The vertical bars are modified '48 Buick or tubes.

Custom teardrop-shaped turn signals flank the grille, and a roll pan adds to the smooth flow. Bumpers? We don't need no stinking bumpers! Vertical louvers are punched in (actually, out) of the skirts. Custom turn signals mimic and reside in the stock location. The red slammer rolls on wide whites and chrome wires.

Thirty Something Coupe

5 This Turret top phantom coupe has a '30s look, but is handformed. In a custom coupe, suicide doors and solenoids are musts. Small side view mirrors are mounted high on the doorframes. The sides of the hood have servo-driven vent panels for heat dissipation. The car features pearl mist grape paint with abstract red/orange/yellow flames striped with deco blue for an accent. A ram-air hood scoop has a chrome lip. A chrome grille ring on the nose is fitted with straight chrome bars. The car also feature pop-up headlight doors that house small high-intensity halogen lights, plus turn signals. The big 'n' little meats support special five-star slotted wheels with chrome bullet center hubs. Power for the coupe is a blueprinted, high horse bib-block Chevy engine.

Phantom "Coupster"

6 For this design, I wanted a snarly 'n' gnarly look. A kind of dirt track and salt flats racer blend with a bit of Champ car mixed in. Zoomie whit flames trimmed in orange over a red body seem appropriate. Suicide doors have custom billet door handles, and small custom high-mount sideview mirrors are mounted to the A-pillars. The very low lid has semi gull-wing lift-up panels to help with the entry and exit.

The hood has a ram-air scoop, Dzus fasteners, and inverted (or concave) louvers like '30s race cars. The track roadster style chrome grille has a '30s Ford look. V-8 power dumps into side-mounted exhaust.

The car rolls on big 'n' little wrapped around chrome Halibrand slot wheels with genuine knock-off hubs.