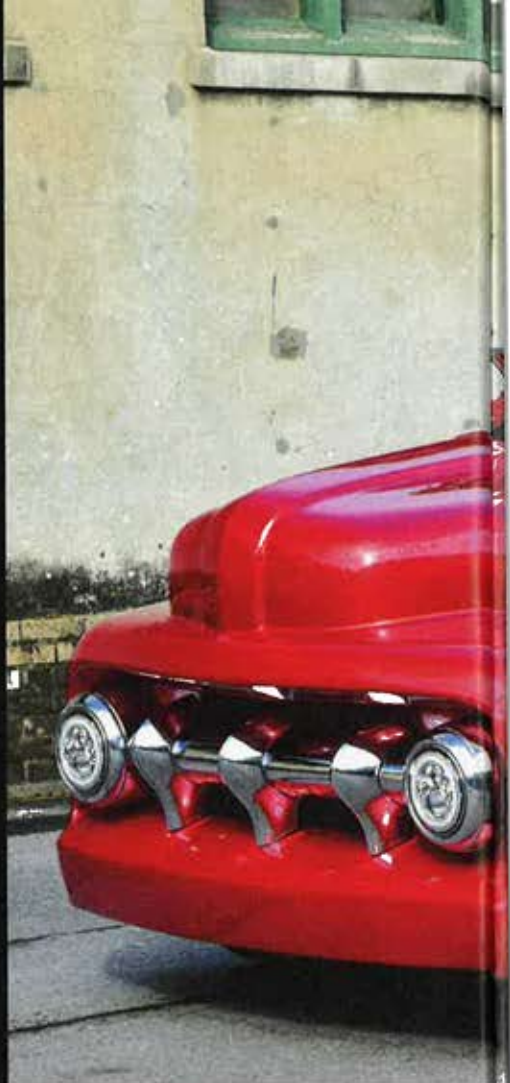


INFERNO

Frank Dill's '52 Ford F-1 Packs a Big Horsepower Punch

By Chuck Vranas

Ask any automotive enthusiast and they'll tell you that at some point in their life they were heavily influenced by a particular car or truck they saw on a regular basis rolling through their neighborhood. Regardless of whether you were young or old, the sound of a particular rumbling exhaust coupled with a wicked stance and neat body style sparked a magneto deep in your mind, luring you in.



For Frank Dill of Worton, Maryland, the mystical creature that haunted him came in the form of a slammed, yellow, Pro Street '52 Ford F-1 pickup breathing fire through a supercharged big-block V-8. For years he would see it cruise through his town, never being able to catch it to talk with the owner. Then one day he passed by a local garage and saw it parked for service. Within two weeks he was the new owner, living

the dream while driving his first classic truck.

Let's not get too far ahead. Frank got started on the right path early in life, growing up in nearby Chestertown, and by the time he was in ninth grade he had purchased his first car, a '65 Pontiac GTO, from his aunt. By the time he was able to make the scene in the car he had spent plenty of time visiting both Cecil County Dragway and US 13 Dragway, watching his hot



rod heroes burn gallons of nitro while taking on plenty of challengers on the strip. By the time he got his license he was hanging out with the older kids at the Freeze, an ice cream shop notorious for being a hot spot for local street racers. As the years passed he took on the full restoration of a pair of big-block-powered C2 Corvettes till finally getting the call to get involved in classic trucks.

While Frank enjoyed the time spent driving the newly acquired F-1, he longed to bring it to the next level with a full frame-off rebuild to inject some of his own personal details into the mix. Fortunately, he had previously met with Gary Corkell, owner of One-Off Rod & Custom in Middletown, Delaware, at a number of different car events. The pair shared many of the same ideas on what it would take to bring the truck to the next level and without wasting any time it was delivered for



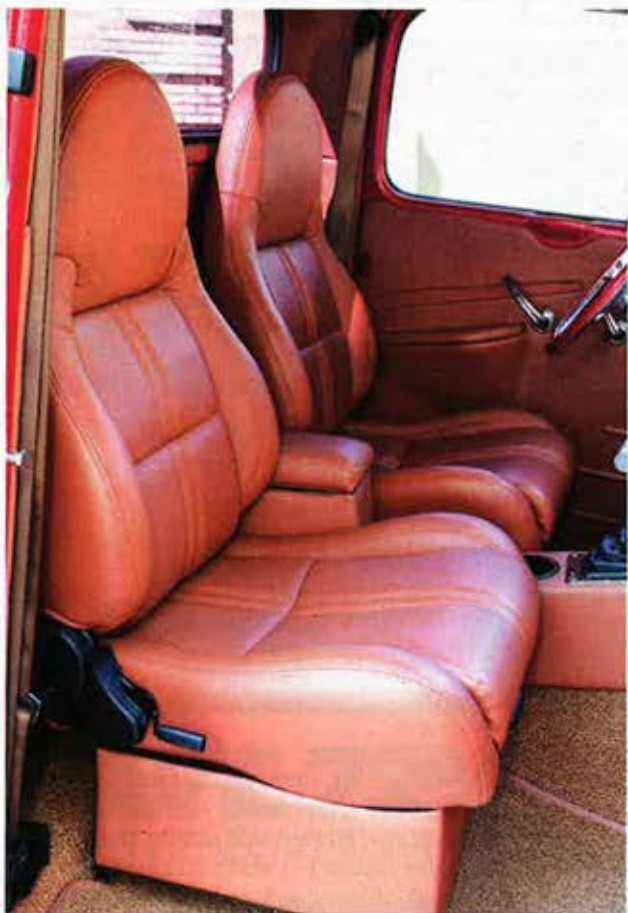
INFERNO

the team to get started. With everything disassembled, the team focused first on creating a rock-solid base. The original Ford frame was blasted clean, boxed for extra strength, and back-halved to accommodate the mile-wide Pro-Street tire combination. Out back, a refreshed Dana 60 rear was packed with Strange Engineering axles spinning 3:55 gears and suspended in place by a combination of custom-fabbed 30-inch ladder bars and QA1 coilover shocks. Up front, a rebuilt '97 Dodge Dakota IFS helped set the stance, as well as upped the ante in the handling department, especially when combined with QA1 coilover shocks. When the time to drop anchor calls, a Classic Performance Products dual master pushes fluid through stainless lines to matching front discs and calipers, combined with Wilwood Engineering units out back. It all meets the street, thanks to a classic combination of Billet Specialties Street Lite model wheels sized 15x4 (front) and 15x15, shod with rubber from Mickey Thompson.

One of the main impressions the truck made on Frank was that it was powered by a Ford mill. By keeping a Ford in a Ford he felt that he was doing the Blue Oval

justice, especially since there was plenty of venom underhood. Assembled by the team at Performance Automotive Warehouse in Chatsworth, California, the 552ci behemoth was packed with a speed shop full of go-fast goods. Freshened up by the gang at One-Off, the base started with a massaged block packed with a forged steel crank linked to forged H-beam rods topped with Ross forged aluminum pistons while a Crower stick sets the beat. A set of tweaked Ford iron heads make plenty of power, especially when matched to a BDS intake wearing a matching 8-71 supercharger sucking air and fuel through a pair of Holley 950-cfm carbs topped with velocity stacks from Speedway Motors. It all sparks to life through an MSD ignition with spent gases dumping through custom headers to a 4-inch stainless exhaust with Dynomax mufflers, all by One-Off who also detailed the engine to show-level perfection. Cool bits include a Vintage Air Front Runner system, sheetmetal valve covers, and custom linkages by the team. To move the goods a Ford C6 trans from TCI Automotive delivers the punch linked to a custom driveshaft.

Wanting to give the truck a new signature look,



which could showcase its supercharged V-8, Corkell and his team got started on designing a tilt front end. The steel nose was meticulously grafted together and complemented by a custom fiberglass hood to complete the look. Opening electrically, thanks to linear actuators, the operation is seamless. The balance of the cab and bed were then stripped and treated to a number of updates, including custom running boards with stainless accents, Kindig-It door handles, rear wheeltubs, and roll pan. Everything was then metal-finished, gapped, and made razor sharp. For plenty of impact, Frank selected a custom



blend of Glasurit Inferno Red Pearl accented by pale gold ghost flames laid down by Corkell. Other cool accents include LED halo-style headlights, an oak bed floor by Frank, and mirrors from United Pacific.

Inside it's all business, starting with a factory dash wrapped in Caramel Ultraleather packed with gauges from Dakota Digital and AutoMeter to monitor the vitals. A Flaming River tilt column sports a steering wheel from Billet Specialties to carve a course while shifts click through a unit from B&M and cool breezes are

1952 FORD F-1 PICKUP

Frank Dill

CHASSIS

Frame: Ford

Modifications: Boxed, custom back half

Rear end / Ratio: Dana 60 / 3.55:1

Rear Suspension: Custom 30-inch ladder bars, QAI coilover shocks

Rear Brakes: Wilwood disc / caliper

Front Suspension: '97 Dodge Dakota IFS, QAI coilover shocks

Front Brakes: CPP disc / caliper

Steering Box: Vega

Front Wheels: 15x4 Billet Specialties Street Lite Model

Rear Wheels: 15x15 Billet Specialties Street Lite Model

Front Tires: Mickey Thompson Sportsman S/R

Rear Tires: Mickey Thompson Sportsman S/R

Gas Tank: Custom 20-gallon

DRIVETRAIN

Engine: '70 Ford 552ci big-block

Heads: Ford, iron

Valve Covers: Custom, sheetmetal

Manifold / Induction: BDS / BDS 8-71 Supercharger, Holley 950 cfm x 2

Ignition: MSD

Headers: One-Off Rod & Custom

Exhaust / Mufflers: 4-inch stainless / Dynomax

Transmission: Ford C6

Modifications: TCI Automotive

Shifter: B&M

BODY

Style: Pickup truck

Modifications: Tilt nose, front apron, roll pan, running boards, Kindig-It door handles

Fenders Front / Rear: Steel / Steel

Hood: Custom, fiberglass

Grille: Chrome

Bed: Stock

Bodywork and Paint by: One-Off Rod & Custom

Paint Type / Color: Glasurit / Inferno Red Pearl with ghost flames.

Headlights / Taillights: LED Halo / Stock

Outside Mirrors: United Pacific

Bumpers: None

INTERIOR

Dashboard: Stock, modified and wrapped

Gauges: Dakota Digital

Air Conditioning: Vintage Air Front Runner

Stereo: Kenwood speakers

Steering Wheel: Billet Specialties

Steering Column: ididit tilt

Seats: Bucket

Upholstery by: The Dye Guy

Material / Color: Ultraleather / Caramel

Carpets: Caramel Loop

compliments of Vintage Air. High-back buckets covered in matching Ultraleather add plenty of comfort, accented by a matching headliner, molded side panels, and loop carpeting. This is one badass F-1 that's making itself known on the streets of Maryland, and we dig it!