

COMET WARNING!

Sorry to be running behind on photos of the Comet, but here they are!

We spent the last three weeks working on it for a show here in Nashville, and had to stop at 1:30 a.m. the day of the show. The show went great and received many complements. The Comet is about 95 percent complete now and I will be sending up-to-date photos soon. Keep up the great work!

Tim Forkum
Mt. Juliet, TN

I looks like at least someone is going to have a finished Comet soon. We're anxious to see the results.

IT'S ALL DONE WITH SMOKE AND MIRRORS

As an older man of 52 and grandfather of three, I've seen and heard just about everything. Nowadays, things are difficult because there is very little that is real . . . smoke and mirrors seem to be necessary to survive.

This, however, is not the case with *CUSTOM RODDER*. Your magazine is as "real" as can be. You use very little hype or grandstanding, which I think is the best thing about your magazine and staff. It also shows that you respect your readers enough to allow them to think for themselves . . . to make up their own minds, without

suggesting that without your advice, help, and position in the hobby, we couldn't possibly understand what we see or read. Thank you.

I also believe a monthly magazine should be forthcoming. I feel that you could use more customs, features, and recognitions from the Midwest, East, and South — as this is a national hobby, so should its articles be. I believe each state has its own style, fashion, and character in custom cars.

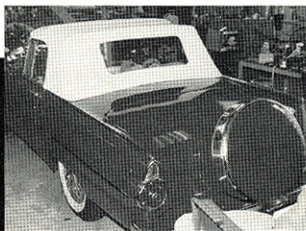
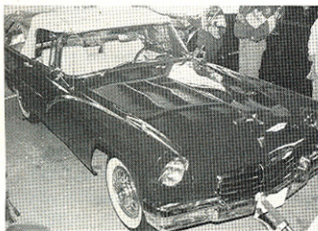
And finally, I'd like to see you do at least two features each issue — with full-color pictures of each car, suitable for framing, that we could display in our homes and garages. A short vehicle description, complete with the owner's name, could be off to the side of the car. Please consider it, as I've wanted to frame and hang up pictures of custom cars for many years. Of course, they'd need to be "American customs," '64 and older, if they are to go on my walls . . .

In the meantime, thanks for all the great issues and pictures. Keep them "real" and keep them coming. True talent and passion doesn't need to be phony . . . but you already know that.

Jerry Wenner
Northfield, MN

Thanks for the kind words, Jerry. As far as being "older," our own Jerry Weesner and Jerry Slattery were just leavin' high school when you were startin'. Both Jerry's swore never to grow up or ever get a "real" job, and so far they've been successful on both counts.

With a limited number of color pages, it's hard to present cars in a poster-like format, but we're trying to bring you the best package possible, like Ron Kimball's stunning Mercury photography. As to our event coverage and feature cars, we try to cover the nation, not only



A TWO-PLACE 'BIRD THE HARD WAY

My friend Curtis Heslep owns and operates Trojan Fabrication in Troy, Ohio. One of his many projects is this two-place, T-Bird-style car built from a '55 Ford four-door sedan. This included a 4-

inch section, a frame shortened 18 inches, a custom-built, folding top, and a 10-inch hood-and-front-fender extension. The front bumper is a customized Caprice; the rear from a Granada. The 'Bird runs a 302 with automatic, and has even won awards at T-Bird shows! Now, is that hot roddin', or what!

Mike Mayabb
West Milton, OH

Well — it ain't stamp collecting — that's for sure! This just goes to prove that you can build virtually anything if you want it bad enough. So is it a hot rod, custom rod, sports rod, or GHR? Confused? Read on!