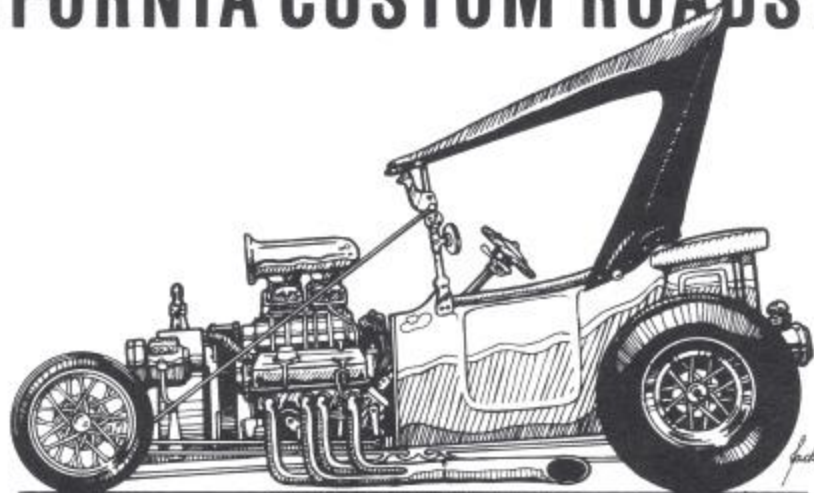


CALIFORNIA CUSTOM ROADSTERS™



PLANS & DATA

1915 - '25 "T" CHASSIS

Our plans are for scratch building the famous Bill Keifer Chassis, today's most practical chassis for show and go. Most chassis builders in the street rod industry have patterned their frames and front end design after our '15 - '25 "T" Chassis. This chassis has been proven and debugged through many years of production and use on hundreds of top cars. It is for the '23 "T" style roadster or any compatible design of custom car. And it's set up for use with any Chevy V8 (283-454) with either a conventional or Jaguar rearend. The plan set includes:

- SET 1 — BUILDING FRAME & ATTACHING PARTS
- SET 2 — FRONT END
- SET 3 — MOUNTING THE JAGUAR REAREND
- SET 4 — MOUNTING A CONVENTIONAL REAREND
- SET 5 — STEERING AND MOTOR MOUNTS

The California Custom Roadsters Plan Sets include full-size dimensions,

and detailed step-by-step instructions for building your own chassis. The smallest details are covered. Various ways to do cutting, where and when to make welds, set-ups for front end angles — everything is carefully worked out from the knowledge we have gained during many

years of producing this popular chassis. The data is clearly detailed for those who are new to car building and modifying. The professional builder will find new techniques, short cuts and layouts to apply to his current building and production skills.

The expensive part of chassis building is the labor. By doing the labor yourself, you can build a top quality custom car for a much lower cost. Different methods of cutting and welding are described in plan set #1. The five plan sets will show you how to build your chassis in five separate steps. Because the material costs are just a small fraction of the value of the finished parts, you should be able to cash out anywhere during the construction process, if for some reason you are unable to complete the project. If you want to replace the steering, front end or some other portion of an existing car, then just order the individual plan set that applies. These plans are for our standard production chassis. Innovative scratch builders can alter our dimensions to suit their special projects.

A good street rod can be built relatively inexpensively or you can spend mega bucks. What makes a good rod is not the amount of money you spend, but the quality of workmanship, and the overall sense of design, which is built into the car at each step of construction.

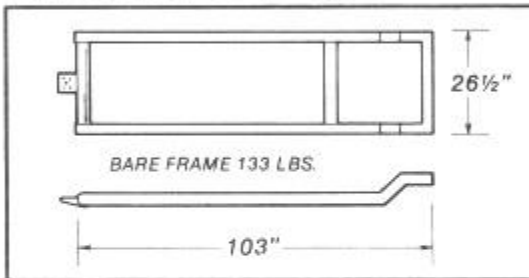


1915-'48 Ford Street Rods & Parts

T-Bucket Chassis Plans

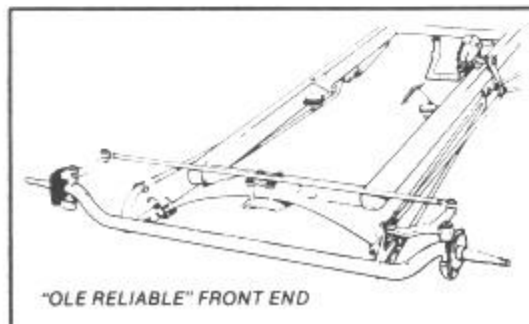
California Custom Roadsters has built probably more "T"-bucket roadsters than just about anyone in the industry. With their sneaky-look, raked tops, and trick CCR accessories, these cars are consistent trophy winners. With a Chevy 283 or 454 engine set back for better bite, some indy-style tires, and a curb weight of only 1600 to 1800 lbs., these cars have outstanding performance (a stock corvette with 454 engine weights close to 3500 lbs.). Many scratch builders aren't that interested in hot performance and build quiet, conservative cars with small engines. When you use our data to build or modify these cars, you'll know that the set-ups have been well engineered and proven over many years of street rod building experience.

Our 1915-'25 "T" Chassis became a production item in 1967. Changes have been made from time to time when experience showed us the possibilities for improvement in production or street performance. The chassis has been used on hundreds and hundreds of cars combining top performance and great looks. The chassis has an excellent strength-to-weight ratio, (the bare frame weights about 133 lbs.) and is relatively easy and economical to build in comparison to the more complex, truss-work type chassis, or to a monocoque body/chassis layout. The round front cross-member adds greater anti-twist strength to the chassis, it's easy to assemble, and has a clean, simple look. The frame rails kick up in at the rear to keep the car lower to the ground.

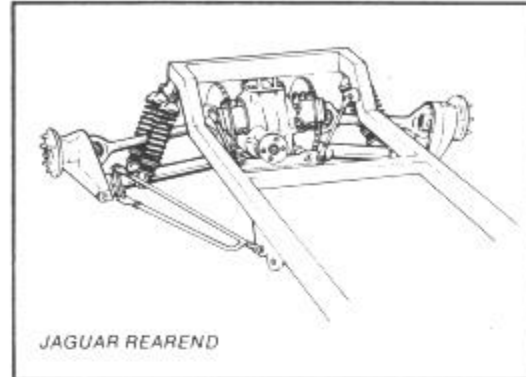


The plan sets are for our standard production chassis. When building a non-standardized car and altering our dimensions, it's important to obtain your wheels, tires, engine, body, etc., before starting to build. Then use the actual parts to check fits, clearances, and workability of your layout. It's easier to make the changes before starting than it is after everything has been finish welded together.

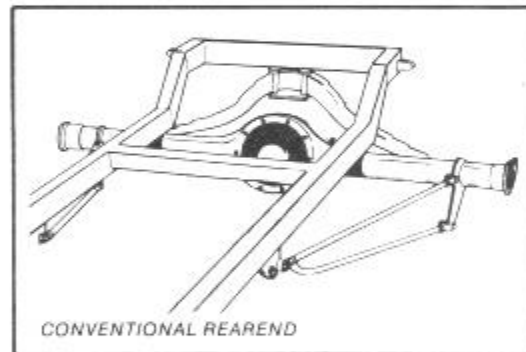
Our "ole reliable" front end has been used for years on midget racers, and sprint cars. It looks really good on show cars and boulevard cruisers. It's economical, good running, easy to build and maintain. When used with lightweight wheels and tires, your unsprung weight is low, even though it's not an independent front suspension. Motorcycle wheels are available that will fit the '37-'48 Ford spindles. Or you can use heavier wheels and tires like on a track roadster. The long radius rods impart a minimum change in caster and twist to the front springs. This helps the car run smooth and true, without constant maintenance.



Our Jaguar rearend installation is very popular, the inboard disk brakes and independent suspension really make the car handle nicely. The weight is at the center-line of the car and there's a minimum of unsprung weight. It also looks really neat to see those rear axles and U-joints turning as the car leaves the scene.

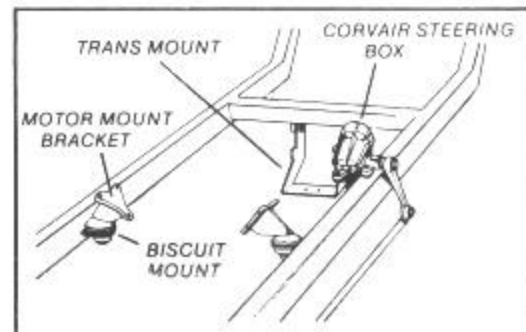


Our conventional rearend set-up is also an excellent way to go. It's much less expensive than the Jag, and it's easier to set-up the low pressure hydraulics for the drum brakes. With transverse leaf springs modified to 1 3/4" wide, and our installation details, you can have a very neat, good running, and low cost rearend.



We modify Corvair units for our steering system, because they look good, they're lightweight, low-cost, and parts are easy to get (over one million Corvairs were sold). You don't have to notch the body of the car or make holes in the side. Everything runs parallel to the frame. There is good leg room to get in and out of the car.

Our motor mount system is simple, and it works well. Here, and throughout the plan sets, full size patterns and step-by-step procedures clearly show the techniques for building or modifying your car.



T-Bucket Chassis Plans

BUILDING YOUR OWN "T" BUCKET? CCR's world famous plans & data set for scratch building your own "T" bucket. These have helped thousands of do-it-yourselfers get their cars on the road for the past 40 years. The book includes 6 different sets that show you, step-by-step, everything you need to know to build a "T" bucket chassis. The plans have full size templates for you to trace onto the material. Easy to follow and proven to work, they'll get you on the road.

11501 • Set 1: Building Frame, Attaching Parts	ea \$5.00
11502 • Set 2: Front End	ea \$5.00
11503 • Set 3: Mounting the Jaguar Rear-end	ea \$5.00
11504 • Set 4: Mounting Conventional Rear-end	ea \$5.00
11505 • Set 5: Steering & Motor Mounts	ea \$5.00
11506 • Set 6: Mounting Coil over Shocks	ea \$5.00

11550 • Complete Plans Set **\$20.00 + S/H**