

FORD MUSTANG GTD:
DET MESTE MUSTANG NOENSINNE

amcar

109 kroner

6-2024

1951
Dodge

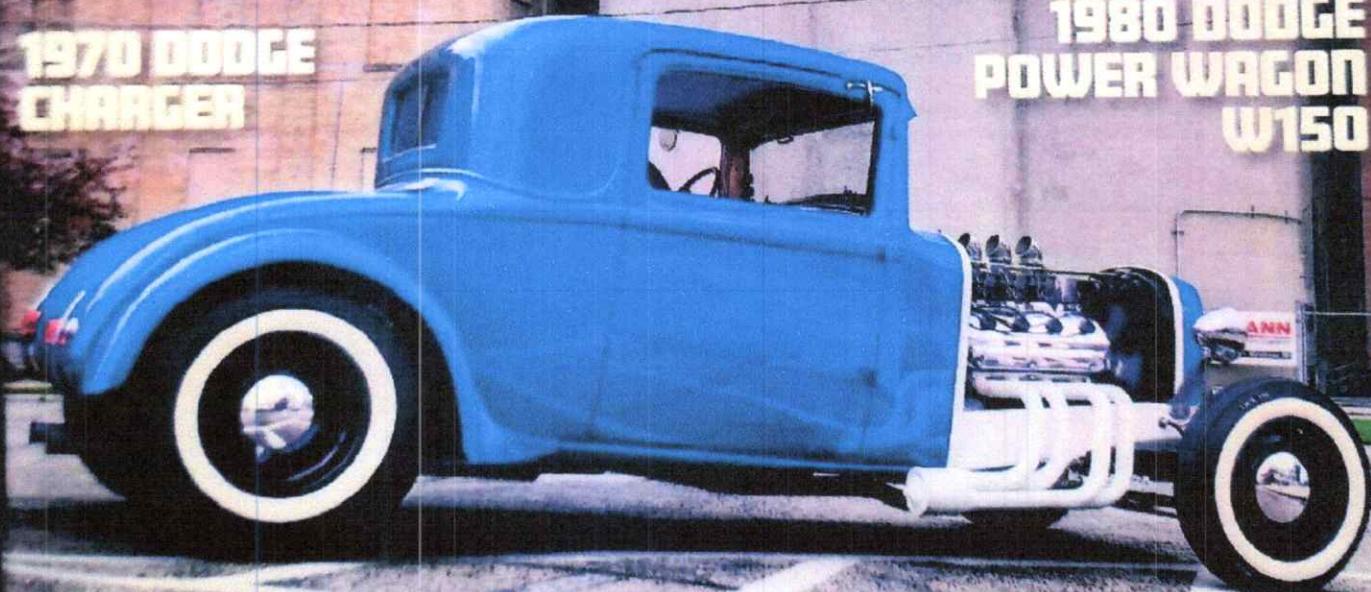
HEMI COUPE

1971 PONTIAC
TRANS AM

1970 DODGE
CHARGER

Budweiser

1980 DODGE
POWER WAGON
W150



1970 CHEVELLE MED
DURAMAX DIESEL!

1972 OLDSMOBILE CUTLASS
HURST INDY PACE CAR

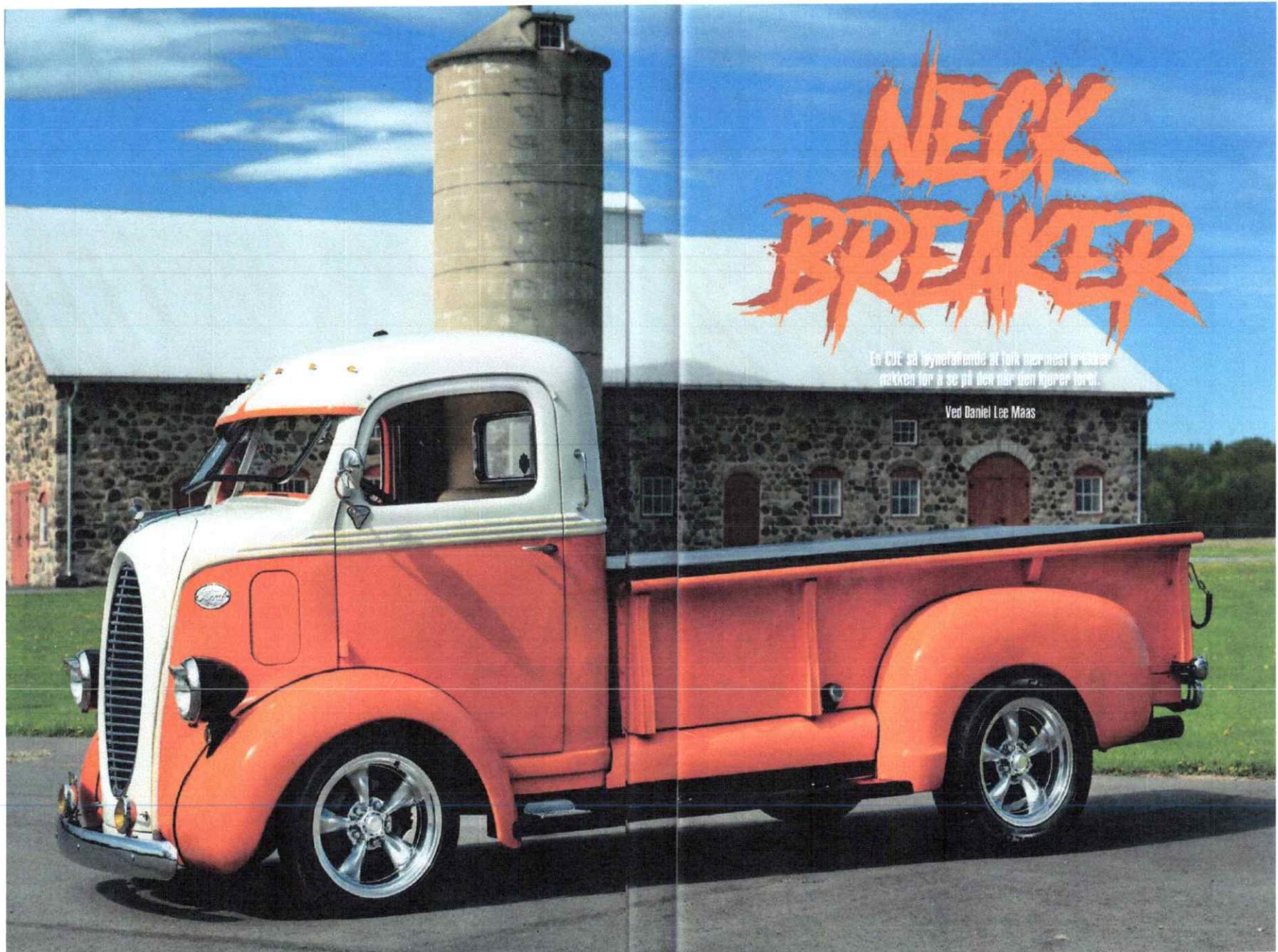
TIDSAM 5163-06



9 770802 773090
RETURKODE 35

DON PRUDHOMME
- THE FUNNY CAR YEARS

1966 RAMBLER
CLASSIC

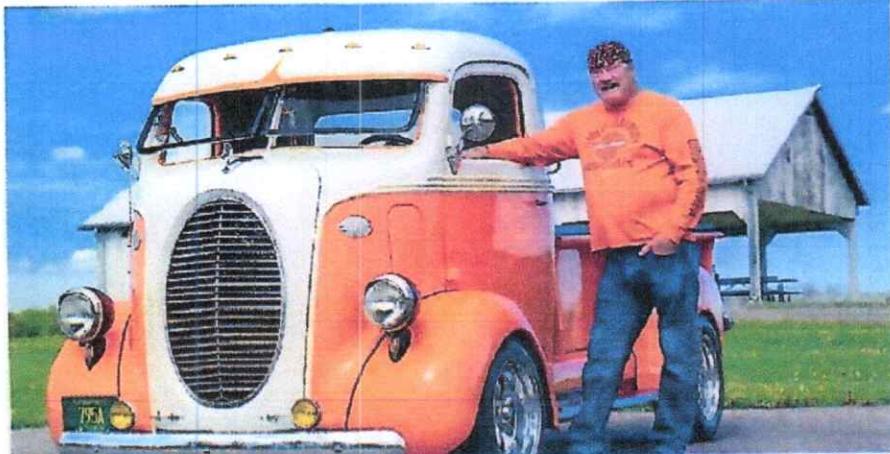
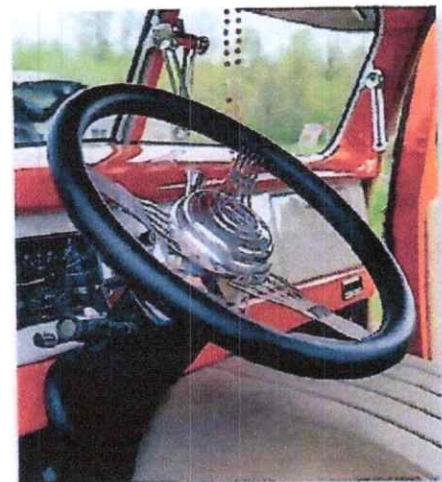
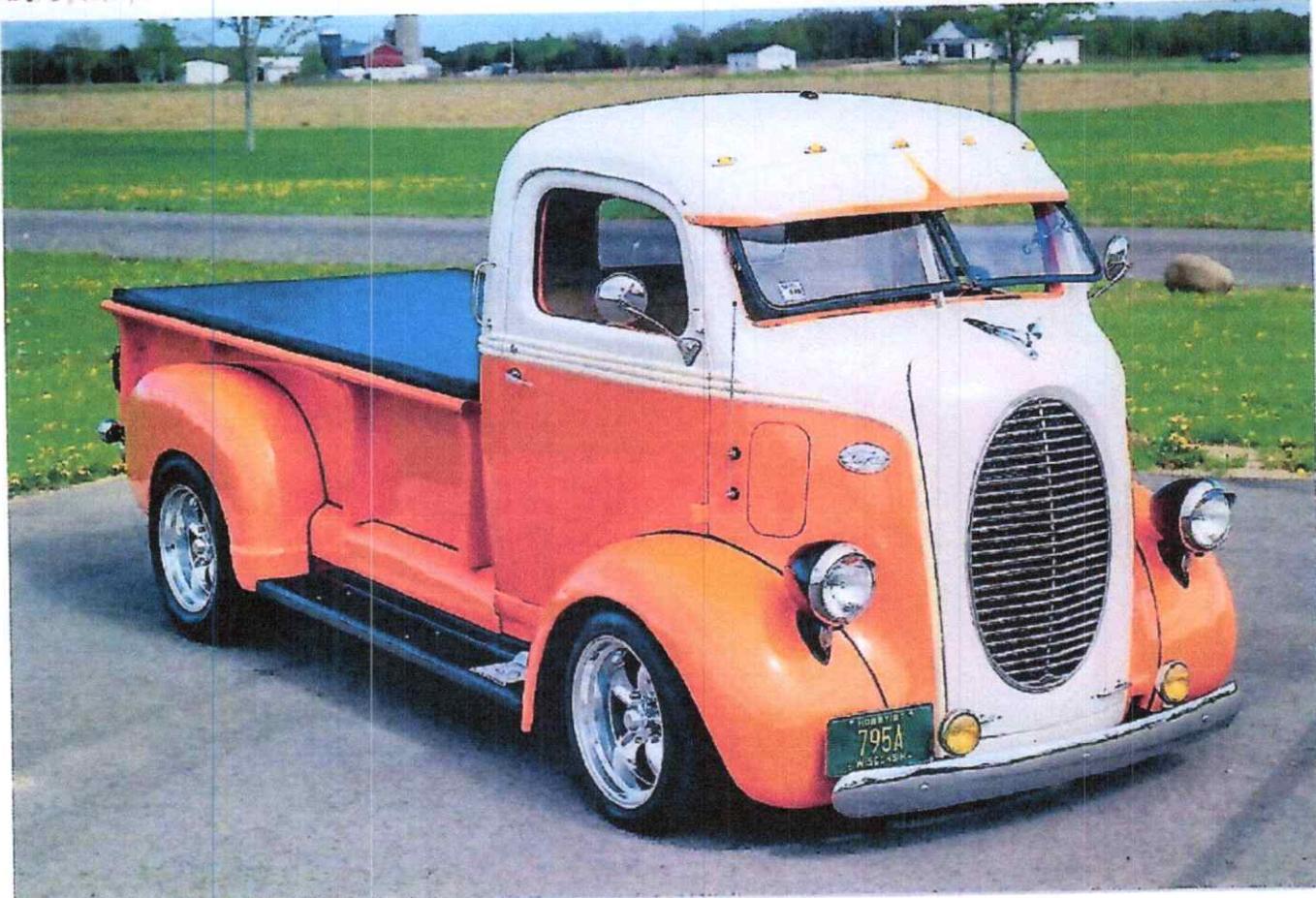


NECK BREAKER

En CUE så mynerende at folk ikke mest tror
maken for å se på den når den højer lora.

Ved Daniel Lee Maas

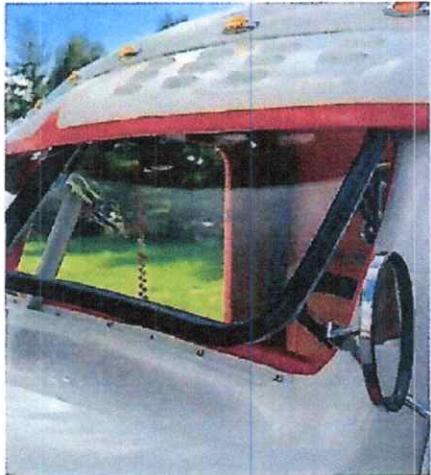
NECK BREAKER



COE, Cab Over Engine.

The first with the engine under the seat and with the body over the frame came from Sternberg in Wisconsin, USA, in 1914. The reason for the further development of COE trucks was federal laws that stated a truck could be 12.8 meters long on American highways. By placing the driver's cab over the engine and over the front axle, a lot of length was automatically saved, which in turn allowed for more cargo length in the rear. It was a way to circumvent the law, and it proved to be effective and popular.

Joe Zepnick is from Pulaski, Wisconsin, and has a strong passion for COE trucks. After seeing a custom COE at a car show a few years ago, the desire for one grew, and not long after the show, one appeared — an orange 1939 Ford COE on a Facebook sales page.



It took him a little while before he realized that this was the perfect COE for him, because until then, the truck had only existed in his imagination. Joe is a successful businessman, now 61 years old, married, and with an adult daughter. As he approached retirement, Joe began building a collection of American cars. Partly because he now had the means to do so after a long working life, but also because he realized that life is fragile — especially after undergoing heart surgery. Time on this planet is shorter than one thinks. So in 2017 (while recovering from the heart operation), he made himself a promise: to buy at least one hot rod or custom car every year going forward.

Among the newly acquired cars, we find, among others, a 1939 Ford Flathead Coupe, a 1933 Ford Coupe — and Joe also knew he had to have a COE on the list, and decided it had to be orange. That's when he remembered the orange one he had seen earlier on the Facebook page, and so began a long search to find the original post. He found it — the phone number was listed, and the truck was still for sale.

The truck had been built by the well-known custom builder Jerry Whitney, who sadly passed away not long after the deal was completed. Joe's custom COE won the Midwest's "Street Masters" competition twice — once in 2019 and again in 2021.

Most custom COEs are built on much newer Chevrolet van chassis, and Joe's '39 is built on a 2001 full-size Chevy van. The wheelbase is perfectly placed without needing any modifications. The chassis didn't require any changes or upgrades, so the truck almost appears as if it were originally built that way at the factory in Detroit.

The gangster visor and the split "Safari" windshield are important to Joe, and his wish list also included cruise control, air suspension, and a 350 LTI small block with matching 4L60 transmission. Joe says he is extremely satisfied with the truck's drivability and reliability.

His truck is also exceptionally eye-catching, something I noticed clearly when I saw it at a car show at the NWTC Campus in Green Bay. People gathered around to see the orange beauty, which Joe, by the way, calls "Neck Breaker." That's because he's noticed how quickly people turn their heads when they spot the truck and stare.