



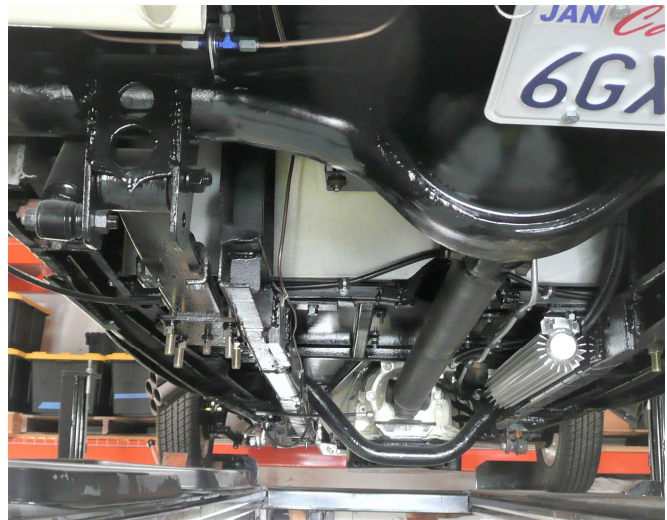
1927 Ford Model T

The car was a rusted-out shell that I had to totally rebuild. The dash is a 48 Ford truck narrowed 8" and filled. The rear quarters are fabricated out of a 57 Nomad spare tire holder. The overflow tank is a Briggs and Stratton lawnmower gas tank.

I built a frame for the body to sit on the frame of the car so it would be structurally

sound and safe. The pedals are from a NASCAR race car and it does have a clutch pedal – that I rest my left foot on while cruising. I can easily convert the car to manual transmission [stick] but prefer to drive it as an automatic. In essence this is truly a hot rod – as all pieces are second hand from the junk yard (except for the seats), the gauges and the wheels and tires.

The 27T has been a long-term project that has tested my skills and taught me patience. It is a 1927 *Ford Model T Coupe* that is chopped 5+ inches, channeled over the frame and the frame is extended



10 inches. The rear of the frame is Z-ed 12 inches and the front uses z-ed wishbones to get it low. The rear suspension is quarter elliptical springs meaning I cut one spring in half and installed on each side. The front axle is from a 1937 Dodge Truck and the rear is 1963 Mopar hemi 8 3/4 rear end 3.55 gears. The engine is a Chevrolet 350 with a TH400. The wheels are aftermarket imitation Halibrand and the rear tires are Mickey Thompson cheater slicks 31" tall. The front drag tires are 27" tall. The paint is Wimbledon White with Cinnamon Metallic Brown. The interior is all fabricated with two bucket seats. The ceiling has imitation stamped metal inserts of brown and gold and the window glass is Lexan yellow.





The shakedown cruise revealed a problem with the transmission not shifting and the ground clearance too low, only 1 1/2 inches. I am trying to get the transmission adjusted after sitting for 10 years but may have to pull it and have it gone thru. The suspension has settled about 2 inches – so I need to figure out how to raise the frame to get the clearance. I knew when I built it that I set the engine and trans low to give me some more room in the cockpit but did not anticipate the springs settling. I named the car “FOMOLET” to recognize the three sources parts used to build the car – Ford, Chrysler (Mopar), and Chevrolet.

I bought the car in 2009 and it was a rusted-out hollow shell. I had to fabricate almost half of the body and then figure how to fabricate the rest. I had help in a couple of areas but mostly did the work myself. I had no idea it would take so long.

