

WIRE-WHEELED
FIVE-WINDOW

rodney payne's well-inspired ride



BY RYAN MANSON | PHOTOGRAPHY BY JULIA ASCHENBERG

Sometimes inspiration strikes in the most surprising way. Rodney Payne can attest to that. Back in 2004, Rodney was looking for a five-window coupe body to kickstart his next project. He found it in the form of the running, driving, and primed Ford before your eyes. Originally, he planned to tear the car apart and build a clean, finished car out of it, but the more he drove it, the more he realized how well the coupe was built. The fact that the car was

built with traditional old Ford parts and performed as well as it did pleased him to the point where he decided to leave the car as it was.

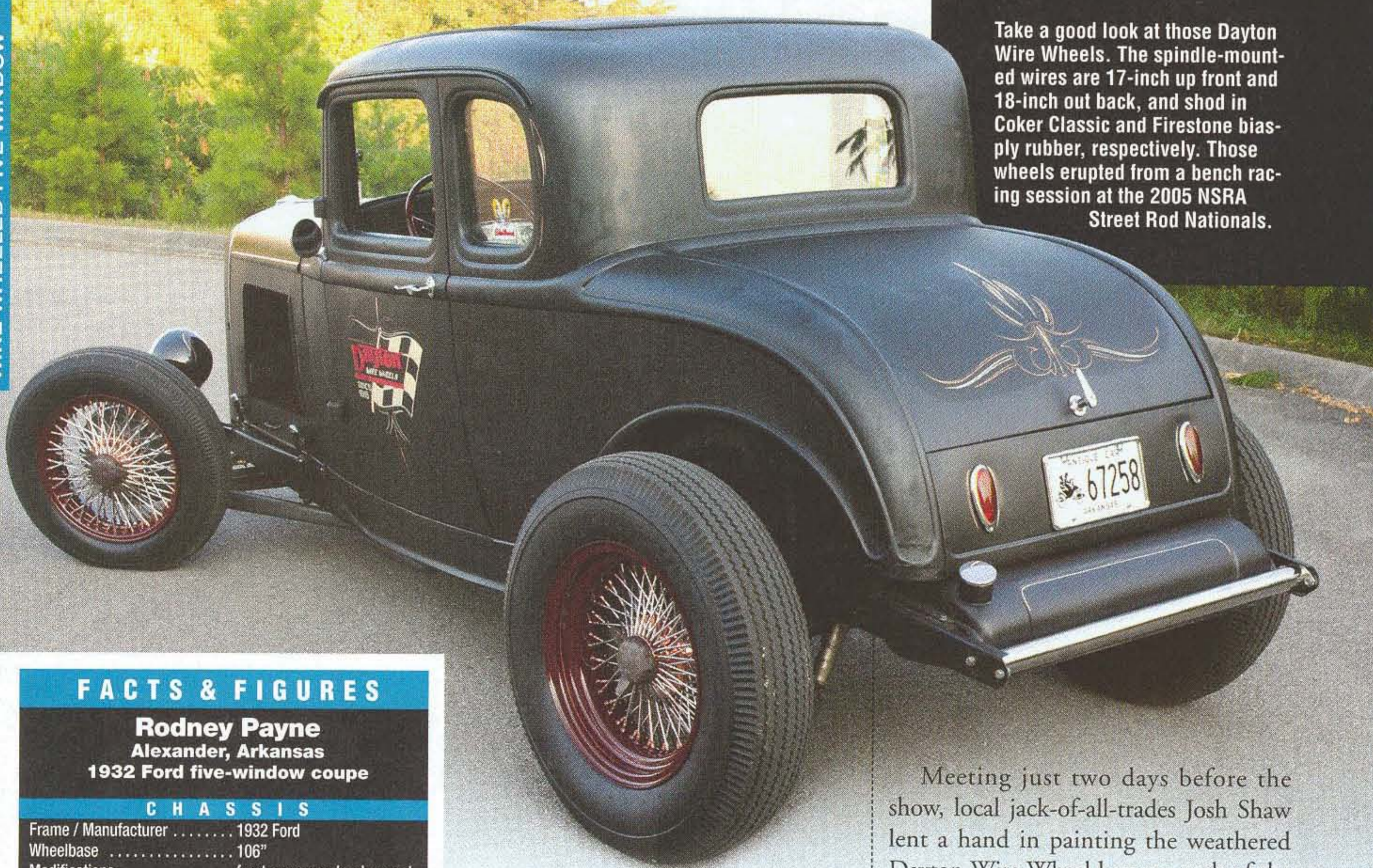
That following summer, Rodney was bench racing with his friend, Butch Boyette, and the guys over at Dayton Wire Wheel at the NSRA Street Rod Nationals. They were discussing their new "old-school" wire wheel that they had introduced at the show and the guys mentioned they needed an equally old-school car to run a set of them for promo-

tional purposes. It just so happened that Rodney had just the car. He suggested they make the wheels in larger sizes than a 15 so guys could run tall, skinny bias-ply tires on them. Departing the show with the seed planted, the Dayton crew returned to work on Monday to discuss the possibilities with their research and development department.

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Take a good look at those Dayton Wire Wheels. The spindle-mounted wires are 17-inch up front and 18-inch out back, and shod in Coker Classic and Firestone bias-ply rubber, respectively. Those wheels erupted from a bench racing session at the 2005 NSRA Street Rod Nationals.

FACTS & FIGURES

Rodney Payne
Alexander, Arkansas
1932 Ford five-window coupe

CHASSIS

Frame / Manufacturer	1932 Ford
Wheelbase	106"
Modifications	front crossmember lowered, boxed from firewall forward, shock mounts, front Panhard bar
Rearend / Ratio	'32 Ford / 4.10:1
Rear suspension	transverse spring, tube shocks
Rear brakes	'40 Ford
Front suspension	'32 Ford
Front brakes	'40 Ford
Master cylinder	'40 Ford
Steering box	Vega
Front wheel make, size	Dayton Wire Wheels (Dayton, OH), 17x4"
Rear wheel make, size	Dayton Wire Wheels, 18x5.5"
Front tire make, size	Coker Classic, 4.75x17"
Rear tire make, size	Firestone, 7.00x18"
Gas tank	'32 Ford
Other chassis items	modifications by Gene McKinney

ENGINE

Make	Chevy
Alternator	one-wire
Heads	Chevy power pack
Valve covers	Corvette aluminum
Manifold / Induction	Edelbrock Performance Products (Torrance, CA)
Exhaust / Mufflers	glasspacks

TRANSMISSION

Year / make	1940 Ford
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BODY

Body style / Material	five-window coupe / steel
Body manufacturer	Ford
Paint type / Color	black primer
Graphics	Dayton logo by Josh Shaw
Headlights / Taillights	Guide / '39 Ford

INTERIOR

Dashboard	'32 Ford
Insert / Gauges	Stewart Warner
Wiring	Gene McKinney
Steering wheel	'40 Ford
Steering column	'40 Ford
Material / Color	Mexican blanket / maroon, black & white

Turned out that not only could the R&D department pull it off, they wanted to do so before the following weekend's Shades of the Past show in Pigeon Forge, Tennessee. They contacted Rodney and he agreed to donate his car as the guinea pig for their new wheel line. Coker Tire also signed on and donated a pair of their Coker Classics for the fronts and a pair of Firestone stickies for the rear. With only a few days remaining before the show, the guys at Dayton were able to design, build, and complete the wheels.

Meeting just two days before the show, local jack-of-all-trades Josh Shaw lent a hand in painting the weathered Dayton Wire Wheel logo on each of the coupe's doors. From there, the Dayton crew mounted the wires and it was off to Pigeon Forge for the newly transformed Payne-cum-Dayton coupe.

The car was well received at the Shades of the Past show, so much so that Dayton decided to produce the wheels on a larger basis. As for Rodney, he has no qualms about how his little coupe was transformed. Instead of tearing a bitchin' car apart and rebuilding it as a finished car, he's having the time of his life ripping around Little Rock and beyond! **SR**



Not much in here but the bare necessities! A Mexican blanket covers the bench seat while black upholstery board serves as the door panels. Steering column and wheel are of '40 Ford vintage, while the Stewart Warner insert and gauges are almost as old.



A dead-reliable 283ci Chevy small-block powers the flat black coupe, and an electric fan and one-wire alternator are about the only modern upgrades. Rams horn exhaust manifolds, Corvette valve covers, and an Edelbrock manifold and carb round off the package.