



*. . . this very special roadster was built to emulate what type of high end elegant vehicle would have rolled off the assembly line in Detroit if Edsel Ford had control of the Ford Motor Company in 1932.*

This original Ford steel body Deluxe Roadster was purchased in 1966 by Johnny Parks (former NSRA - York Event Coordinator) in Pittsburgh, Pennsylvania. The roadster was initially built featuring many late 1960's - early 1970's appointments. Once finished, this black roadster competed on the World of Wheels circuit and made many trips to NSRA events including Oklahoma City, York and Columbus.



In 1982, John became ill and the roadster body was far too impractical for travel. John subsequently passed away and the car spent twenty-six years in storage until it was purchased by Michael Tarquinio in 2008.



The new chassis, manufactured by So-Cal Speedshop, features a solid stainless steel drilled axle, all stainless and chrome appointments, vintage Buick brake drums and Wilwood cross-drilled disk brakes.

The uniquely disguised engine originates from a 1957 Oldsmobile 371 ci. with the J-2 tri-power option and was rebuilt by Ross Racing of Niles, OH. Amenities include ultra-rare polished aluminum heads and intake, roller rockers, hydraulic lifters, stainless valves and forged pistons. Carburetion includes Six new Chrome Stromberg 97's plumbed by Vintage Speed of Vero Beach, FL. A one-off custom drilled and polished motor mount was designed to cradle the engine in the chassis. Additionally, a Tremec 5-

speed transmission, custom headers, Walker radiator, stainless exhaust and a polished early Ford style banjo rear end made by Winter's Performance completes the drive line.

The original body was meticulously redone to concours standards by Mark Gissendaner of GIS Automotive in Glenshaw, PA. GIS, not only did the body and paintwork, they are responsible for the design aspects as well as the mock-up and final assembly of the roadster. The color, developed by PPG, is a custom variation of the original Ford Washington Blue.



The interior is covered in English Colony Oxblood full grain leather on top of German square weave carpeting. Custom aluminum trim was fitted and chromed to highlight the hand fabricated interior door panels and door tops. A 1947 Lincoln steering wheel was cut to a 16 inch diameter and recast in a translucent maroon finish. Classic Instruments created a unique one-off gauge to compliment the custom Lincoln Zephyr dash while Motorhead Design House produced custom "Zephyr" emblems used throughout the car.

The most compelling facet of the roadster is that the car has the grace and sophistication of a late 1930-40's Lincoln Zephyr. Lincoln appointments include; 1940 Zephyr hubcaps, exterior door buttons, sectioned dashboard and shortened translucent steering wheel, vintage Tropic-Aire heater which was a dealer installed option in a 1936 Lincoln, 1936 Zephyr fog lamps, hand crafted 1936 Zephyr tail lamps, a rumble seat handle reworked from a 1939 Zephyr door handle and custom one-off billet artillery wheels manufactured by The Wheelsmith. The Oldsmobile J2 engine is well disguised with hand formed and reworked 1955 Lincoln V-8 valve covers. Finally, the roadster features a one-off polished stainless grille created by Grille Art reminiscent of a Pines Winter Front grille, rarely found on 1932 Lincolns. Michael Cima, avid street rodder and owner of Pitt Tool & Die Co., personally designed and manufactured several of the one-off "period correct" components that truly enhance the timeless elegance of the car.



“Second Wind” has won several prestigious national awards including Most Outstanding Rod and Outstanding Paint at the 2011 Detroit Autorama. The car currently holds the honor of Street Roadster Class Champion from its participation in the ISCA Championship Finals in Omaha, NE. last April. In addition, “Second Wind” has been named the 2011 Goodguys “Hot Rod of the Year” and was a feature car at the 2011 SEMA Show in Las Vegas this month

