



David Vanderwall of the Village of Lynnhaven in his 1923 T-Bucket at The Villages Polo Club on Tuesday, Aug. 22. He built the vehicle from scratch over the past five years and took his first ride in 2017. The car has three train horns underneath, with a compressor to pump up the air in the air tank. Although he only takes the car out once a month, Vanderwall said he gets plenty of reactions when he goes for a ride. Photos by Bill Mitchell | Daily Sun

Villager Builds 1923 Ford T-Bucket From Scratch

David Vanderwall, of the Village of Lynnhaven, waited until retirement for his dream car.

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By Valentina Boré

David Vanderwall has always loved cars.

So once he retired in The Villages, building a car from scratch was a no-brainer.

Before retirement, Vanderwall relocated too often as a General Motors employee to devote the time to working on a car.

"You can't really do much building a car when you don't know if you're going to be there six months or five years, so I got out of it until I got here," he said. "We settled down here 12 years ago."

His 1923 Ford T-Bucket was built from scratch over the past five years and took its first ride in 2017.

And the engine is so loud you can hear Vanderwall coming from a mile away.

"It's a pretty radical engine. It's probably 525 horsepower. And it's a 350-cubic-inch engine, like most Chevrolets have," Vander said. "And then I put a 400-cubic-inch crank and different pistons and rods, and everything makes it a 383 stroker. Which has a lot of torque."

Although Vanderwall built most of the car, the engine was built in Ocala.



**1923
Ford
T-Bucket Hot
Rod**



Engine:
Chevrolet
383-cubic-inch
stroker 525 HP



Transmission:
GM 350 THM



Wheelbase:
100 inches



Curb Weight:
1,600 pounds

"I'm not an engine builder, so a guy in Ocala built the engine, and I furnished most of the parts," Vanderwall said.

The car has three train horns underneath, with a compressor to pump up the air in the air tank.

"So that's what feeds the air horns. It's loud so that they know you're coming," Vanderwall said.

One of the most satisfying moments of the whole building process was turning the engine on for the first time, he said.

"I'm a hot rod nut. I just love the sounds of engines, of loud engines or drag races. So when I started it up, I thought, 'Holy smokes. I've got something here that I've been yearning for for a long time,'" Vanderwall said.

Although he only takes the car out once a month, Vanderwall said he gets plenty of reactions when he goes for a ride.

"It's exciting to drive it. I mean, people wave and give you a thumbs-up, holler at you, park next to you, and I can't hear a thing so I just wave," he said.

Five years, \$60,000 and more than 1,000 hours of labor later and Vanderwall has put his car up for sale.

The car is too loud for his wife, Sandi, and their dog, Raquel, to enjoy.

"The dog can't stand the noise; She just goes crazy," Vanderwall said. "My wife doesn't like to ride it ... So it's time for another project."

Now, Vanderwall has his sights set on something more dog-friendly.

"When I sell it, I'll buy something that's quieter that we can both enjoy. I'd like to get an Austin-Healey 'Bugeye' Sprite," he said.