

Caring For an Old Original

When Chuck and Sherry Kellogg got their 1936 Ford sedan slantback in the fall of 2007, they knew it needed some work but were endeared with its historical providence.

Although it's been repainted once, it's mostly all original. It still has the original flathead V-8 motor and transmission and the original upholstery. It still has the original mechanical brakes, and since he added new brake shoes, they work well, he said.

"I added an electric fuel pump last spring," Chuck said. "It's still six-volt."

It's the design of the sweeping lines on the old Fords from the mid-1930s that attracted Chuck to this car. "I like the style of it," he said. "They're pretty nice looking cars."

But he admits he is somewhat biased on the make, as it had to be a Ford.

"I'm an old Ford man," Chuck said. "My first car was a 1930 Ford Model A. My Dad got it for me when I was 14."

But this particular Ford is needing some tender loving care, he acknowledges. After having a couple years of fun with it, when he tried to do a little cruising last spring, the old Flathead just wasn't up to it. So he spent the summer looking for parts to rebuild the worn engine.

Most everybody knows that when it comes to 1936 Fords the local authority has to be Joe Floyd, who owns several different models of Fords from that year. And it didn't take long for Joe and Chuck to become acquainted. Chuck said Joe is working with him to help make the car the more reliable cruiser he wants it to be. Since Joe has some spare Flatheads, Chuck said he is negotiating a deal to possibly start with a stronger block and use parts off the original engine to create a power source that will enable him to enjoy the car in more Great Plains Streetrodder functions. Chuck said he is anxious to get it back on the road.

So, when it gets back on the road, will it retain its originality or become more of a streetrod?

"If I had the money, I'd probably hotrod it," Chuck said.

"I just want something to cruise in."



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