

*Red's Parts Attic & Chrome Plating Service*  
*2017 Newsletter Volume 2 Issue 11*

Customer Service, Communication and Quality of work are important to us.  
We stand by every job we do! Read what our customers have to say!  
\$ We Offer *Volume Discounts*. Contact Us for details! \$



**TESTIMONY:** Hi Joe, I have installed all the re-chromed parts on my car. Your work was very good. I'm very pleased with the work. Here are some more pictures. Thanks, Eddie Gianantonio (Oklahoma)

**RED'S COMMENTS:** Eddie thank you for your sharing your story and the photos. You did a great job with restoring your 1963

Fairlane. Looks great! We're happy we had the opportunity to add some Fresh Chrome to your ride. You have a long history with your car and we hope for a longer future. Thank you again for your business and positive feedback.

**FEATURE:** Being in the restoration business we hear the stories about our customers' classics. Some of our customers share a long history with their vehicles and even started from year one. One of our customers, Eddie who owns a 1963 Ford Fairlane 500 is the original owner. Over the years he sold the car twice and had the opportunity to buy it back again. Eddie has now purchased the Fairlane THREE times. He is the current owner and don't see that changing anytime soon.

Eddie's story starts in 1963 while working at a Ford dealership in Ohio. He purchased the 1963 Ford Fairlane 500 new. Shortly after the purchase he made the tough decision to sell the car. He was recently married and needed to support his family. Eddie sold the car to a close friend Jimmy who at the time was serving in the Navy. Eddie didn't want to sell the car, but selling to Jimmy helped keep the car close to him. Plus, Jimmy would barley drive the car, only being able to use it when home on leave. This kept the Fairlane in good condition. In 1966, Jimmy sold the Fairlane back to Eddie and the Fairlane and he would reunite again. Unfortunately, it was another brief reunion.

In 1969 Eddie's job transferred him to Oklahoma and he ended up selling the car to his stepson. Eddie's stepson bought the car and placed it in storage for 35 years untouched. In 2004, his stepson needed some extra cash. He called Eddie to see if he was interested in buying it back and without hesitation he said YES! Eddie had the car shipped to Oklahoma and he started on the restoration. The car sat for a long time and developed some rust which needed to be corrected. After the body work was done he painted the car black and added a lot of performance upgrades. He installed a 351 cu in V8 Windsor engine paired with a C-6 transmission. The car produces around 470 HP.

Eddie then upgraded the suspension, steering, brakes and wheels. The list of upgrades is so long it's hard to note them all.

Eddie enjoys showing his 1963 Fairlane 500 at various car shows. He has won 80 awards and looking at the photos you can see why. He won People's Choice and Best of Show at the Fairlane Club of America Nationals. Eddie ran his Fairlane down the track. He set a time of 13.20 @ 103.41 MPH. I have a feeling this wasn't the first time Eddie hit over 100 MPH in his Fairlane. I'm willing to bet the first time was 55 years ago in 1963. With Eddie having this much fun it's hard to see him or his Fairlane parting ways again.

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## **FORD FAIRLANE**

**HISTORY:** The Ford Fairlane was named after Henry Ford's estate. The Fair Lane was a 31,000 square ft, 56 room estate sat on 1,300 acres near Dearborn, Michigan. In 1955, the Ford Fairlane replaced the Ford Crestline. The original Fairlane had 6 body

styles including the Crown Victoria Skyliner with a full tinted, transparent roof.

In 1957, the Fairlane had a sleeker, longer, wider look. This design change was a big hit! It helped Ford to out sell Chevy for the first time since 1935. In 1962, Fairlane was downsized to a mid-size car. That year the Fairlane was available in a small block V8, the first built by Ford. In 1966, the Fairlane was changed to appear more like the full size models. The dual stacked headlight design was a popular look at that time. This drove more sales and in turn more performance options were available for the Fairlane.

In 1968 and 1969, the Fairlane shared similar body styles to the Torino. Both were offered in a fastback sports roof model. 1970 would be the last year for this American classic. In the US the Fairlane name was discontinued and changed over to Torino. The Fairlane did live on in other parts of the world. It was used in Venezuela until 1978 and Australia up until the 21<sup>st</sup> century.



**The Ford Thunderbolt:** In 1964, Ford designed a Fairlane specifically for drag racing. These heavily modified Fairlane's were known as the "Thunderbolt". The exact number built is not known but estimated to be around 111 to 127. The Thunderbolt was

powered by a 427 CID V8 with two four barrel carburetors set on a high rise manifold. They deleted the front left and right inboard headlights to install a ram-air system. The Thunderbolt produced 657 HP. The car was made lighter by using fiberglass doors, hood, fenders and front bumper. Also to help shed some weight acrylic glass replaced the heavier laminated glass. The radio, carpeting, sun visors, arm rest, heater, sound proofing and passenger side windshield wiper were removed. The Thunderbolt project was short lived due to NHRA rules for Super Stock competition. They required 500 vehicles to be built to enter a class. Since Ford was losing \$1500 to \$2000 on each one sold they ended the program. If you ever have the chance to see one of these cars up-close you're lucky. The Thunderbolt is a rare part of Ford history. If you see one in Burgundy they are even rarer. Only the first 11 were painted burgundy. The rest of them were painted white.

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**SHARE YOUR PROJECTS:** Send us pictures and a short description of your project for a chance to be featured in a future Newsletter!



### **CLASSIC REPAIR**

**TIPS:** Owners of late 60's and early 70's Classic Ford Vehicles may encounter a no start condition. Often when turning the ignition key a clunk can be heard but, the engine will not crank. After all the connections are checked for tightness and battery voltage levels show OK if problem is still present than a conical lock nut could be the culprit. Ford used a conical nut washer combination at the starter and solenoid to maintain a snug fit against the cable

lug. The conical washer nut combination is still widely used in industry and the design works great in hose clamps preventing hoses from slipping off connections. As an electrical connection they have failed. The idea is as you draw down on the nut this loads the dished washer which maintains a constant load on the cable lug. In the case of using it at the solenoid and starter the 5/16 18 studs could not fully compress the washer at the recommended torque settings. This left a poor connection at the starter and solenoid cable lugs. Upon inspection of the failed conical lock nut you could see the contact area was only at the outer edges which did not provide a full flow of current. This accounted for the no start condition. The fix was to replace all three conical lock nuts with the split ring lock washer and plain nut. Simple! Although this problem cost Ford huge amounts of money for warranty claims which often included tow bills. If you are new to the Classic Fords we hope this saves you from wasting time solving a no start problem. After all spare time is needed for cruising!

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## **REDS PARTS ATTIC & CHROME**

**PLATING:** We specialize in restoring vintage and classic auto parts. Our crew has over 100+ years combined experience. Every part we restore is Triple Plated using Copper, Nickel & Chrome. This is the best way to restore old parts to a deep mirror, chrome finish that will last. Every day we are helping our customers restore parts to complete their restoration projects. Spring time and warm weather are just around the corner. Are you ready? Contact us today for a quote and delivery time estimate!



**NEED HELP DECIDING? CHROME OR POLISH?** Our staff of experts will evaluate your parts and suggest the best option finish for your parts!

**BIKERS:** We can help with your motorcycles plating & polishing needs!

[Reds Parts Attic & Chrome Plating](#)

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