

Truckin'
Driver
Feature



A couple months went by and we hadn't heard much from the Gaylord's camp when we got a call from Steve. He told us that he had a rendering that he wanted us to look at. A couple days later we stopped by to check it out. We told him it was awesome but it looked a lot more like a red Ford roadster than a blue Chevy roadster. Apparently, shortly after the conversation with us, Steve discussed his plans



► Behind the ROPS required 20 and 22 inch V8s it stems from him built a set of AP Racing's six piston calipers and big rotors from 888m.

with Bill Gaylord, Jr. and soon Bill decided that this project deserved a donor vehicle more worthy than Steve's driver. A red Ford F-150 Flatbed with the 5.4L engine was ordered up from Ford, and once it arrived, Steve would be given full creative license to cut, bend, weld, or mold wherever he saw fit. Oh yeah, there was one stipulation: it had to be completed in time for SEMA.

► The Speedster achieved its stance with a four-link and shock absorber system from Air Ride Suspension. The four round lighting units just add touch to the look.



► Sitting on top of hundreds of hours of one off fabrication is a standard, off-the-shelf Garton's 3,000 Smooth Kit, complete with the company's patented Speed Bumper. It's proof positive that Garton's kit took good on anything.

► Once the roof was cut off, the factory windshield was laid back 3 inches, which meant that the A-pillars had to be built from scratch. The doors were cut down 1 1/2 inches, so new door mounts for the Street Scene owners also had to be fabricated.

No problem. Plenty of time before SEMA, right? After all, it was only mid-May. Two months later, the F-150 was delivered, giving Steve exactly 14 weeks to turn his concept into a reality and have it en route to Las Vegas. Parts were already starting to arrive from quality companies like Street Scene, Intex, Toys, and Kenzie Bell, but Steve and the Gaylord's crew had many weeks of metal- and glasswork ahead of them before it was time to bolt on any of the fun stuff.

The most important aspect of building a true "Speedtaur" is making it a full-time open-air vehicle. Steve wasted no time slicing through the roof and discarding it, but that was the easy part. The next work or so was spent building new A-pillars from scratch so that the stock windshield would be back more than 3 inches from its stock location. Next, the cab back was capped and smoothed, followed by the doors, which were cut down about 1-1/2 inches so they would flow better with the soon-to-be reworked front end. Steve also shaved the door handles and molded in steel mounts so the doors so that a set of standard-lower Street Scene Cal-Va signal mirrors would bolt up. Finally, Steve built a totally smooth new cowl to fit the contour of the laid-back windshield. The front end of the F-150 was also severely reworked. The stock fenders were pin-cut 2-1/2 inches and the grille shell was cut down accordingly. The hood was dropped down and the edges were flared out where they meet the headlights. Steve handmade the



► The front edge of the hood was flared out where it meets the headlights, and a panel that closely resembles Garton's Speed Bumper was molded in. The windshield seal also had to be built from scratch, due to the new contour of the glass.

