

ABOUT THIS CAR

1961 Ford Starliner

This is an original Z-code high performance Starliner manufactured in the Mahwah, New Jersey assembly plant. The Starliner is a submodel of the Galaxie, distinguished by its aerodynamic roof made for Nascar homologation. It was made in only 1960 and 1961, and each model year looks very different from the other. This car has been built to look stock, be perfectly driveable on the street, and run high 11's at the track. The restoration was completed in May of 2011, and it has been driven approximately 750 miles since.

ENGINE

It came to me missing the original 390 CI FE engine, and with a 4-speed Toploader conversion (originally a 3-speed manual). I took that opportunity to install a 1970 428CJ service block with a 4.25 stroker crank for 465 cubic inches. It has been built to look stock, but run like a modern motor. Shortblock by Keith Craft, ported aluminum heads have had the Edelbrock engraving milled off and have been painted. 10.3:1 compression, custom Lunati solid roller cam and roller valve train. MSD electronic ignition that has been hidden from view. The OEM tripower manifold has been ported, and the center carb enlarged to 600 cfm. All three carburetors have been worked over by Jesse Bignell of Biggs carburetor service. This car has the throttle response of an injected car. The engine dyno'd 495 HP and 535 lb/ft of torque through the stock cast iron shorty headers. Throw on a set of long tube headers, and you'll be around 575/575. Add a modern intake, and you'll be very near 600/600.

EXHAUST

Brand new, ported reproduction cast-iron shorty headers that have been ceramic coated a cast iron gray color. The headers feed a 3 inch custom mandrel-bent exhaust system that runs to Doug's Headers electric cutouts in front of the rear tires. If you leave the cutouts closed, the exhaust necks down to 2.5 inches to go over the rear axles to exit through large Magnaflow mufflers in the stock location.

DRIVETRAIN

Quicktime blowproof bellhousing with McLeod pressure plate and disc. New David Kee Toplader, new case, all new parts, including wide ratio gears and 2.90 first gear. This car is much easier to get rolling than the original close ratio 2.32 first gear and 3.00 rear gear. New Denny's driveshaft spec'd to

handle the weight and more than the current power of the car. Strange center section with 4.11 gears, Strange housing with custom reinforcement, and 35 spline Moser axels. This car uses monoleaf rear springs, drag shocks (front/rear), and traction bars, all from CalTrac. With the 295 width Mickey Thompson drag radials on the rear, the car just plants and goes. If you happen to hit the throttle on a wet road, it will not fishtail – it stays perfectly straight, even with the tires spinning.

EXTERIOR

All trim is present and accounted for, and has been polished or rechromed. All weatherstripping has been renewed, including the windshield and rear window rubber. The paint is 4 years old and there is no rust. The paint is not perfect – this is a “three foot” car – the paint looks great from 3 feet away, having been wet-sanded and polished. From 18 inches away, you’ll begin to see small imperfections. I deliberately diverted money from the paint to the mechanicals because I wanted to drive this car and have fun with it, not worry about every little ping I heard from grit kicked up by cars in front of me. Wheels are custom width/backspacing steel wheels by Wheel Vintiques (15x8 on the front, 15x10 on the rear), painted black with factory correct dog dish hubcaps and complementary trim rings.

INTERIOR

The interior has been restored to the factory correct red and white color indicated in the VIN. All metal trim pieces were blasted and painted the correct Monte Carlo Red, including the dash, and all instruments were disassembled and restored. A period correct Sun tach has been added to the steering column. Factory correct upholstery materials were used to recover both front and rear seats, and a new headliner was installed. New door handles and window roller handles have been added. Some minor floorpan rust (the only rust on the car) was repaired before the floorpans were coated with POR-15 paint, then Dynamat, and then the correct carpet. The only deviation from stock was to substitute a 3/32 inch thick sheet of aluminum covered with the correct shade of red vinyl for the saggy cardboard package shelf. The correct optional seatbelts have been installed for the front passengers.

MISCELLANEOUS

Car also has a front disc conversion using a Master Power Brakes kit, a line lock, and a rack and pinion conversion using a Wurth-It Designs kit. New sumped fuel tank and high flow RobbMc mechanical fuel pump. New, stock-appearing aluminum radiator and high volume electric fan with custom shroud means the temp gauge never gets over 200 degrees, even when idling in traffic on a 98 degree day. Original brake parts, steering gear, and rear leaf springs come with the car. A second complete set of side windows (including the rare curved rear side windows) comes with the car.