

1932 ROADSTER

KIRK F. WHITE / DOANE SPENCER

Kirk F. White has collected and raced exotic cars for decades. Part of his success can be attributed to the ace mechanic responsible for fine-tuning his engines, a legendary hot rodder named Doane Spencer. White had Spencer build a high-performance five-liter Ford, "a motor Spencer loved," and in true Spencer fashion, he took the project to "11/10ths." It would be the last engine he built before his passing.

It was a significant motor, and White wanted to build a fitting car around it. Together with So Cal Speed Shop's Pete Chapouris they designed this roadster to honor Spencer's heritage.

The motor was fitted with a rare factory forged crank, Carrillo rods, heavily ported and polished Yates heads, and titanium valves. A Yates single-plane manifold and 600cfm Holley feeds the fuel. Wildly powerful, it had to be dialed down by another legend, Ed Pink, to make it more manageable on the street. Even after detune, the engine makes 385hp with 350lb-ft of torque.

The front suspension features a 5 inch dropped tube axle, batwings, and hairpins with the rod ends mounted through the frame rails like Doane Spencer's original roadster. The rear is hung by a '40 Ford-style transverse leaf spring and chrome ladder bars. Front brakes are So Cal's *New Traditionalist* discs. Rear brakes are Ford with Buick-style finned drum covers. The transmission is a Saginaw Super T-10 4-speed.

The cowl has been shaved and fitted with a DuVall windshield, which has been heavily modified to eliminate the "elephant ear" look. The wheels are one-off 16 and 18 inch polished aluminum Halibrands, reportedly the last to come out of the Halibrand factory. The tires are classic Dunlop Racing. The headlights are original Guides with integral turn signals. Like many vintage road racers, a pair of Lucas driving lights are mounted on the frame horns.

The body was prepped and painted by Tim Beard in Spencer's favorite color: Black. Gabe Lopez trimmed the cockpit in leather, providing ample storage in the door panels and behind the seat. The dash panel is from a 1932 Pierce Arrow, it's filled with period-correct Stewart Warner gauges. Kirk White provided the steering wheel himself: a wood-rimmed Nardi from his first Ferrari, a California Spyder.