



TRUCK OF THE YEAR (EARLY) SPONSORED BY STREET ROD HEADQUARTERS

Some trucks don't have much of a story, and then there is Betsy Rose's 1935 Ford. Her father is a car guy, who purchased the truck in the '60s. It was powered by a flathead and he tinkered with it over the years with plans of street rodding it. He always seemed to have too many irons in the fire, and it never made it past the primered stage. She says that she has fond childhood memories of riding in the bed with her siblings.

Time came for Dad to move, and he decided to downsize his collection of cars. He told each of his kids to pick out a vehicle before he began selling them off. For Betsy the choice was an easy one.

Though the pickup was in pieces, it was solid and complete. It was happily brought home and placed in their garage. A few years went by and she and her husband Gary decided to really get started on it. They wanted to give Dad a chance to appreciate it as a finished vehicle. They began searching for a chassis and were recommended to Ted Munsell at Trick Works in Telford, PA. In June of 2003 the truck was taken to the shop and work began. Betsy and Gary laid out their ideas and Ted made them happen in metal.

Unfortunately, disaster struck in December when Gary was involved in a fatal motorcycle accident. Progress came to an understandable halt until their son Jason stepped up and helped Betsy finish the truck. He worked with Ted and her dad in making decisions on how the truck should come together.



BETSY ROSE
BOYERTOWN, PA
1935 FORD PICKUP

Since the '60s, the truck's build plan was a refined enhancement of the stock beauty with lots of details. At first glance it seems stock enough, but close inspection reveals the depth and skill of Trick Works.

The body sits on a TCI chassis with Mustang II IFS and a 9" on leaf springs. A 302 built by Justin Rose was paired with a C4. Starting up front, a '36 passenger car bumper was fitted close to the grille with hidden brackets. The grille has been smoothed, filled, and slightly sectioned on the top while the lower body line was pulled forward like a '34. They finessed a Rootlieb hood to flow with the bodyline and profile and reworked a Fink hinge kit. The cowl vent was shaved along with the drip rails and a suicide kit was added to the doors. The handles and hinges were also shaved.

The bed is based off a Mac-K kit and features capped bed rails. The tailgate was hand-made with hidden hinges and a '37 Ford script. The rear bumper is a modified '35 truck bumper. The fenders have been treated to reshaped openings.

The interior features a modified stock dash, Classic Instruments, a Juliano's '40 Deluxe banjo wheel, grey leather and suede upholstery by Xtreme Auto Interiors.

Betsy and Jason went through many potential wheels before settling on the classic, yet modern design of the Budniks.

The color was made in Gary's honor. He was a Harley rider, and had seen a dark blue at a car show that he liked even more when he learned it was a factory Harley color. So the Luxury Blue ended another lengthy search for just the right shade. Betsy says that the truck has been restored in loving memory of her husband and she is thankful for the patience and dedication of her father, her son Jason, and the crew at Trick Works for seeing the project through to completion.

TECH SPECS

Body: 1935 Ford pickup, suicide doors, custom front and rear pans, sectioned grille, reshaped fenders, custom tailgate, Harley Davidson Luxury Blue paint.

Chassis: TCI chassis with Mustang II IFS, leaf spring rear with Ford 9", 3.90 Gears, Eaton diff, disc & drum brakes, rack & pinion steering.

Power: Ford 302, Edelbrock intake, Barry Grant 650 Speed Demon, Sanderson headers, C4 trans, Lokar shifter.

Rolling Stock: 17x6 - 18x8 Budnik Famoso wheels, Dunlop SP5000 tires.

Interior: Modified stock dash, Juliano's banjo wheel, Classic gauges, Glide seat, gray leather & suede upholstery by Xtreme Auto Interiors.