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Bidding has ended on this item.



Ford : TWIN TURBO PINTO V8

\$15500.00

2d 17H

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Ford : V8 ROADSTER

\$45200.00

6d30m



Ford : Custom Deluxe

\$5500.00

2d 3H



Ford : Thunderbird

\$1400.00

2H 40m



Ford : Mustang

\$17000.00

4H 21m



Ford : Mustang

\$3050.90

14H 46m

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Ford : Crown Victoria

\$669.00

16H 2m



Ford : F-150

\$3500.00

16H 37m



Ford : Mustang

\$20019.70

1d 2H



Ford : Thunderbird

\$10850.00

1d 2H

1942 Ford Other V-8

Original 1940-42 V-8 Ford Custom Hot Rod Sports Car



Item Location: Grand Forks, North Dakota, United States

Ended: Dec 05, 2010 16:54:27 PST

Bid history: [1 bid](#)

Winning bid: **US \$4,995.00**

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Payment: Deposit of US \$1,000.00 within 48 hours of auction close. Full payment required within 7 days of auction close.

Shipping: Buyer responsible for vehicle pick-up or shipping.

Seller info

Top-rated seller
oldbike99 (3611 ★)

100% Positive feedback

[Ask a question](#)

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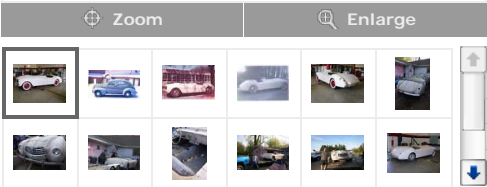
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Other item info

Item number: 160512648298



Coverage: [Vehicle shipping quote is available.](#)
This vehicle is eligible for up to \$50,000 in Vehicle Purchase Protection. [Restrictions Apply.](#) (Not eligible for eBay Buyer Protection)

Item condition: Used
Sells to: United States

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- Description
- FREE History Report
- Shipping
- Payment

Seller assumes all responsibility for this listing.

Last updated on 10:21:26 AM PST, Dec 04, 2010 [View all revisions](#)

1942 Ford Other V-8



Vehicle Inspections
[Order an inspection](#) to learn more about this vehicle from an independent third party

VIN:	--				
Mileage:	999,999 miles				
Warranty:	Vehicle does NOT have an existing warranty				
Title:	Clear				
Condition:	Used				
For sale by:	Private seller				
Features					
Body type:	Convertible	Engine:	8 - Cyl. Cylinder	Exterior color:	White
Transmission:	Manual	Fuel type:	Gasoline	Interior color:	Gray
Drivetrain:	Flathead Ford V8	Disability equipped:	No		
▶ More Information					

FOR SALE

NOTE: I would consider a trade for a nice, drivable 1930/31 Ford Model-A sedan

Original, survivor 1940/42 V-8 Ford Custom Hot Rod Sports Car "Wanabe Corvette"

No, it's not a Woodhill Wildfire, a Glaspar G2 or any number of other low-volume glass-bodied cars/kits that were becoming available in the late

1950's. It is a "Gordon Tulbert Special" and it is one-of-a-kind.

The term "one-of-a-kind" is often used quite loosely. In this case, it could not be truer. I have included an original sketch done by a Minnesota high school boy back in the late 1950's. He had Corvette tastes, but was on an old Ford flathead budget. He was not going to be able to buy it, so he decided to build it.

A lot of these projects get started, but a smaller number get finished. Here is one that made it. Using skills he developed in helping to fabricate some of the first fiberglass fishing boats, he created something magnificent.

There is a great history between the time this car was built until the modern day. It was traded, sold, not paid for, repossessed and thought to have been scrapped at one time. Sometime after the purchase, I was able to locate the builder only by a crazy stroke of luck.

If you have read any of Tom Cotter's great books (such as "The Cobra in the Barn: Great Stories of Automotive Archaeology"), you are familiar with stories of unusual cars and motorcycles being re-discovered. If you have not, you should immediately go out and buy a copy of everything he has ever wrote on the subject. Great Reading!

Back to the story of "the Ghost", as one of its former owner referred to it as. It is built based on a 1940/41 Ford 2-door sedan, the same one pictured in the original, study hall doodling. Imagine driving the original 2-door sedan from the back seat! The North Dakota title lists it as a "1942 Ford", but as far as I can see, the serial number on the frame is for a 1940 Ford. I suppose it sat on the lot for awhile before being sold.

The frame is unaltered in length and has the engine positioned in the stock location. A late 1940's vintage flathead Ford V-8 with a Lincoln Zephyr side-shift transmission is installed. This is the original transmission that was installed when the car was built, but the engine has not yet been verified.

The body is very unusual, as it is fiberglass laminated over sections of the original Ford sheet metal, including the original rear windows section now used as the trunk panel. Gordon even built an electric motor operated hood! He also "borrowed" the 1955 Thunderbird from one of his friend's dad in order to make a mold for the hood scoop.

Remember, this car was built by a 16 year-old high school student with limited resources. There are parts that are crude, such as some of the welding, but overall, I am in awe of what he created.

I have replaced the following parts with new or reproduction components:

- All steel brake lines
- All flexible brake hoses
- All brake shoes
- Master cylinder
- All brake wheel cylinders
- Front and rear wheel grease seals
- Fuel tank
- Fuel filler tube
- "V8" fuel filler cap
- Steel fuel lines
- Fuel pump
- Water pumps
- Battery
- Voltage regulator
- Tires
- "V8" hub caps
- High beam switch

In addition, I have wired up the essentials (ignition, starter, head, brake and tail lamps) in order to be able to be somewhat legal to drive.

There is much more to this story, but I think you get the idea. It obviously still needs to be completed, but I am not sure how far cosmetically it should be done. This car is a "survivor" from a different age. I just know that I am not the guy to make the next move with this car.

I have done my best to describe the car. Please email with questions prior to bidding. The car is located near Grand Forks, ND and all shipping arrangements will be the responsibility of the buyer. I will help in any way I can.

In addition, the car is being sold "as is", with no warranty, expressed or implied. **I have a clear North Dakota title, in my name, in hand.** I would need to ask, but I am sure the original owner/builder would be willing to help fill in more details after purchase.

NOTE: I would consider a trade for a nice, drivable 1930/31 Ford Model-A sedan



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On Nov-29-10 at 15:01:09 PST, seller added the following information:

I have some additional information I would like to add.

The floor pans are intact, but the area that had originally been the floor for the back seat area could use replacement. There are no holes, but it is soft.

The dash, as seen, is not original to the car. He originally had white-faced gauges from a similar era Buick installed. The original cut-outs are there behind the wooden dash.

I will be adding another picture that shows that one of the short braces on the cross-member has caught on something at one time and should be straightened. It is cosmetic, not structural.

Remember, this was never a show car. It was Gordon's high school dream and he had the skills and determination to build it. Like many project, he drove it during the build time. His girlfriend, and future wife, drove it to high school while he was away to college.

Gordon eventually traded it for a Honda 160 motorcycle, which he still owns and rides to this day! There is so much to this story. Tom Cotter should have this car in his next automotive archeology book!

On Nov-29-10 at 17:56:59 PST, seller added the following information:

I just realized that I did not mention that this car RUNS, DRIVES, STEERS, STOPS and is currently licensed in NORTH DAKOTA.

On Dec-03-10 at 09:07:09 PST, seller added the following information:

The windshield frame was originally three tubes, slotted into which the two glass halves slid down into. The glass, which go with the car, are the rear window halves from a late 1940's Studebaker.

The removable top, which is long gone, was a widened top from a late 1950's MGA. It was pinned to allow it to be removable. I have not yet uncovered any pictures of the car with the top installed.

On Dec-04-10 at 10:21:26 PST, seller added the following information:

I just got off the phone with Gordon, the builder of this car and I have a few revisions and updates to the listing.

First of all, I knew I was going to get some guff from Gordon from mentioning the quality of some of his welds! They are what

they are. Remember the time that this car was built and the age of the builder.

Next, the front glass was not a split window. It was a one-piece rear window from a 1950 Studebaker. The gauges were from a 1940 Buick and had white faces. As I mentioned earlier, the original dash is behind the slab of wood that was put in there later. Also the hood originally had a mechanically-operated safety latch, built from a 1940 Food door latch, that was cable-operated prior to raising the hood with the electric motor. This safety latch is missing, which might explain why the windshield is missing. There is evidence that the hood came open "at speed" at one time and did some slight damage to the cowl.

The drivers door was originally equipped with an electric solenoid. All that remains is the outside push button.

Gordon originally had a hand-built, twin carb intake with progressive linkage. This has disappeared over time and previous owners. The car, as you can see from the pictures, has a factory Ford, single carb manifold. It still does have the owner-built, off-set copper cooling pipes needed to clear the re-positioned generator.

One last note. MAYBE, just MAYBE the original top, a fiberglass owner-built unit pulled from a buck made from a widened MGA top, may be able to be located. It was reported to be propped up in an old farm shed in the area. We will follow up on this. This would be an important addition to this car.

Remember, this is not just a kit car. This is a part of HOT ROD HISTORY! There was just one of them. Lots of projects get started, but most never get to this point. Gorden and his soon-to-be wife both drove this car.

I repeat, this car's history needed to fully documented. I have more information between when it was built and when I purchased it. In addition, I have permission from the builder to give out his contact info to the buyer of the car.

Come on collector's, start bidding. Anyone know Mr. Leno's phone number? Tom Cotter, are you listening?

This is too cool to get "up-dated". This car does not deserve ending up with a small-block Chevy and an automatic over-drive!

oldbike99





Questions and answers about this item

Q: do you have the windshild frame, with or without glass?	Dec 03, 2010
A: glass halves slid down into. I have obtained the 2 glass halves, which go along with the car. By the way, they are the rear glass from a late 1940's Studebaker	
Q: HI .THESE CARS NEVER COME UP FOR SALE ON EBAY .BUT THIS CAR IS BEYOND THAT OF 'HIGH SCHOOL DREAM CAR' MORE LIKE HOT ROD HISTORY!WISH I COULD BE A PLAYER FOR IT. GOOD LUCK.	Nov 29, 2010
A: What the heck, go ahead and bid! It is breaking my heart to let this car go. I chased it for 15 years, finally got it, and after a lot of research, stumbled upon the builder. I am just not the guy to go the next step... Continue reading	
Q: Cool car, how is the frame rust ?	Nov 29, 2010
A: Thank you for your inquiry. I have to agree, it is cool. I wish that I was the guy to be able to finish the car. I am not certain what the "finish" should be. This car was never really meant to be a show car. It was a... Continue reading	

Q: In the one black and white photo it appears to be in paint. What color originally was it ? Do you have any more old photos of it ?
A: Thank you for your inquiry. It is my understanding that the car has always been white. I would assume that since it was not pulled from a mold with gel coat, that the body must have been painted at one time. I will... [Continue reading](#)

Nov 29, 2010

Q: Very interesting, do the doors open, and are they metal or glass? Thanks....Brian
A: Thank you for the inquiry. The doors do both open, are hinged at the front and are fiberglass. There is no outer release. The inner is easily accessible form the outside. The drivers side shows signs of having had an... [Continue reading](#)

Nov 28, 2010

04677

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