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VOODOO CHILD

AUSSIE DESIGN FOR FORD CLASSIC

Cutaway ... this shows the intricate design of the space frame chassis.

TWO revered icons celebrate their 80th anniversary this year.

They are world famous but worlds apart, the Sydney Harbour Bridge needs no introduction and, to many but visitors around the world, nor does the 1932 Ford, the first mass-produced Ford that was available with a V8 engine.

But it is not just the V8 or the '32, or Deuce as it is known, that makes it the "must have" car for customers and hot rodders. It is its uncomplicated styling and variety of body styles (coupe, cabriolet, roadster, sedan, sedan and van) – all of them.

Ford produced more than 40,000 1932 cars and commercial vehicles and until now hot rodders have pretty well stuck with the original or reproduction chassis (parallel rails with front and rear cross members) and reproduction bodies of fiberglass or metal.

Now, an Australian-owned company, Voodoo Hot Rods, has produced the world's first Ford-type carbon fiber bodied '32 roadster with a fully engineered tubular space frame chassis.

The Voodoo 32R (it for street/strip) made its debut at the Grand National Roadster Show in Los Angeles earlier this year in the company of 100 of the US's most historically significant examples of the 1932 Ford.

The Voodoo 32R (www.voodoo32r.com) is the brainchild of Australians Steve Walenden and Peter Hayes, who have more than nine years and $400,000 to investment to create the most significant change to the design of a '32 Ford.

It features side impact protection, Watts linkage front and rear for vastly improved ride and handling, rack and pinion steering and a safety element not found in reproduction '32s on the market.

A keyhead dives for the front axle, which runs the Buonocore (pronounced Bon-o-core) Triple, same as the Chevelle SS396, which they bolted to a Bellingh, which they bolted to a universal-chassis '32 Ford to the

There are a host of subtle changes to the Kevlar/carbon fibre body, which is half the weight of steel or fiberglass, but even the most dedicated hot rubber might not spot them. For starters the body comprises three sections. The outer skin, the interior module and the boot module, the latter two are bonded to the shell to provide superior strength and rigidity over rubber.

There is an extra inch in the interior length, raised wheel arches and the only steel in the body are internal mounting points for the door hinges and door locks.

Show crowds were in awe of what this former Sydney based journalist had presented and comments such as "straight rumpin'" "to Class" and "fantastic" were standard responses.