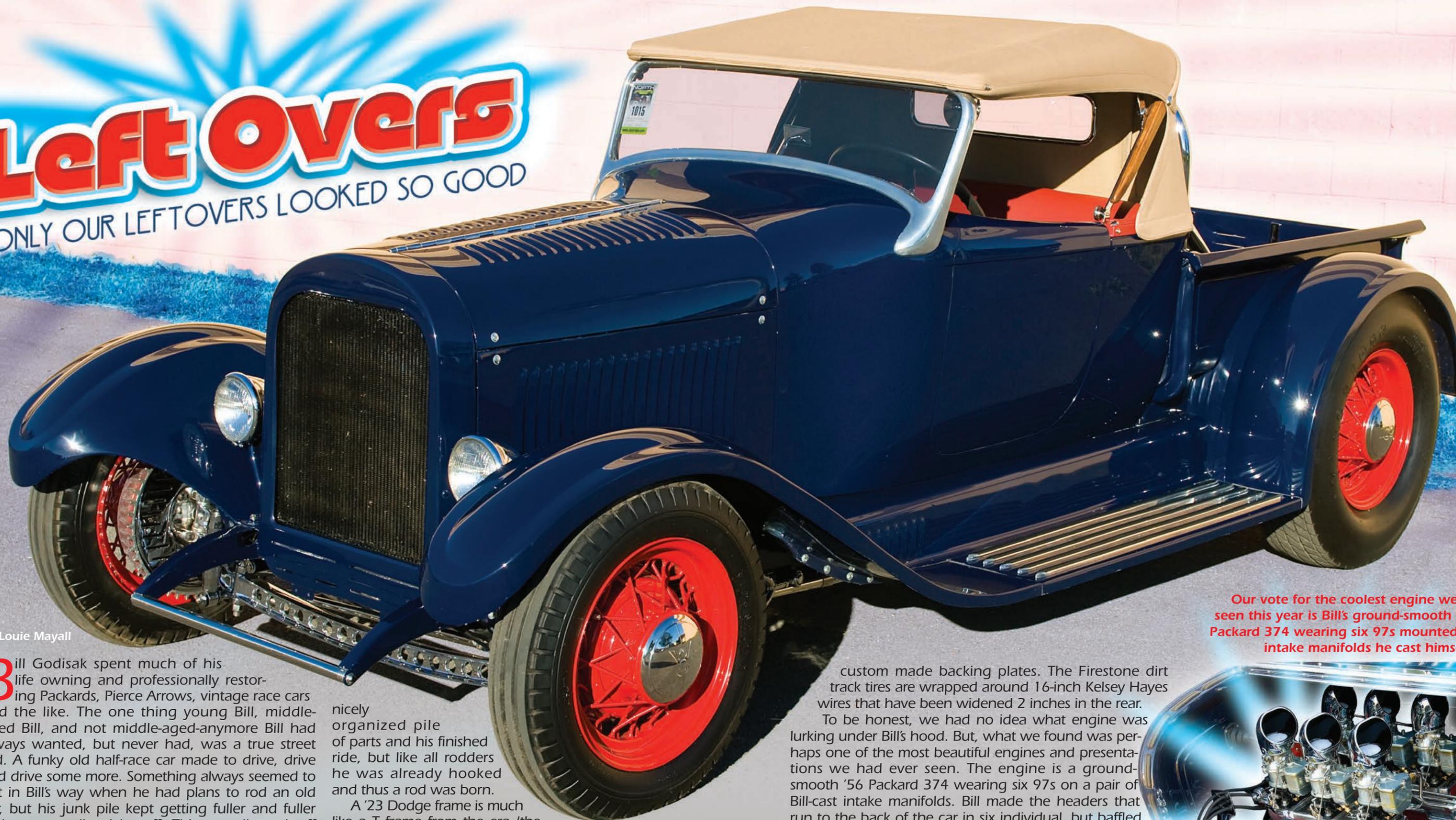


Leftovers

IF ONLY OUR LEFTOVERS LOOKED SO GOOD



by Louie Mayall

Bill Godisak spent much of his life owning and professionally restoring Packards, Pierce Arrows, vintage race cars and the like. The one thing young Bill, middle-aged Bill, and not middle-aged-anymore Bill had always wanted, but never had, was a true street rod. A funky old half-race car made to drive, drive and drive some more. Something always seemed to get in Bill's way when he had plans to rod an old car, but his junk pile kept getting fuller and fuller with some really trick stuff. Things really took off when Bill got a basic Dodge cab, fenders, and bed for cleaning out a client's garage. Once the cab was sitting there, Bill couldn't help but look around and see he was currently in possession of most of the parts to make exactly the kind of street rod he'd been dreaming about. Sweet parts like a '56 Packard 374, piles of unique trim that matched up nicely to the '23 Dodge body parts, and a little pile of '50s Indy car parts. Bill also saw the thousands upon thousands of hours and dollars between a

nicely organized pile of parts and his finished ride, but like all rodders he was already hooked and thus a rod was born.

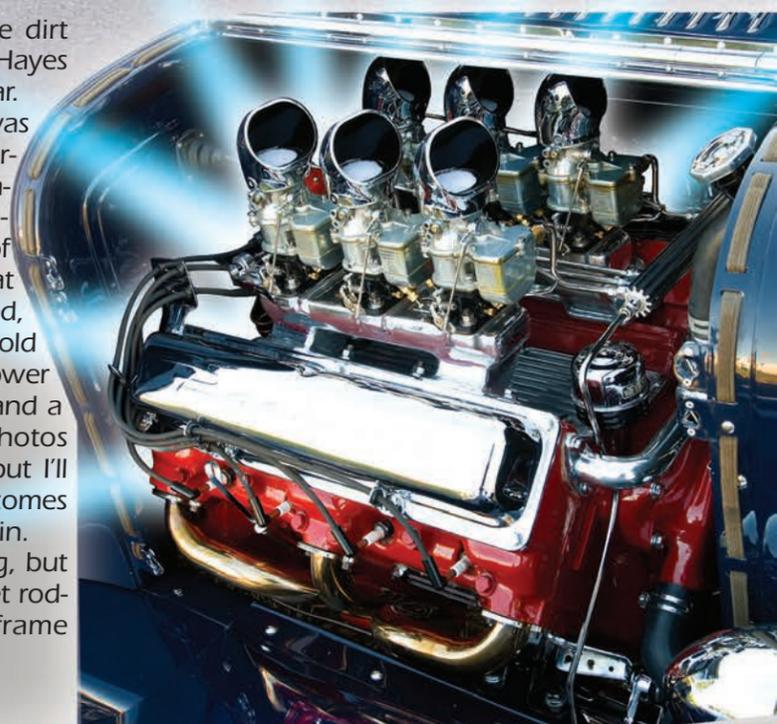
A '23 Dodge frame is much like a T frame from the era (the Dodge is beefier and a little bit swoopy) and was "round can'ed" to be replaced by an owner-built version. The front suspension is based around a dropped and drilled SoCal I-beam riding on a transverse leaf spring, cross-steered with a Vega box, and located with hairpins and a Panhard bar. A quickchange rear wearing '39 Ford housings rides on a Ford-style transverse leaf and is held in with custom-made 'bones. The front and rear brakes are '59 Buick drums wearing '56 Packard shoes mounted to

custom made backing plates. The Firestone dirt track tires are wrapped around 16-inch Kelsey Hayes wires that have been widened 2 inches in the rear.

To be honest, we had no idea what engine was lurking under Bill's hood. But, what we found was perhaps one of the most beautiful engines and presentations we had ever seen. The engine is a ground-smooth '56 Packard 374 wearing six 97s on a pair of Bill-cast intake manifolds. Bill made the headers that run to the back of the car in six individual, but baffled, tubes. The rest of the engine is rounded out with an old school Isky solid lifter cam, a Spaulding Flame Thrower ignition system, a finned aluminum oil galley cover and a Shafer aluminum flywheel. If you looked at the photos already you might have noticed the three pedals, but I'll bet you wouldn't have guessed the manual tranny comes from a '36 Packard to complete the Packard powertrain.

A '23 Dodge roadster pickup is pretty cool looking, but nowhere near as elegant and engaging as Bill's street rod-ded Dodge. Starting at the very front the front frame

Our vote for the coolest engine we've seen this year is Bill's ground-smooth '56 Packard 374 wearing six 97s mounted to intake manifolds he cast himself.





Bill Godisak's '23 Dodge roadster pickup is nearly perfect and almost entirely owner-built. The old hauler is custom from the hand-built windshield frame, stretched body, lengthened doors and restyled fenders.



The Mark Larder stitched interior is just about entirely hand built from the 12-inch chopped top to the custom made pedals and stainless steel riveted tranny tunnel.

horns are stylized, the front fenders were lengthened (and swooped back) to match the 6 inches added to the body including 3 inches in the door, the headlights are a pair of custom lights for a Harley, the hood is a home-made four-piece with a '31 Packard hinge, the fitted aluminum windshield frame is a Bill-made piece (resulting in a 12-inch chop), the smoothie running boards are wearing trim from a '31 Marmon, the taillights are from a '37 Ford, the bed was shortened 2 feet, the tailgate was louvered to match the hood sides, and it's all topped off with a owner-made top (bows and irons) with a '36 Packard rear window. Bill didn't say anything, but if you were to see it setting side by side with a stocker it looks like he raised the fenders a few inches and then cut the splash aprons to fit. Once Bill got the look right he laid down the Dupont DS 016 Blue paint. The exterior is finished off with a '52 Indy car gas filler/cap (The Blue Crown Special).

The interior perfectly mirrors the construction throughout the car—a combination of stunning hand fabrication and vintage parts that would of been too cool in their day and perfect fit and finish. The sweet Auburn-styled and recessed dash is a highly modified stocker (stock is mostly flat). The custom turned stainless insert is filled with Stewart Warner gauges. Bill then fabbed up custom pedals, made the kick panels and floorboards, painted and chromed everything and had Mark Larder stitch up the red leather bench seat. Bill completed the interior with the steering wheel from the Crown Special and a rearview mirror from a '57 Jaguar. Bill had built the car with wiring in mind and beautifully wired the car with his own kit.

The rule that keeps getting repeated around the NSRA offices is more pictures, less words (which works for me, I'm the photographer). Unfortunately, this car feature is a full 50 to 60-percent longer than normal. In the case of Bill's '23 Dodge roadster pickup, it deserved far more. We could go on and on about the details on Bill's first street rod. Our favorite part is it was crafted out of a bunch of unrelated parts that were just lying around. Keep on rodding and we'll see you'all next month. 🚗