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By Jenny Gower

FOR Shane Longstaff the temptation of Hot rods began when he was a child going back as far back as he can remember. One such memory is when the neighbours had a visitor in a T-bucket and all of the young kids including Shane ran down to have a look. Fast forward some years later and Shane was making phone calls to track down a T-bucket he'd heard was for sale. Not long after, he and a mate were on their way to Woodville to buy a partially built 1923 Ford T-bucket project. The car had a pretty rough rolling chassis, an engine, gearbox and bucket body mounted on it. After closer inspection the chassis was in worse shape than thought and after speaking with a certifier Shane, was advised to throw tons of dollars and hours at it or scrap it and start again which is the option he went with.

As Shane has said "a lot of things when building a car from scratch are trial and error, including trying to get the best advice available. For example, the dashboard took four designs to get to where it is now". Initially it started out as being a bit of a budget car with the hope of keeping costs down but as he progressed it soon turned into an expensive build with taste and desire winning over dollars and cents decisions every time. Another good example, the second hand Jag gauges gave way to brand new Auto Meters and second hand wheels and tyres soon gave way to brand new Cragar rims and BF Goodrich rubber. Then nearing completion Shane decided to sell the motor and replace it with something more aggressive, a 350Chev engine.

The interior of a car can make or break a hot rod but Shane found the guys at Kohl Rod and Custom did a fantastic job and their years of being in the business also meant awesome advice. Overall this build took four years to complete which was longer than expected, and during that time, Jim the painter had sold his business so they then had to rent back time in the booth to get the paint done in Lime Green. Being an electrician and working as a switchboard builder means Shane has some skills to add to the build process, as it turns out he did all the fibreglassing, the floor, the mounts and the tray.

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Shane has always been into hot rods and drag racing. He belongs to Capital Rodders club in Wellington (famous for their yearly Guide Dog Run), and he credits good friends the Kohls for really getting him into the scene. As for the T-bucket "It's fun to drive, goes well and gets a lot of looks and

attention". He'd like to say a special thanks to Marty Jones from Pro Street Engineering in Palmerston North and all those who helped with the build. He also recommends having the help and guidance of a good certifier as it can save a lot of time, money and headaches. He made countless calls

at all times of the day and weekends for advice and it really paid off.

In my experience most people that embark on a build can't resist doing another and Shane is no different with a '32 Ford coupe nearing completion as we speak, good luck with the coupe Shane.



FEATURES AND SPECS:

- Engine:** 350 Chev with a lumpy cam with lots of chrome shinny stuff, 600 4-barrel Holley carb.
- Gearbox:** TH350.
- Rear end:** Jag XJ6.
- Chassis:** Professionally purpose-built by Kev.
- Body mods:** All fibreglassing, floor, body mounts, tray by owner.
- Paint:** Lime green by Jim Thompson.
- Interior:** Custom by Zak Kohl, Kohl Rod & Custom.
- Electrical:** Custom by Mike Stoebener.
- Front suspension:** '48 Ford axle and radius rods, So Cal shock absorbers.
- Rear suspension:** XJ6 Jag independent rear end.
- Steering:** HQ column and box, So Cal arms.
- Brakes:** Falcon rotors, Willwood 4-pot callipers, Rear inboard Jag discs.
- Wheels:** Front: Cragar 15x7 Rear: Cragar 15x10.
- Tyres:** Front: BF Goodrich P215/60R15 Rear: BF Goodrich P235/70SR15.



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