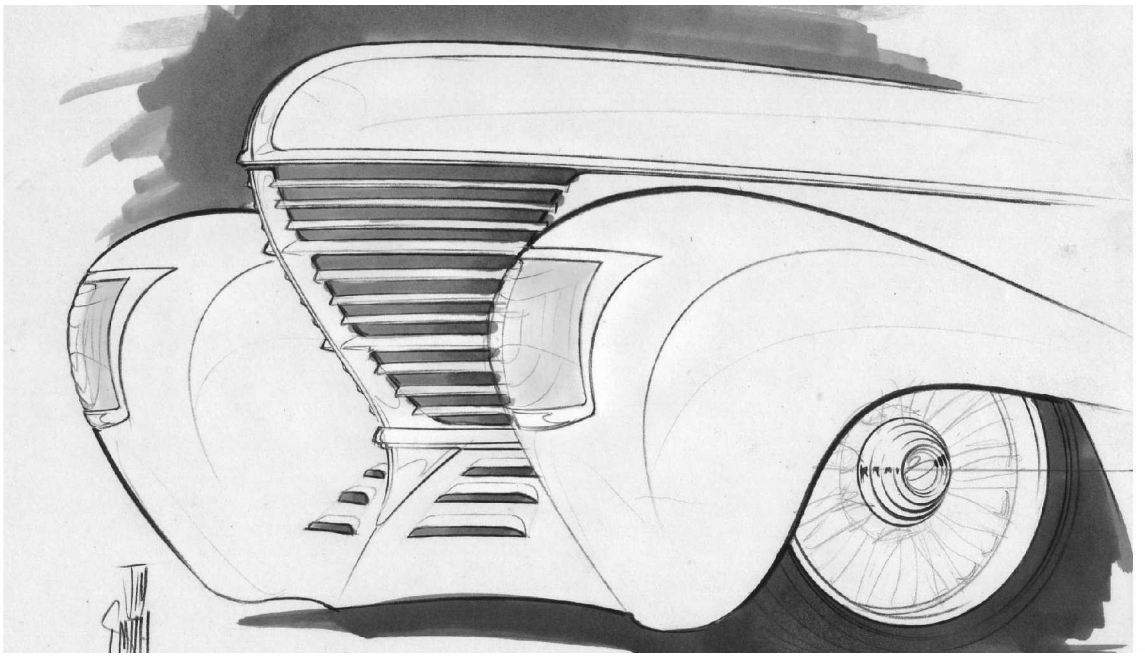
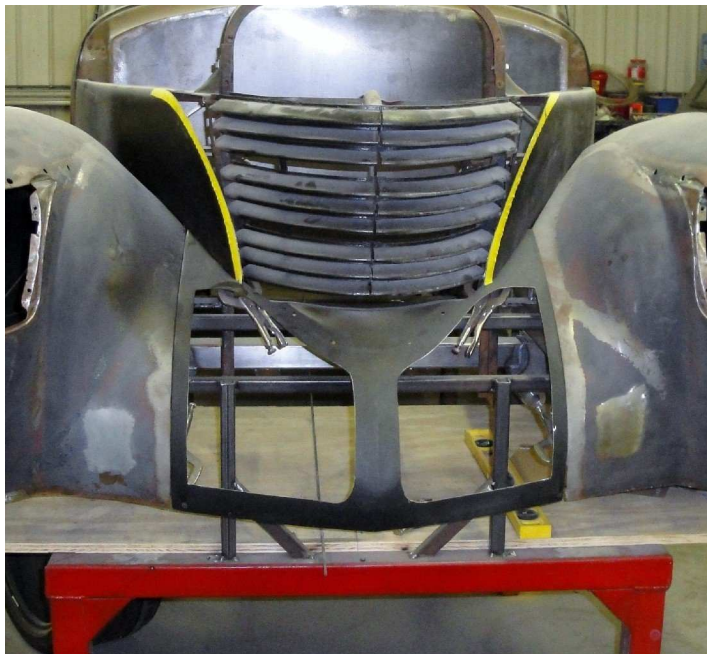
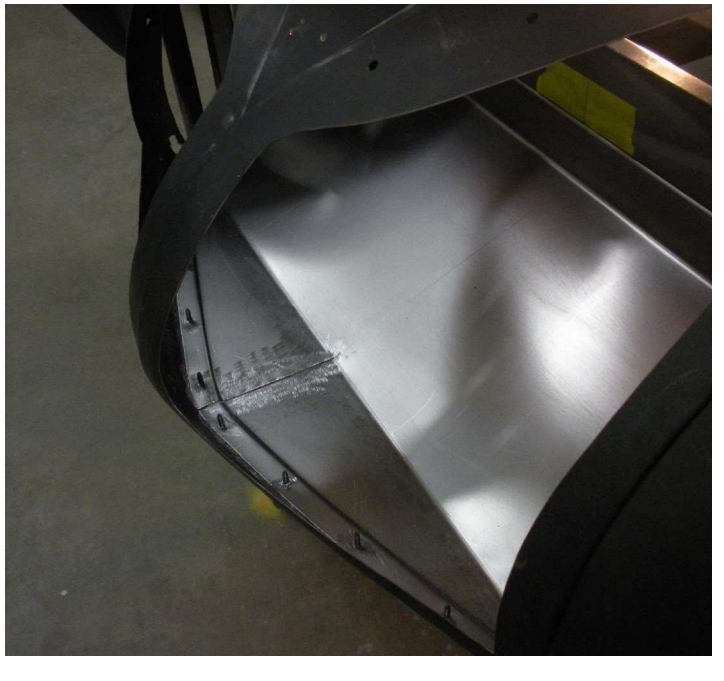
17

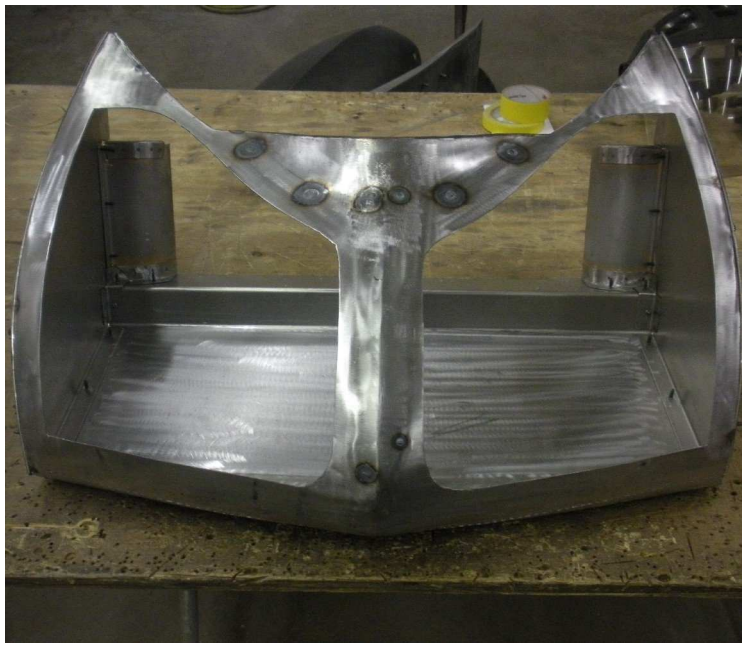
Front Pan

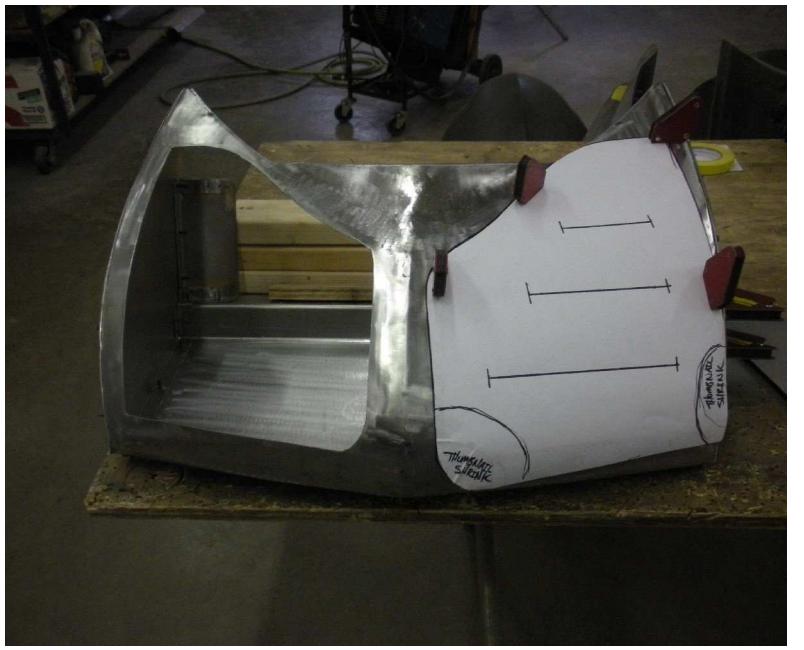


Graham styled the Model 97 with a lot of vertical and horizontal bars, typical of the art deco era. In our opinion, they were a little over the top, so we cut them back and opted to add some double mirror louvers to the front pan. We tapped Randy Clark at Hot Rods and Custom Stuff for the special louvers.

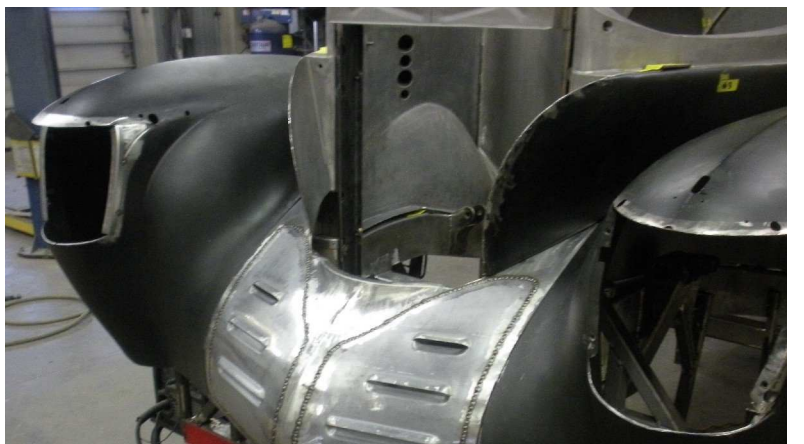









BAILEIGH
BAILEIGH



18

Hood Recrafted & Pancaked

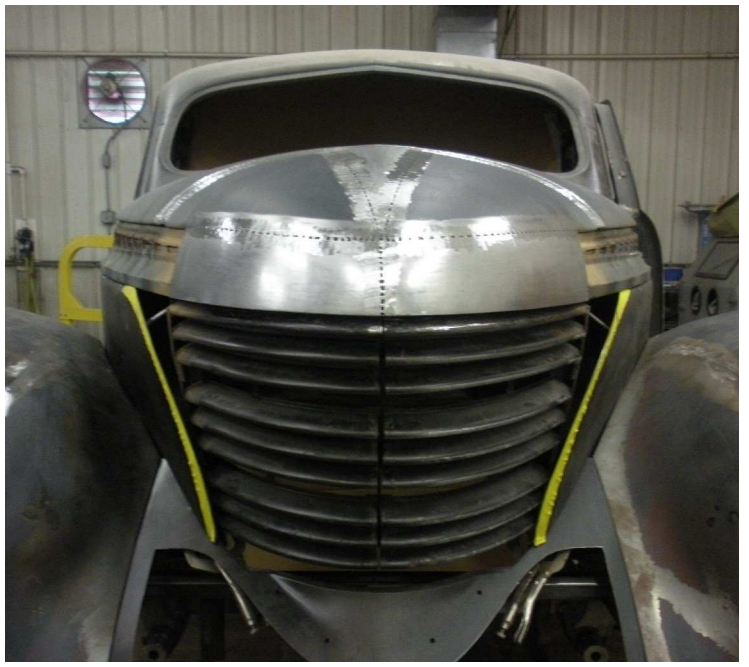
The horizontal bars on the hood were an integral part of the original grille design. Since we were deleting them the hood needed some heavy modification.

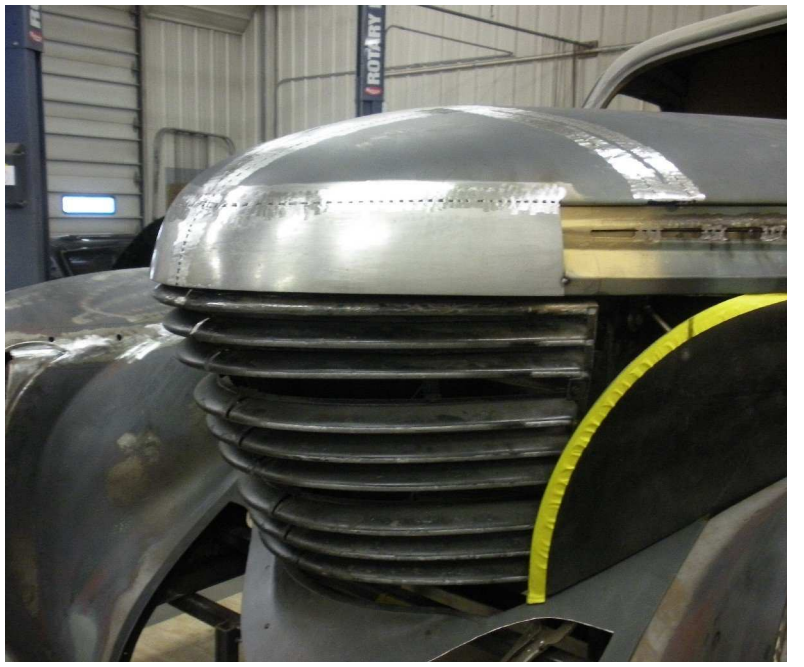
Once the side bars were removed and replaced with a solid front, we were able to see what needed to be done.

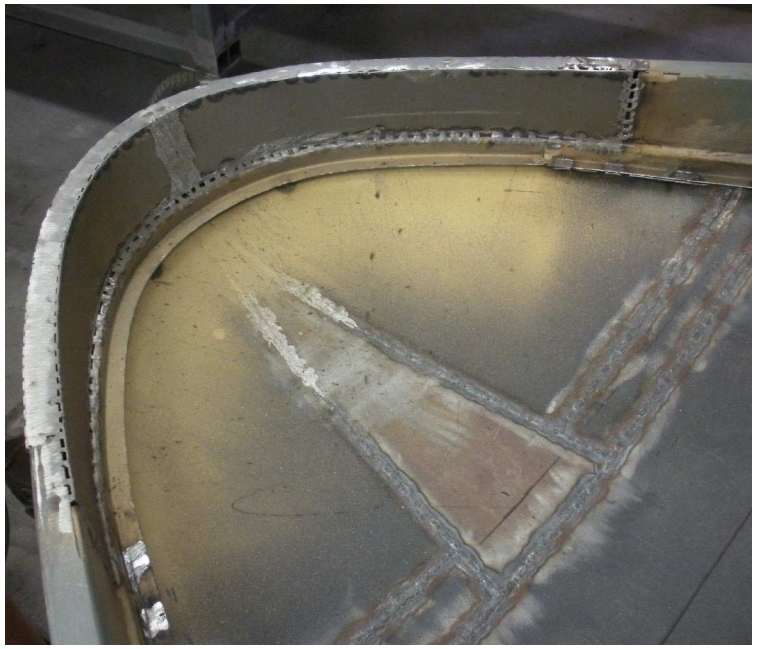
The nose of the hood was reshaped and nosed to accommodate its pancaking.

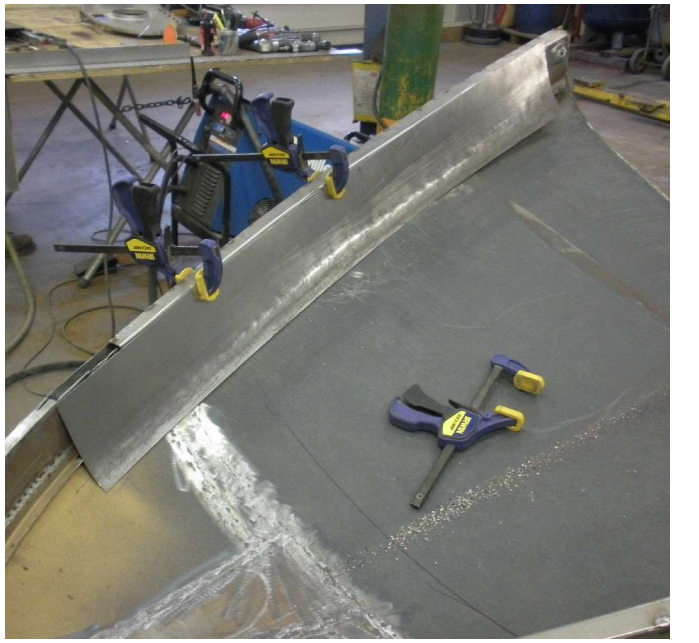

HOBART


STOP!



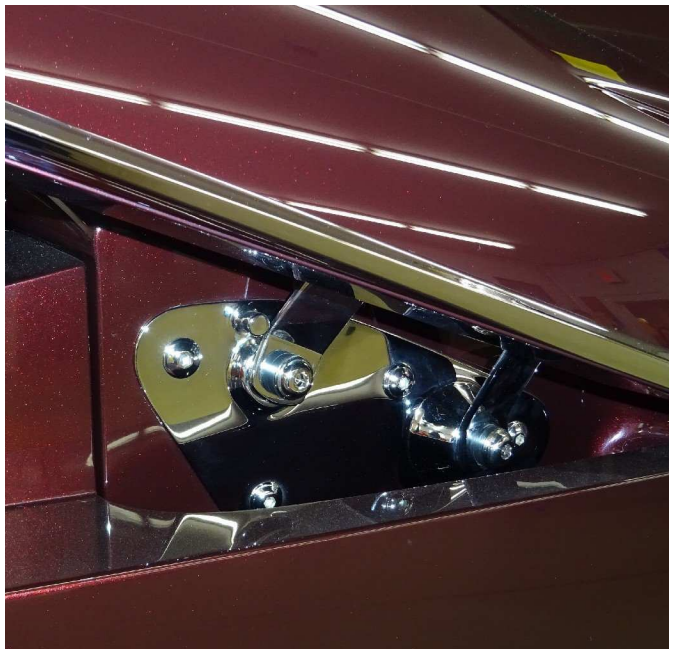

ROTARY

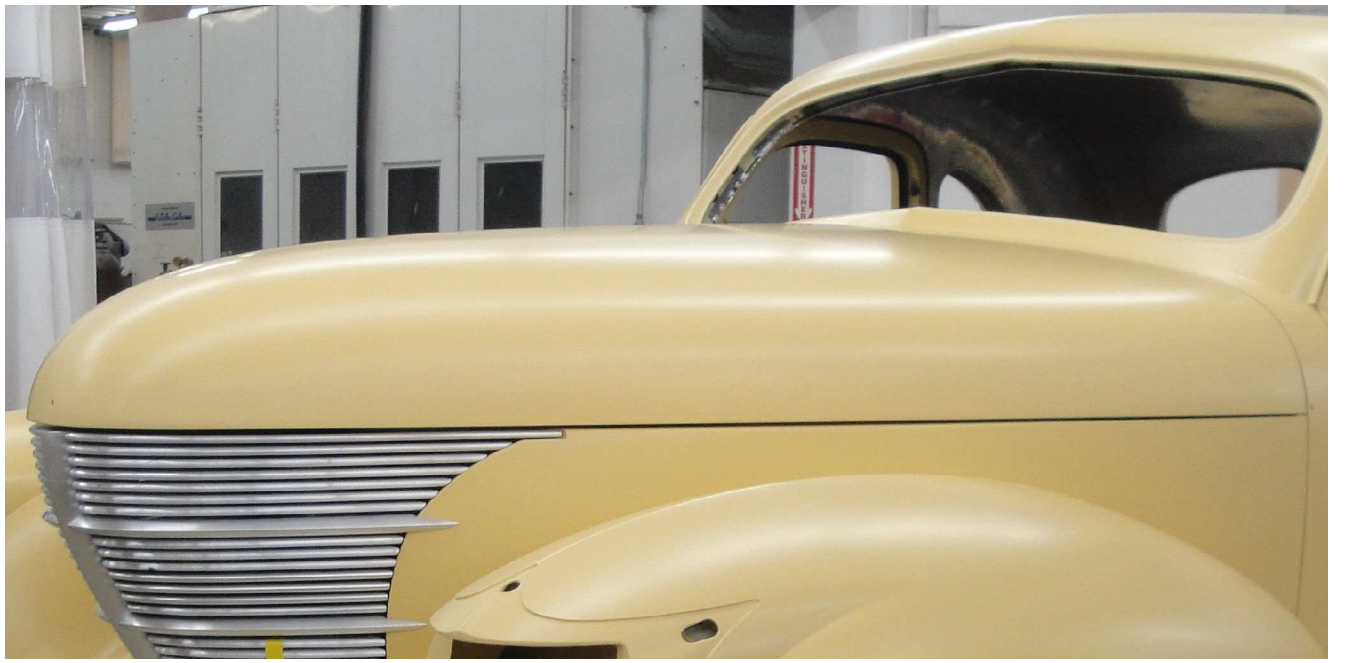




The original hood had bulky supports that we eliminated. This required added strength along the perimeter and across the cowl end.

The Graham's hood released, when its masthead ornament was turned by hand. Since we did away with the masthead, a latch housing was added to accommodate a dash pull to release the hood.





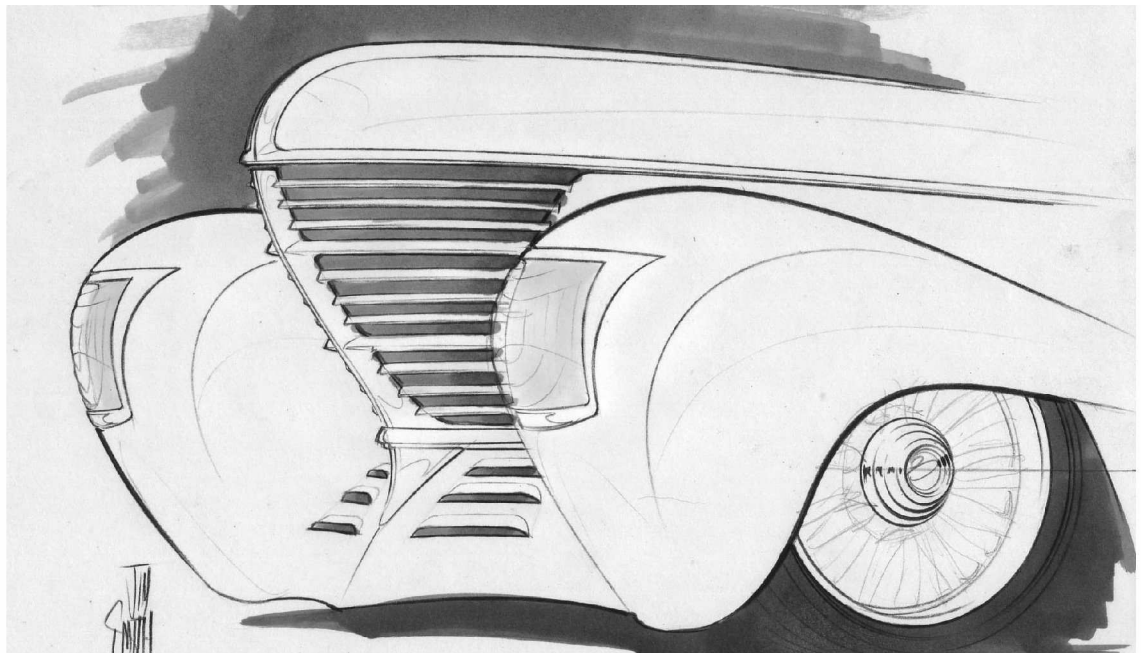
The original hood hinges were bolted from inside the cowl. We cleaned up the look and added some chrome. A backing plate was made, drilled and tapped, to connect inside the cowl. Hex heads will bolt from the outside in.

When finished the hood looks great and fits like a glove.

19

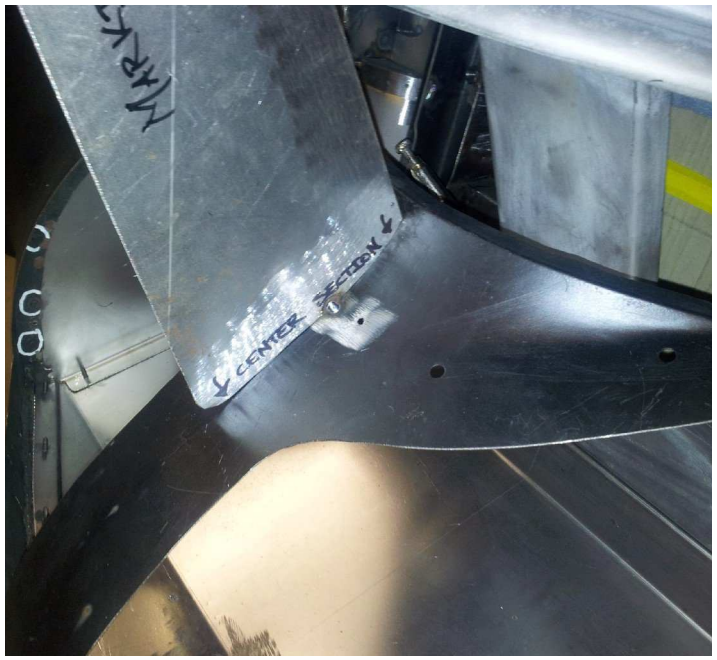
Shark's Nose:

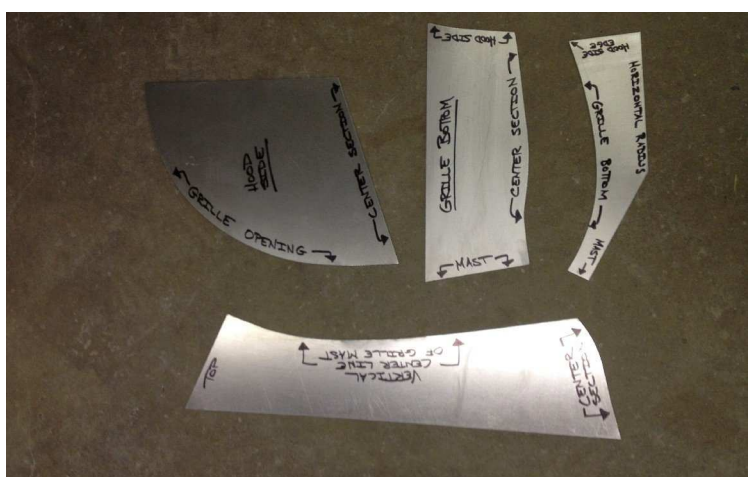
The Grille and Masthead



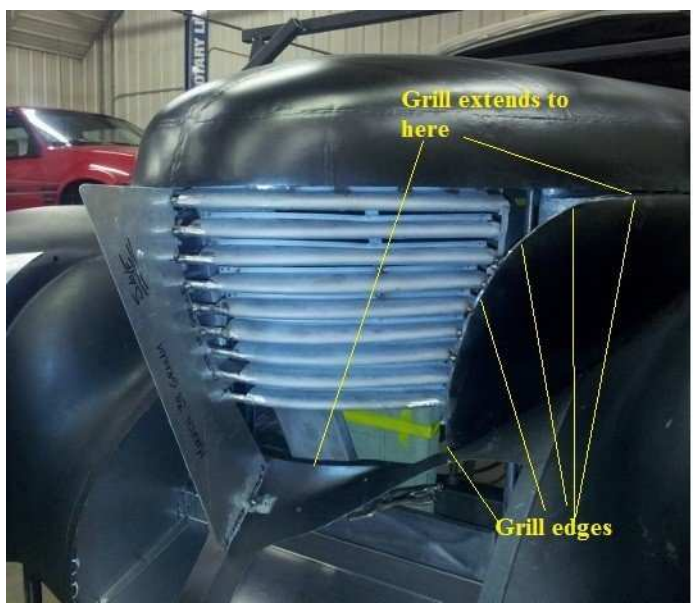
With the hood remade, we turned focus to the grille. We paid tribute to the original grille design, with its 3 bright trim bars, a hood trim piece, and 3 smaller painted bars in between. At build, we substituted 7 smaller painted grille bars between the main bars.

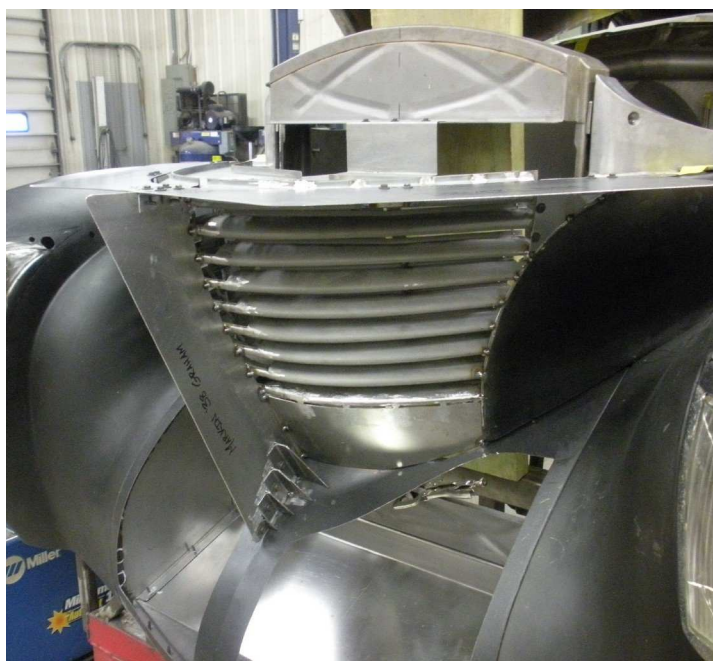
The vertical center bar was given a bit of a curve, softening the Shark's nose.

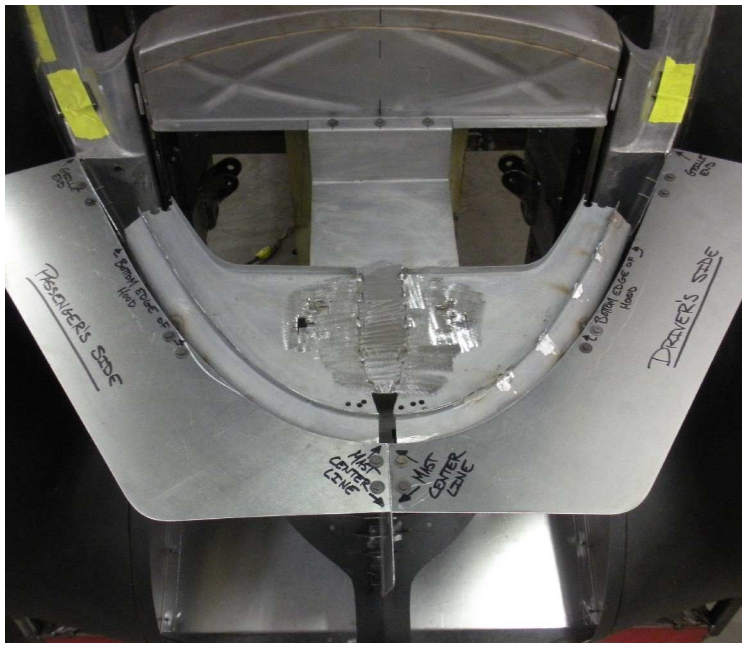




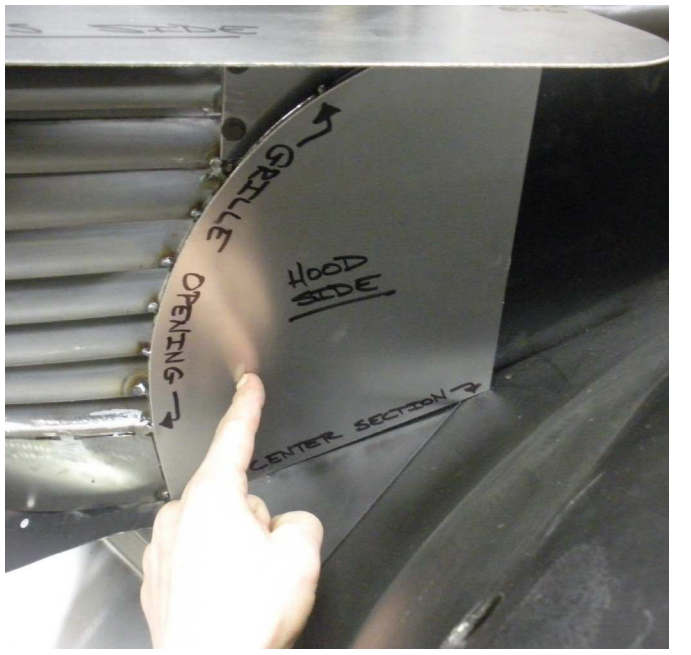
First, we built a detailed mock up, so Greening could finish the design and make the grille.





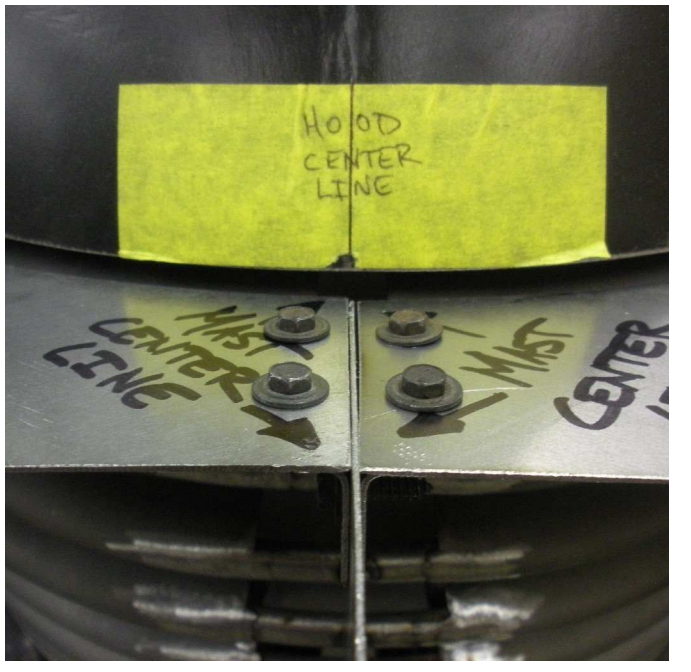

PASSENGER'S SIDE
DRIVER'S SIDE
MAST CENTER LINE
MAST CENTER LINE


GRILLE BOTTOM
HOOD SIDE
CENTER SECTION

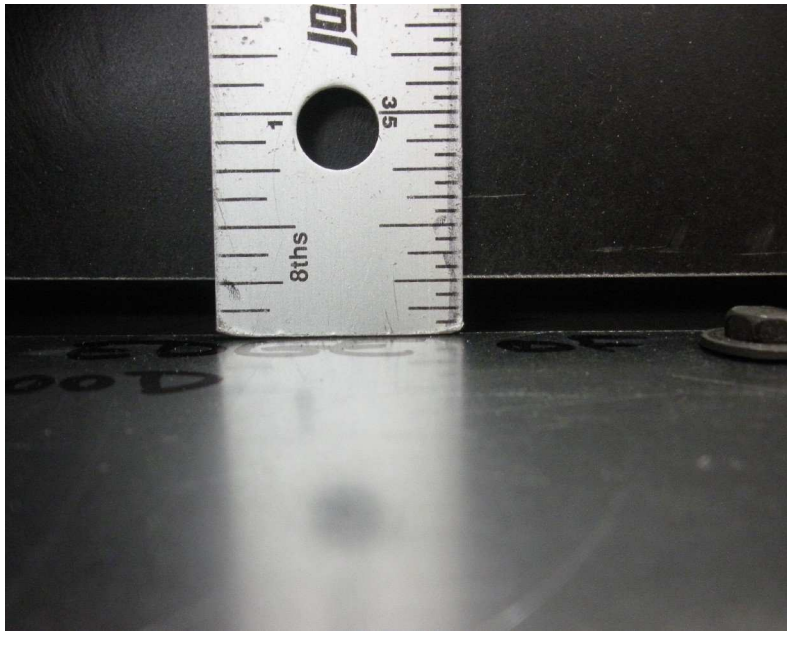

GRILLE OPENING
HOOD SIDE
CENTER SECTION

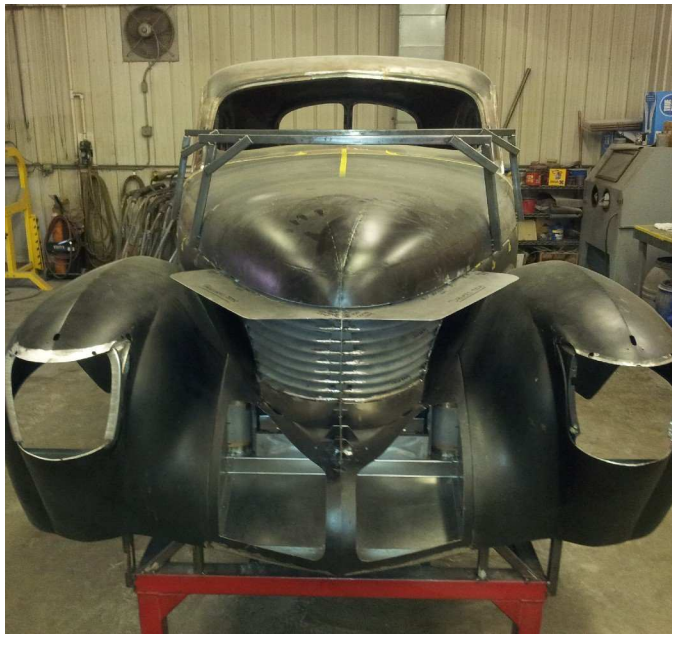

TOP
VERTICAL CENTER LINE OF GRILLE MAST
CENTER SECTION


MAST
GRILLE BOTTOM
HORIZONTAL RADIUS
HOOD SIDE EDGE


HOOD CENTER LINE
MAST CENTER LINE

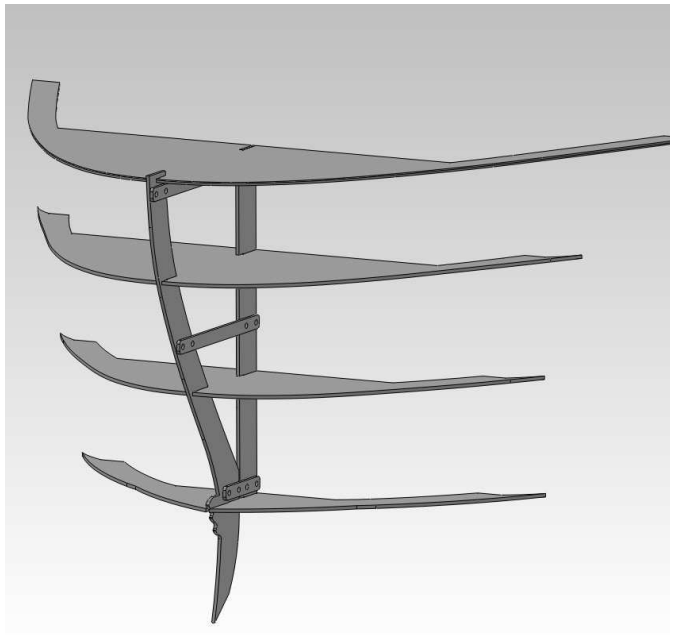

Grille end

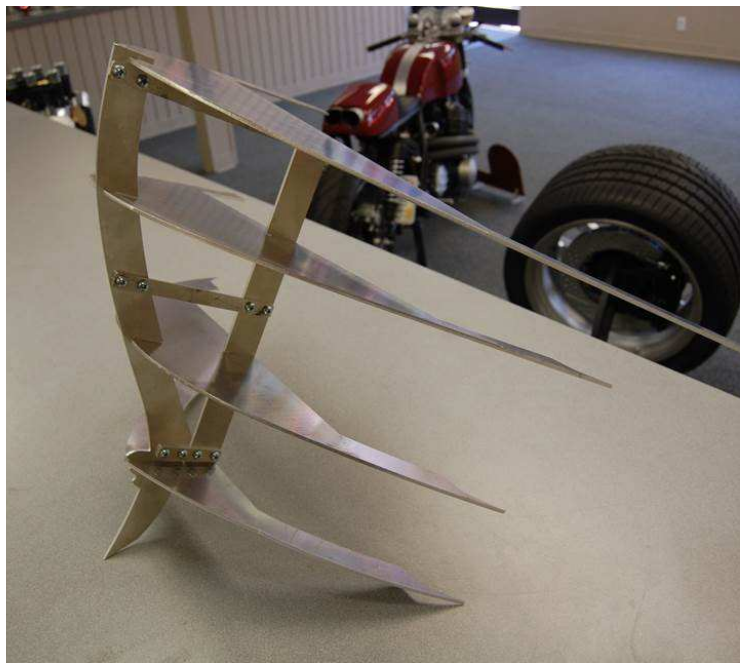

8ths

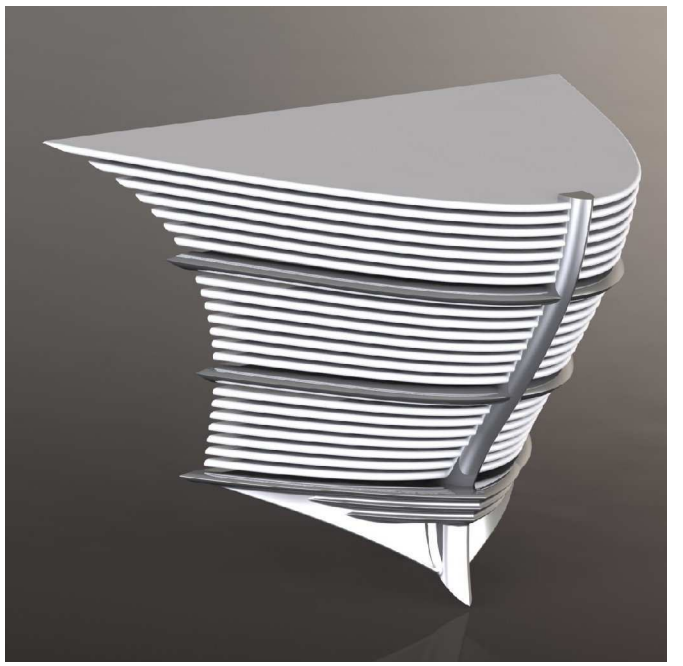


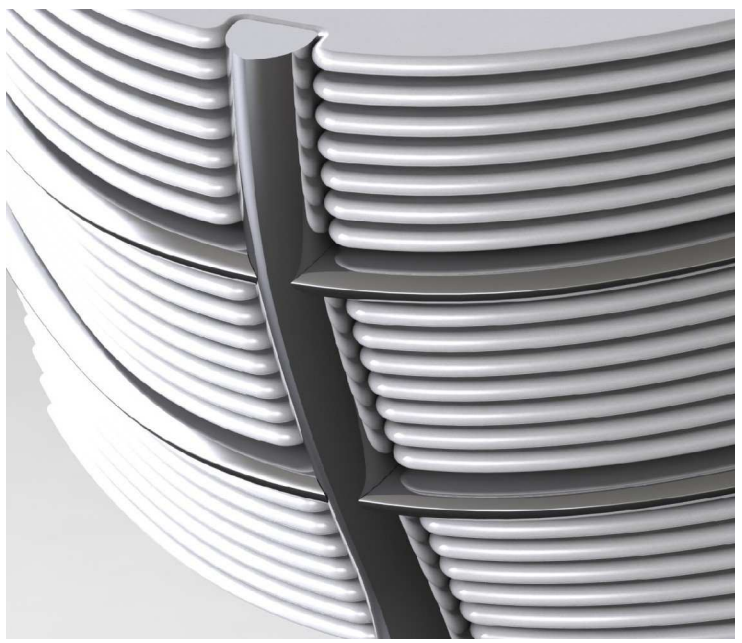
We used grille bars from an original grille as a part of our mock up. We were able to cut and fit them to our massaged grille cavity, which was slightly different than the original. Not surprising when considering all of the modifications that have been done so far. We shipped our unit to Greening.

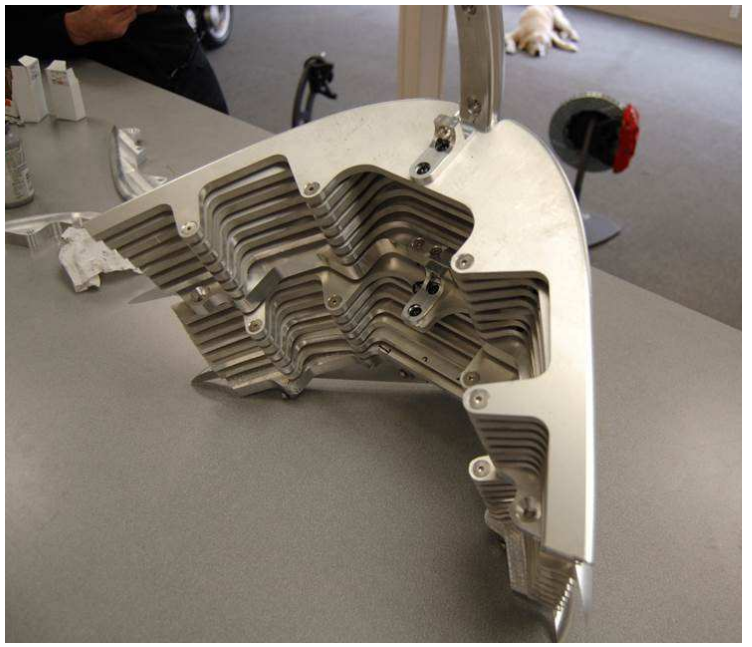
To start, Greening created a mock up for us to try. It worked. Jason at Greening used a CAD system to start the design. The drawings are shown below along with the method to assemble it. 27 separate pieces make up the grille.

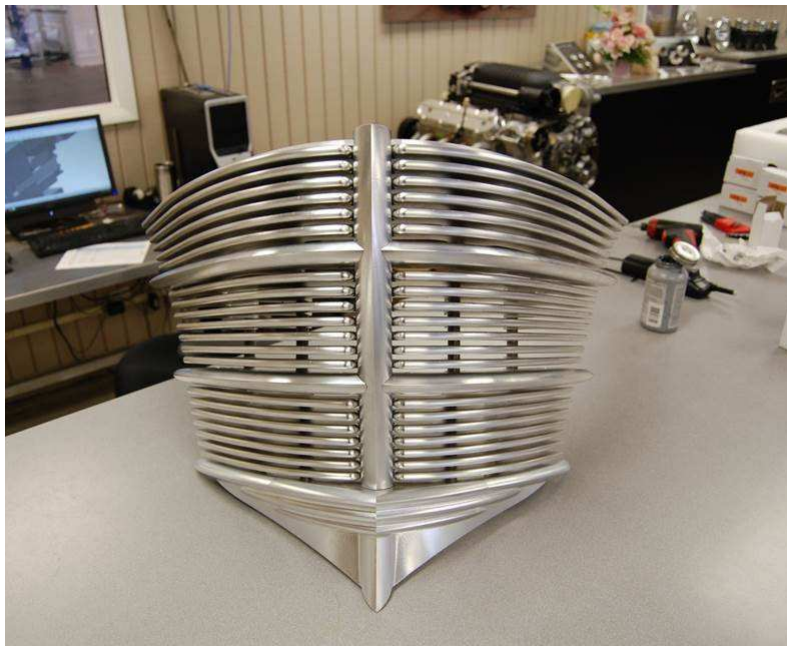






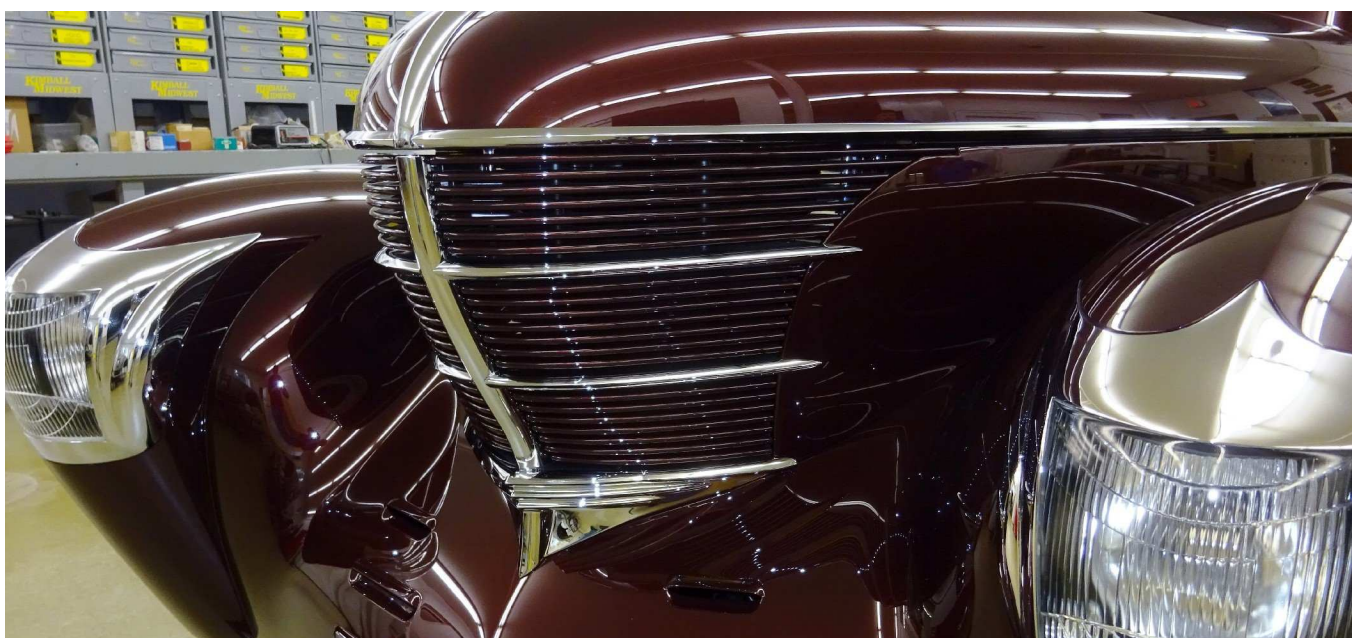






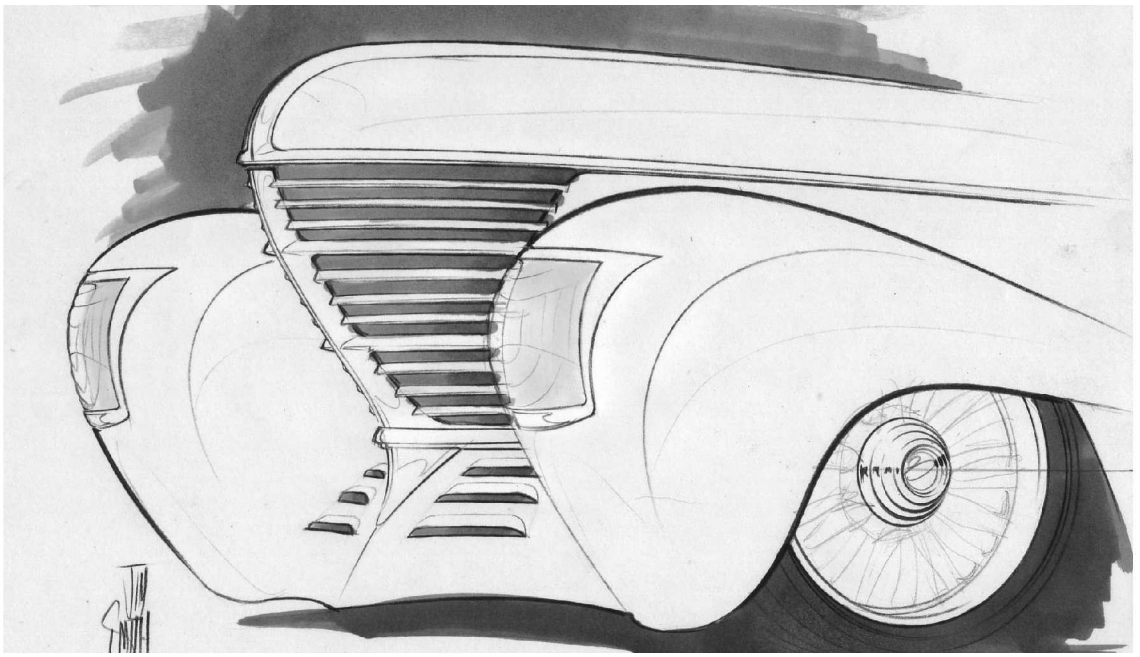
The new grille looked awesome when it arrived. As expected, both the car and the grille needed a little massaging to fit. This was planned, as we wanted the grille bars to extend a little further than necessary. Above, Tony is filing the bars for proper fitment.

In lieu of the original mast head, a matching trim piece runs to a point from the center grille bar back to the cowl. Hood side trim mimics the horizontal grill bars. L'Cars and Tony handled the body and paint. Advanced Plating handled the chrome work.

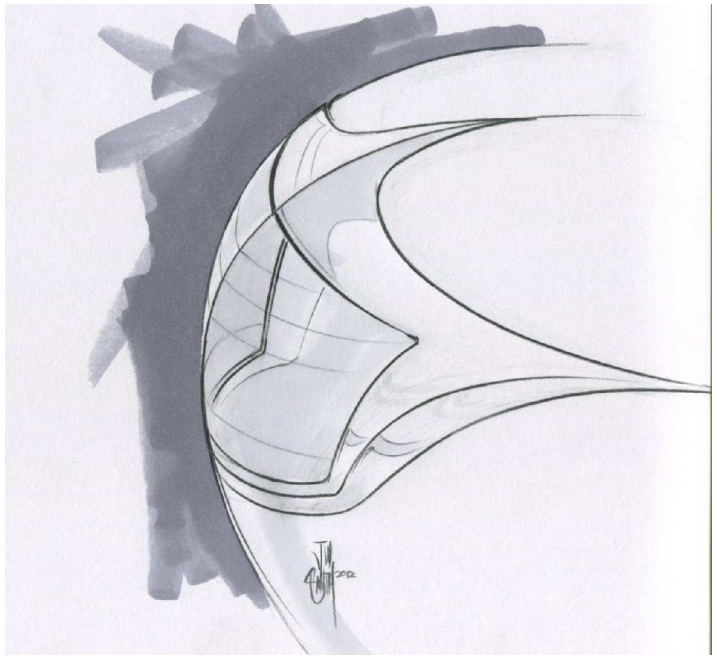


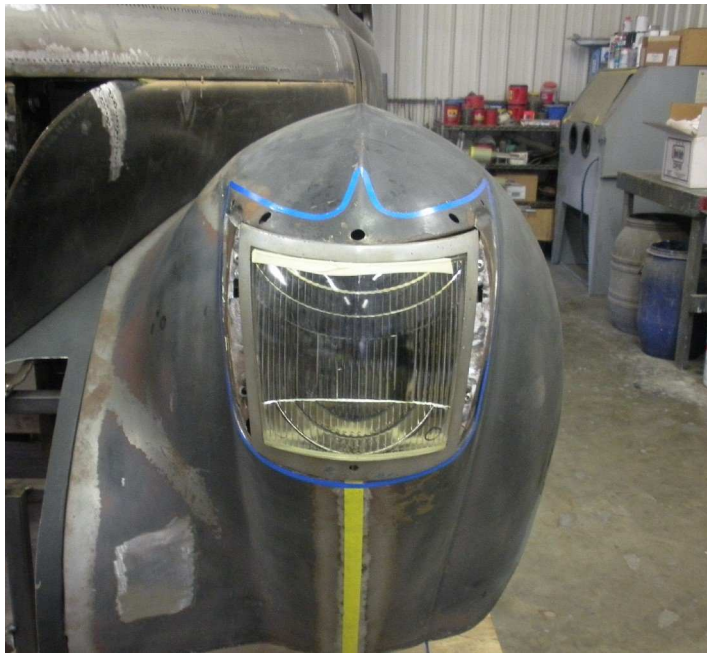
20

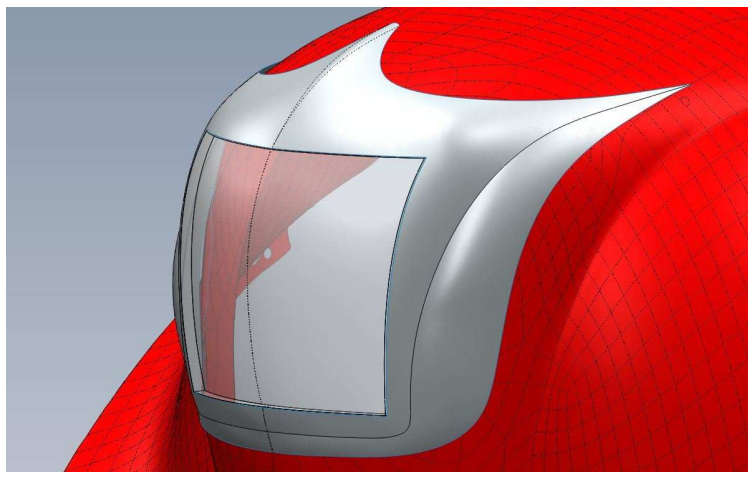
Head Lights & Bezels



One of the coolest features of the Graham is the headlights. The original bezels were made up of 6 parts. On redesign we made them into one piece, added a peak, and frenched them into the fenders. The first step was to get the measurements and look right. Notice the bulbus radius mimics the fenders radius.

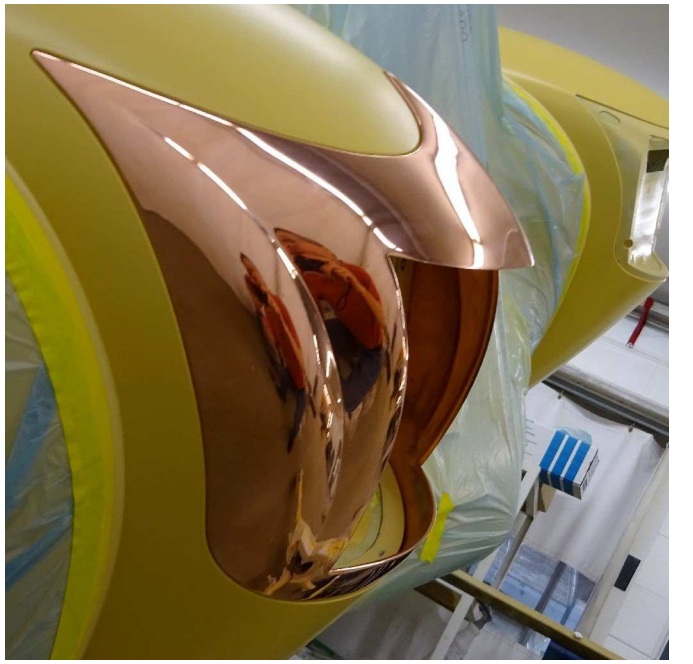


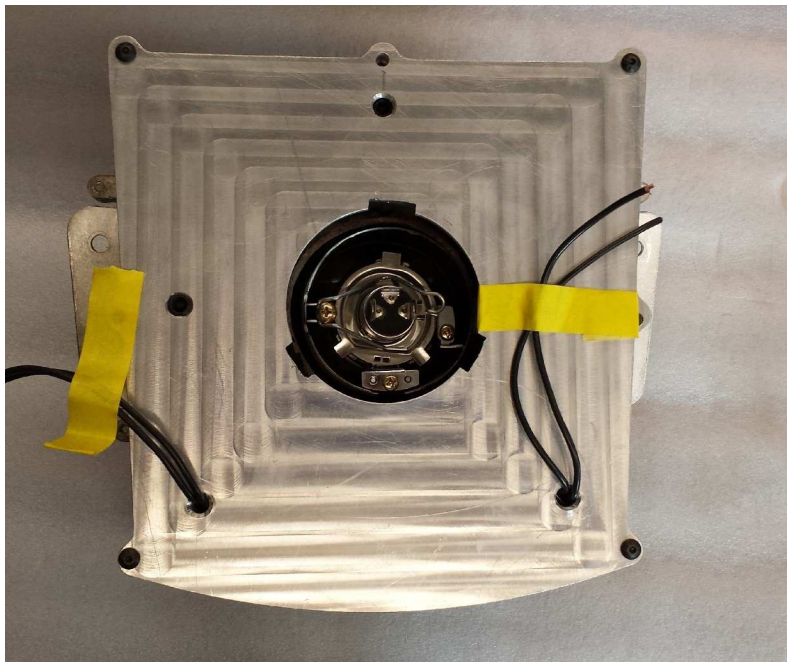




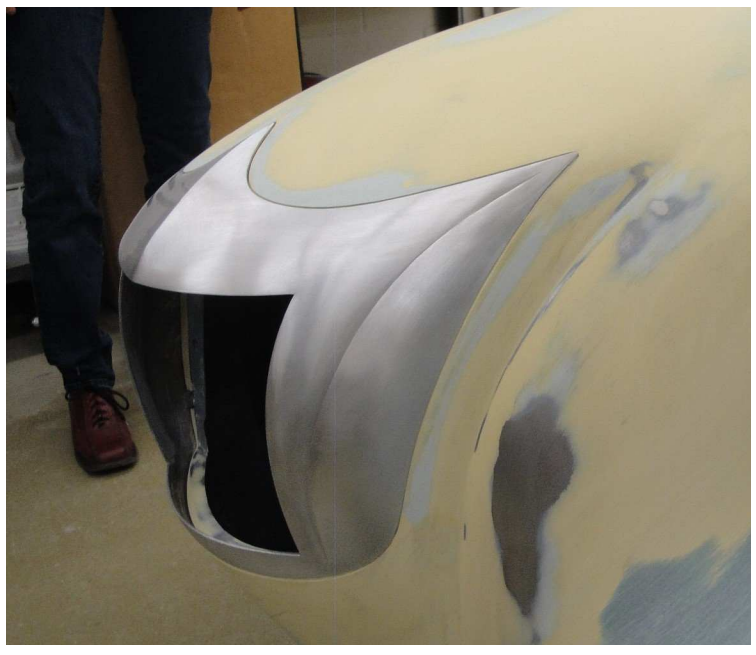
After sand casting we had the right shape but the pieces needed a lot of hand shaping, new material, filing, and massaging to bring out the right look and perfect fitment. Trent Lewis handled the initial fitment during fabrication and Blaine Downer of L'Cars finished them during the body work phase.

The headlight openings were reworked to accept the changes to the original buckets and the new bezels. Jens Knutzen finished it off by body working the fenders just enough to french in the bezels.



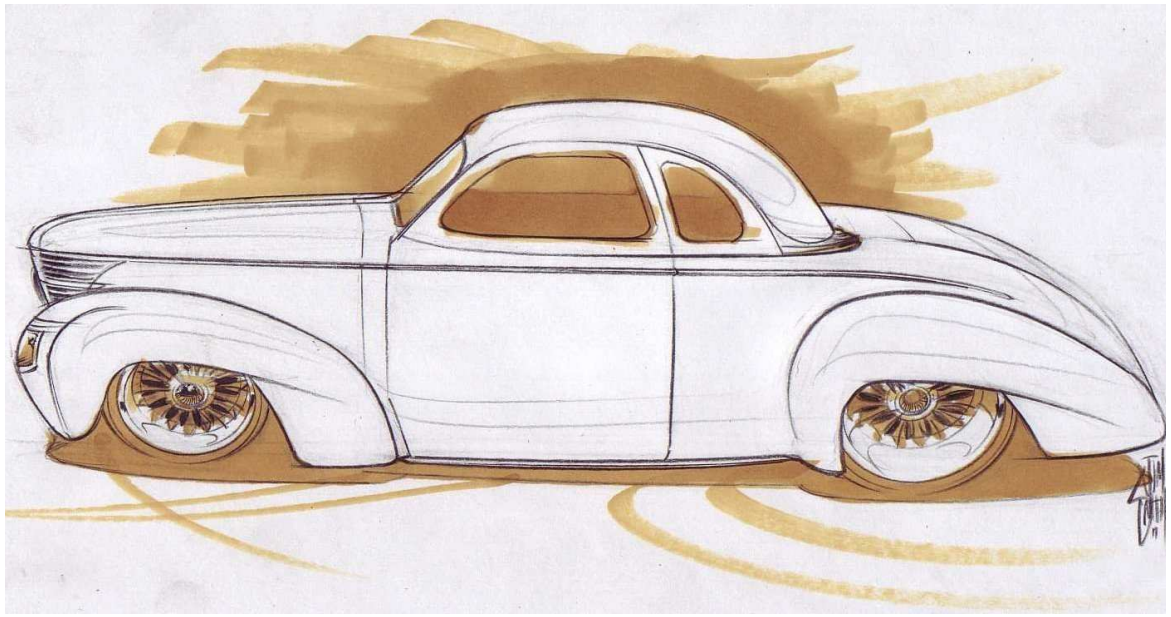


We retained the original buckets and glass. But we had to upgrade to a modern lighting system. In developing an updated system, Kris Knutson designed and machined the new backing plates with mounts for modern headlights and directionals. '68 Cadillac access caps were incorporated into the design, too.

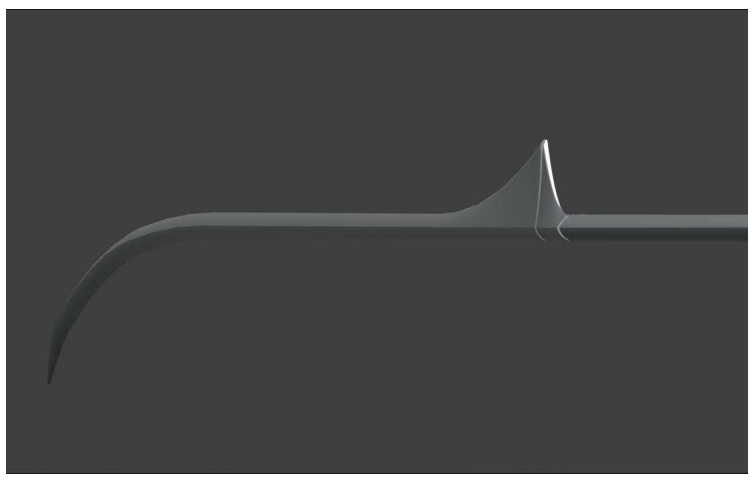


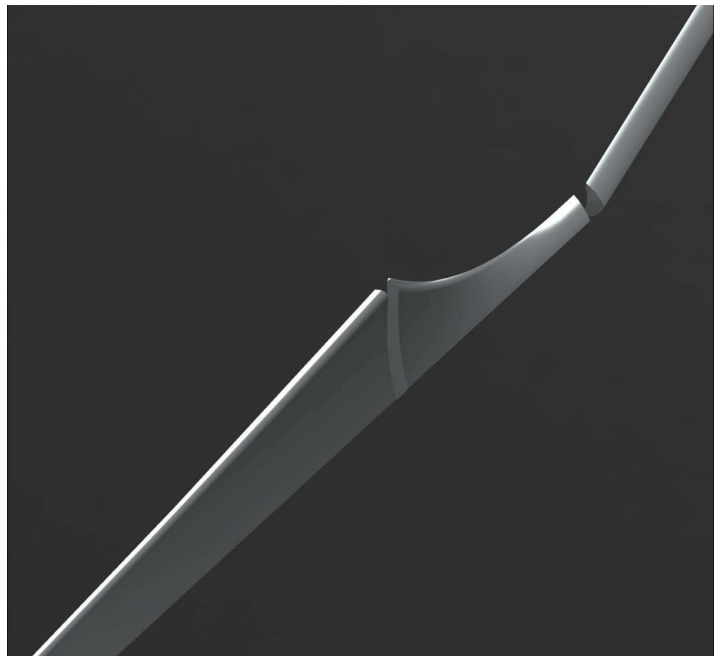
21

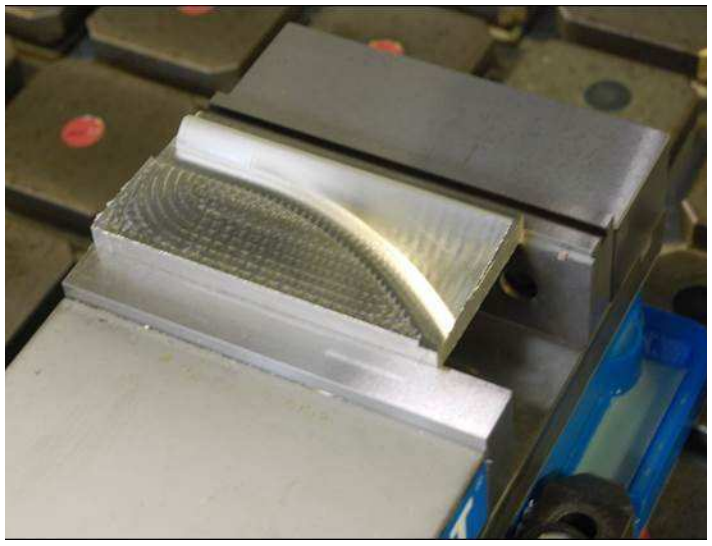
Exterior Trim



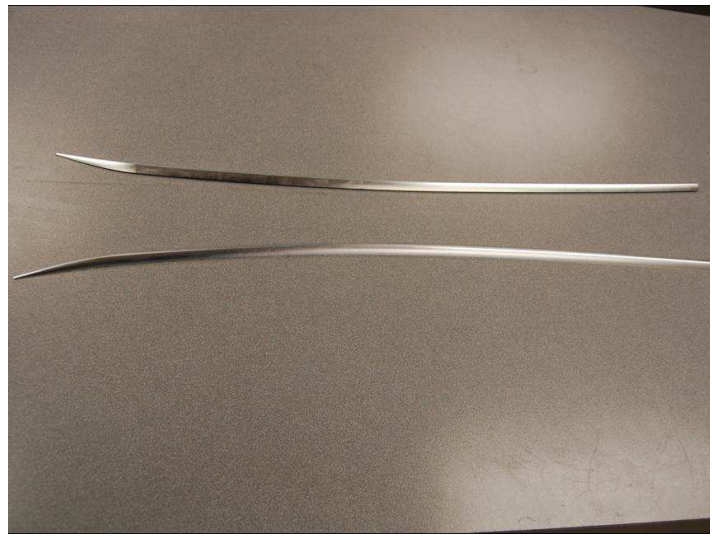
The original trim started at the nose and wrapped around to the rear fender with the door handles as a part of the trim. The front trim was integrated into the grille. We kept that theme but fashioned it with a sail line that follows the body line. Greening and Company handled the final design and machined the parts.







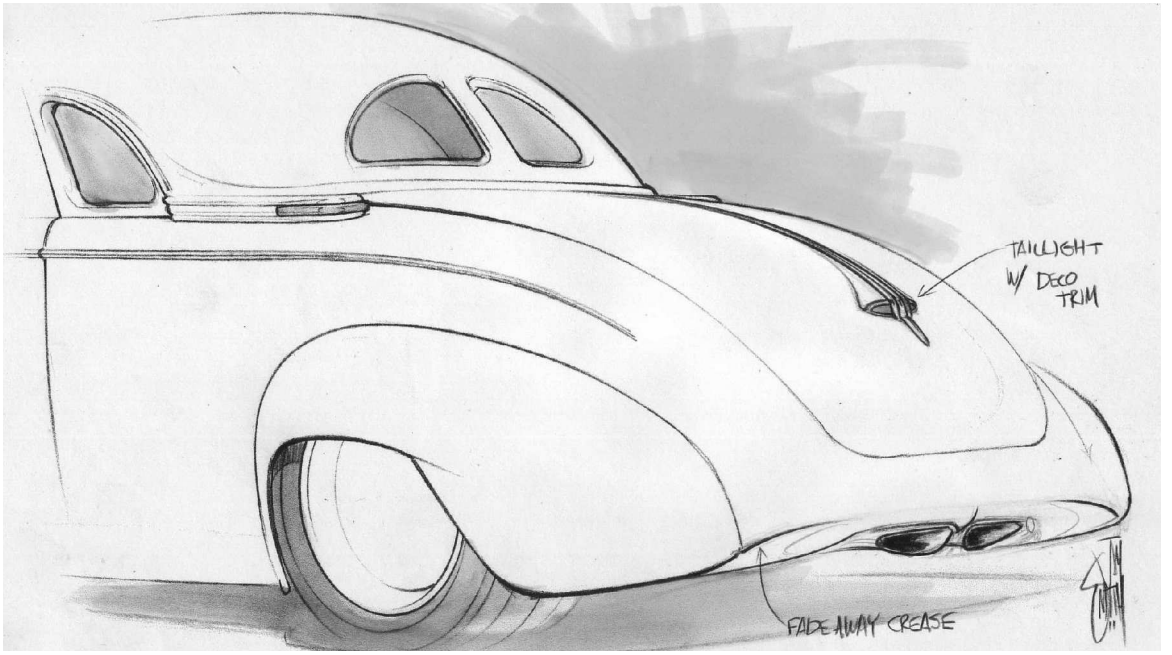

KURT
KURT




DUESENBERG

22

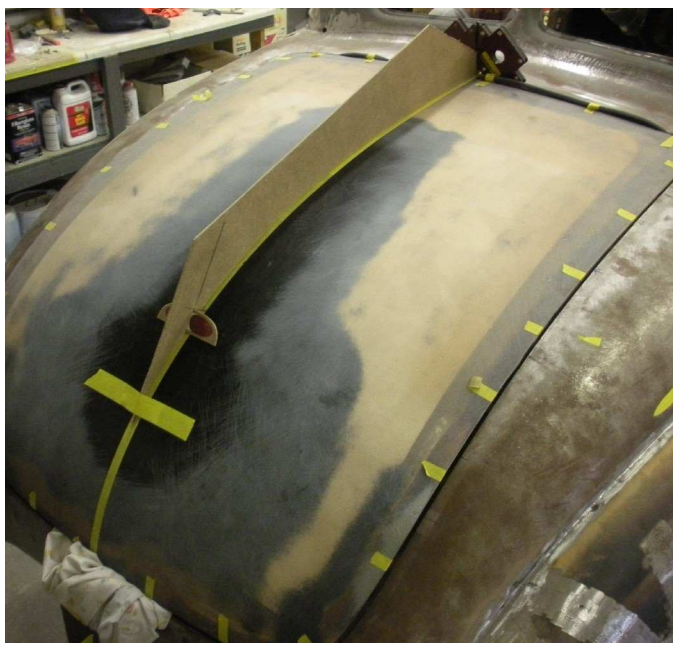
Tail & Third Brake Lights

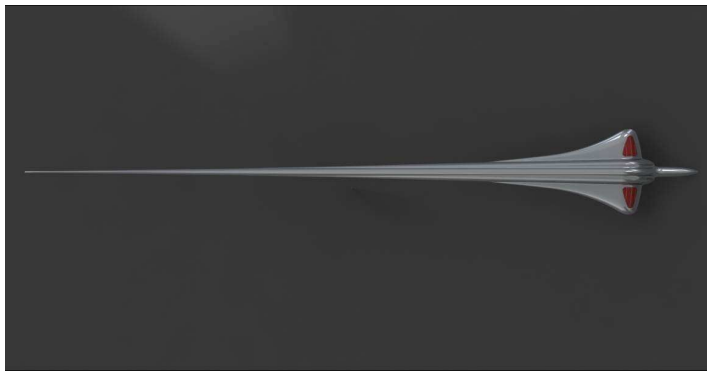


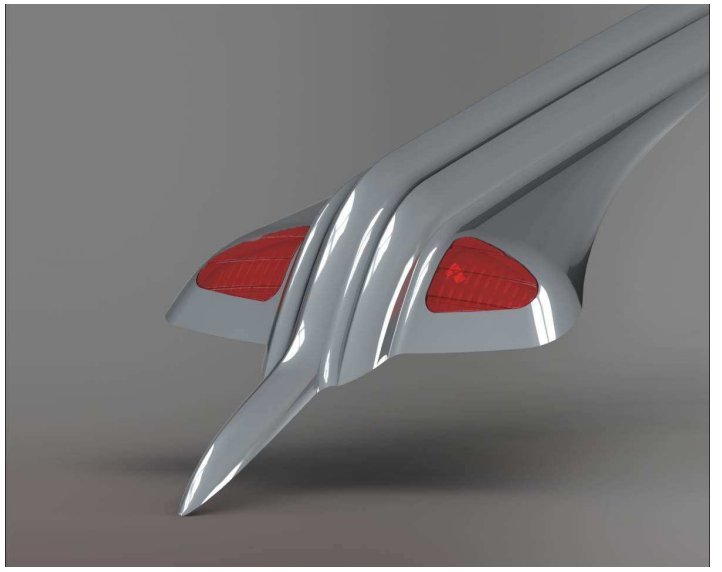
I definitely wanted to keep the stock tail lights but they needed some fine tuning and a better look. So we added a reveal coming off of the drip rail and fading away to the point of the tail light. Then we frenched the tail light. Fitment required we shorten and shave its side face to fit flush to the reveal.

The lid on tail light was the access point to changing a bad bulb. It was secured with a screw. That had to go. So, Tony fixed a permanent screw underneath that extends through the glass lens and fastens with a wing nut inside the cab. Then he filled the top screw with JB Weld and sanded it smooth. Jens handled the final body and flawless fit.

Next was the making of a third brake light starting with a template.

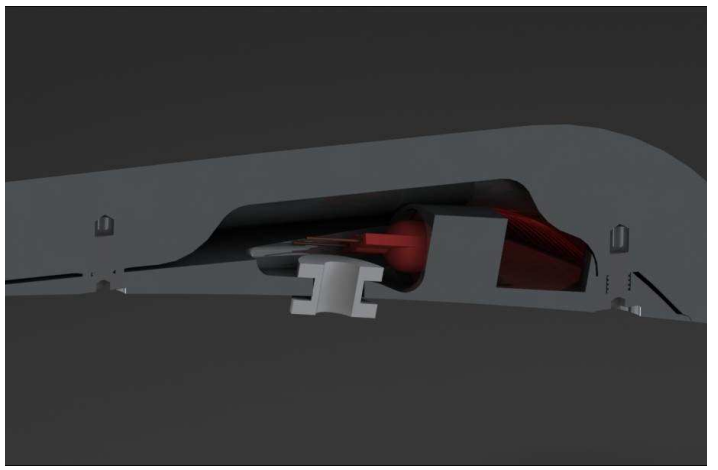


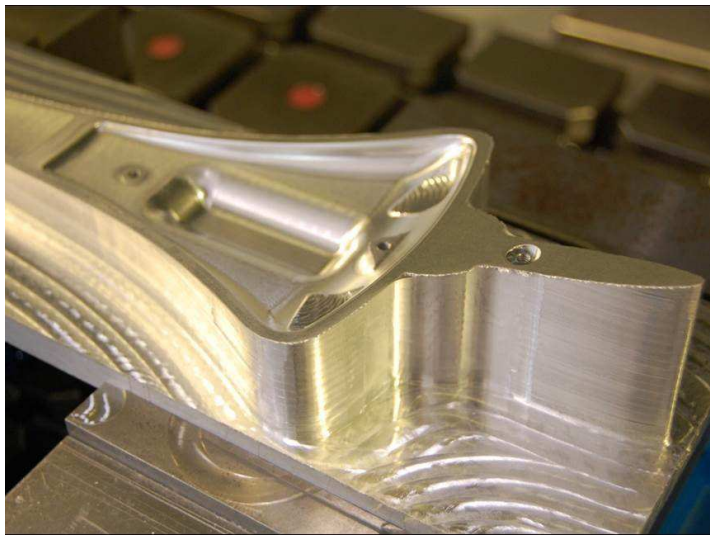


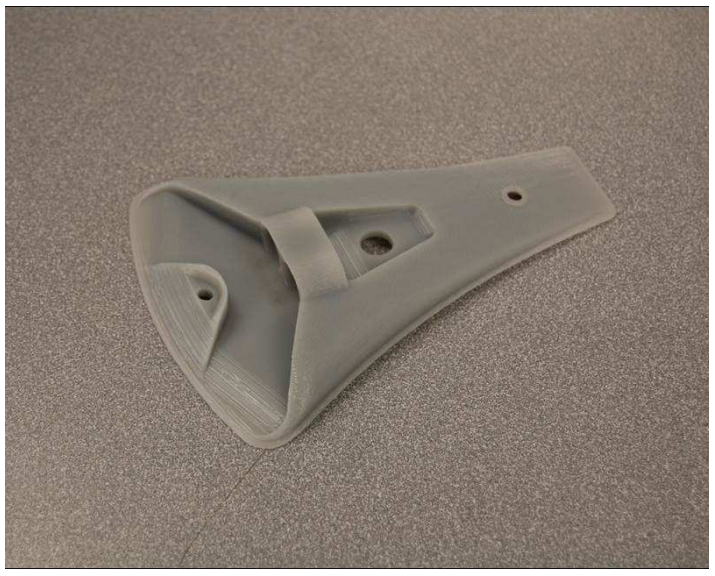


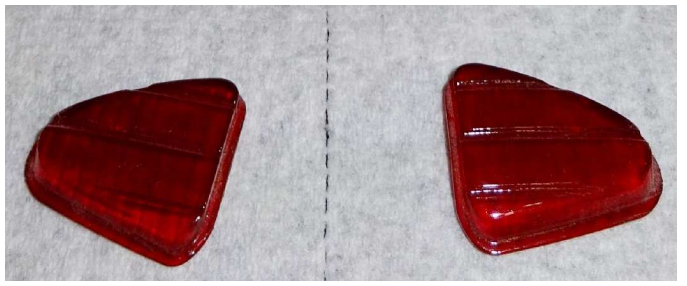
Greening brought the design to life and machined the parts.

The lens and the light base were made using a 3-D printer.



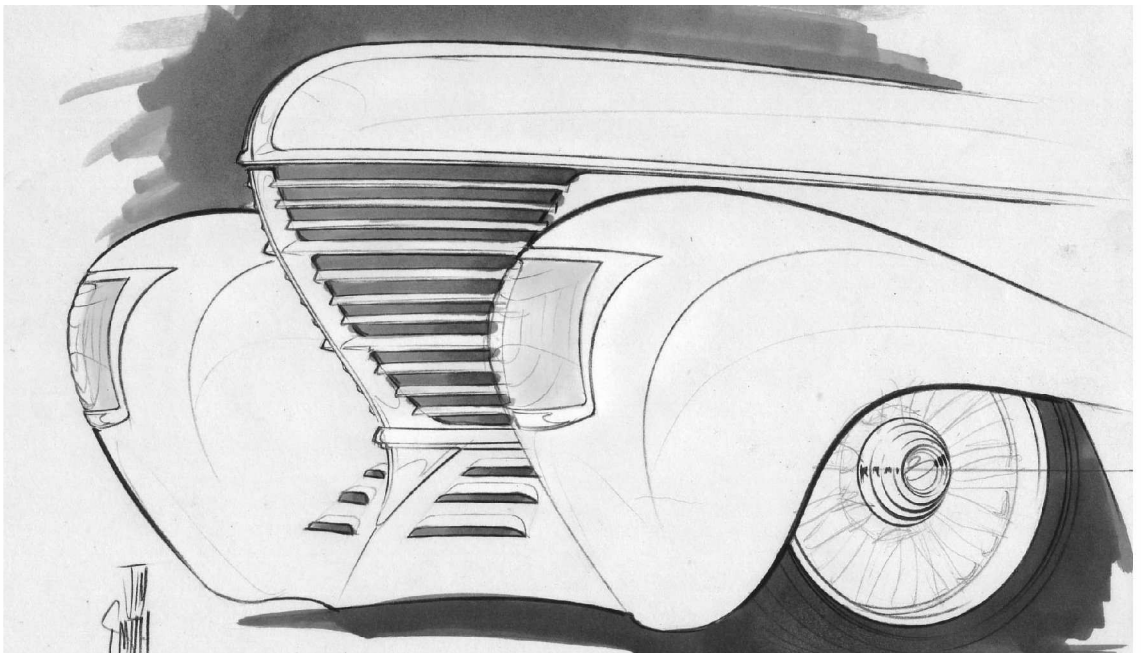




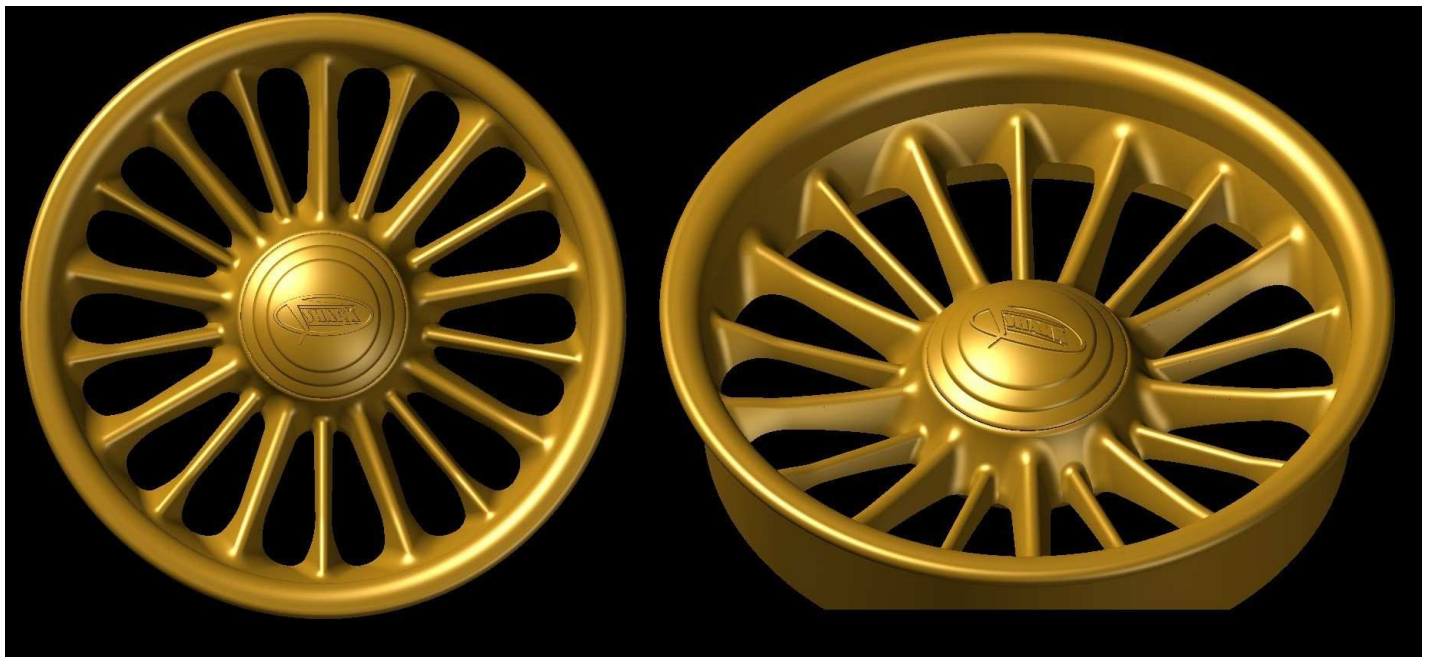


23

Wheels & Tires



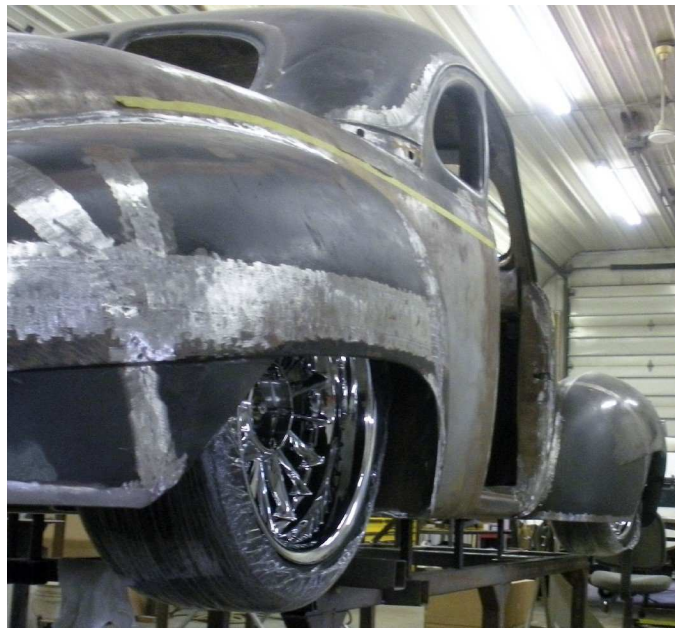
I turned to Larry Dove at EVOD for the 18" wheels. There are 18 spokes of alternating size. This is a play off of the grille's two sizes of grille bars. Our logo is prominent in the center caps. Advanced Plating handled the beautiful chrome.



EVOD provided us with a prototype wheel that helped us determine the necessary measurements to ensure a proper size and fitment for the wheels.

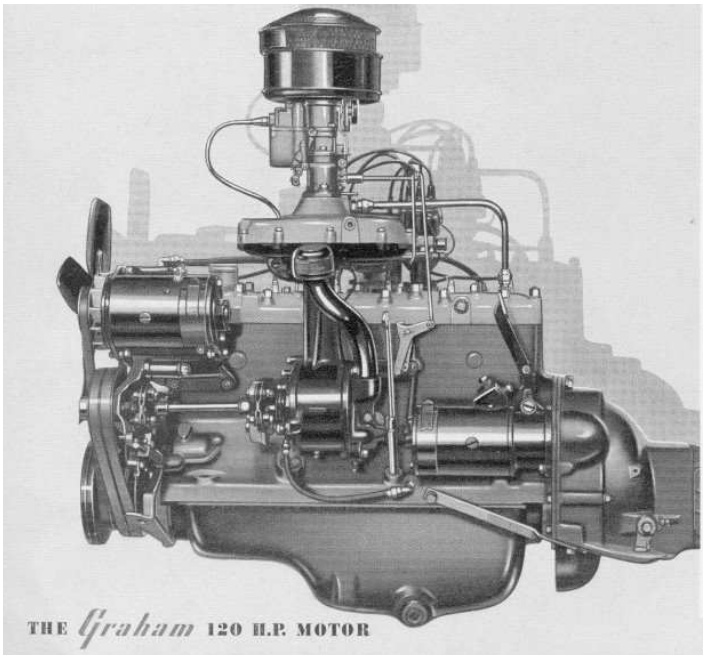
The tires are Bridgestone's Potenza RE970AS Pole Position. We deburred-burred each tire. Tire sizes are:

Rear: 255/40R 18
Front: 235/40R 18

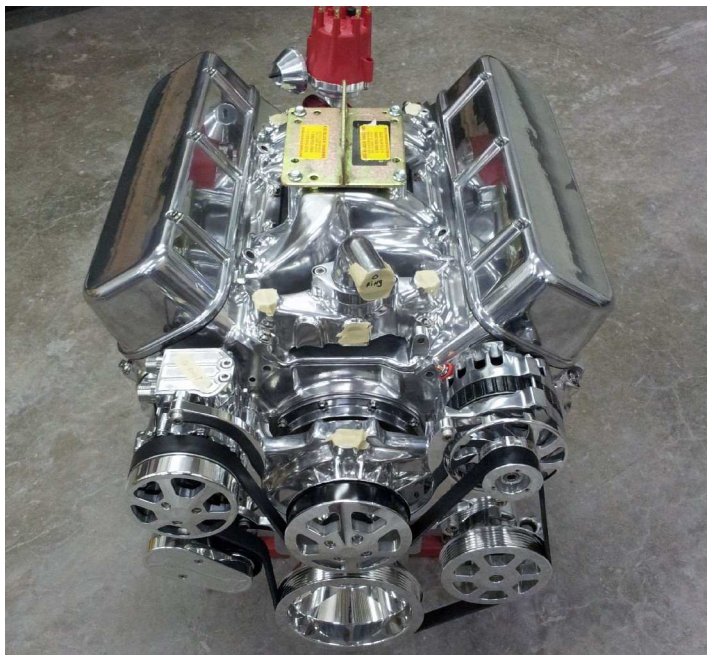


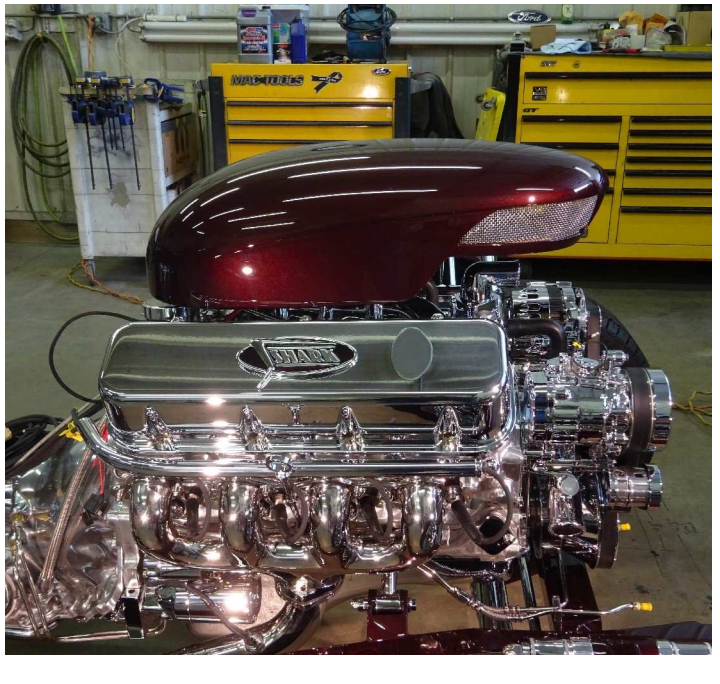
24

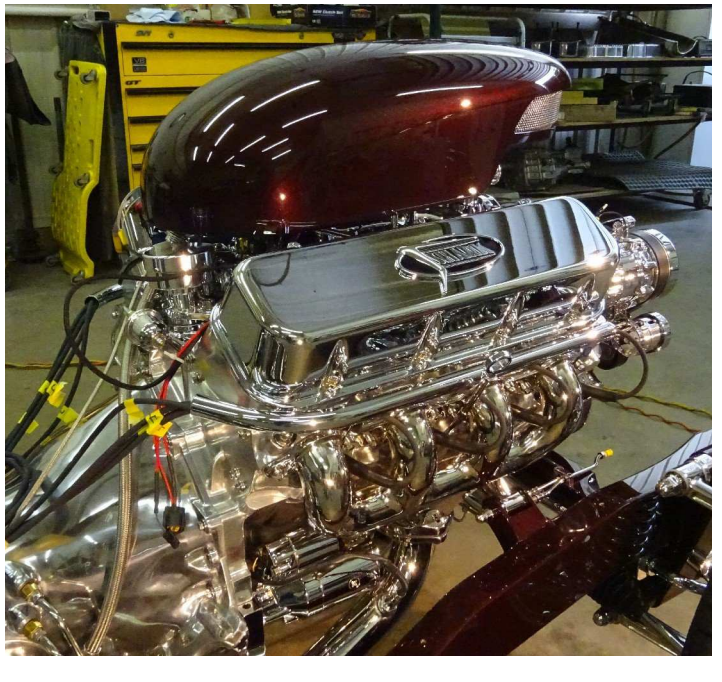
Engine & Transmission

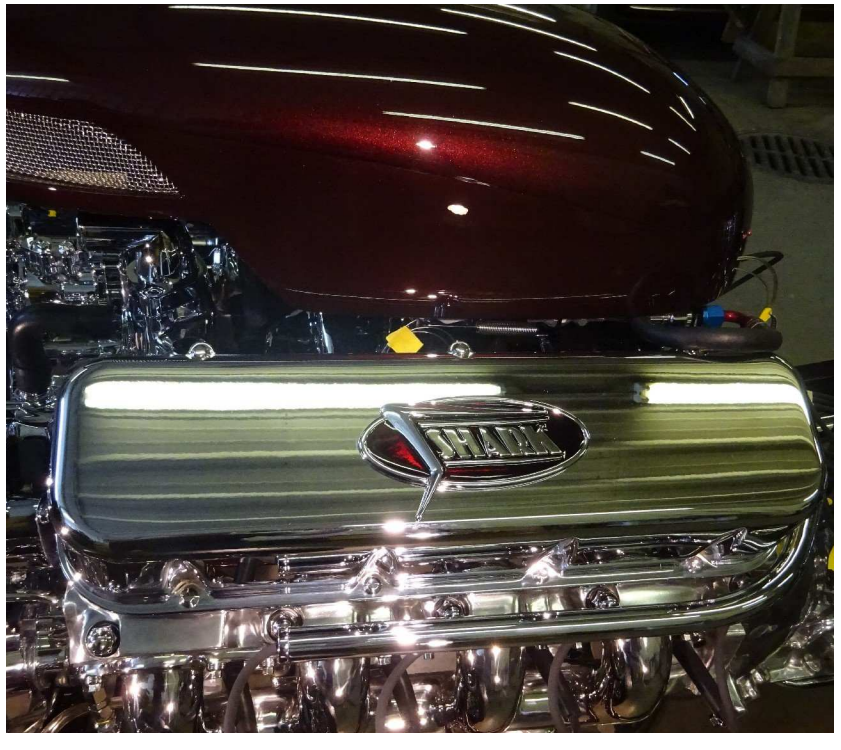


If you are going to build a street rod there's nothing like a Big Block Chevy 540 cranking out 600 HP. A 700 R4 transfers power to the IRS. Built locally the 540 features Big Brodie heads, Edelbrock intake, Tru-Ram headers, Atomic EFI, Computronix Distributor, chromed serpentine system, and custom Shark badges.







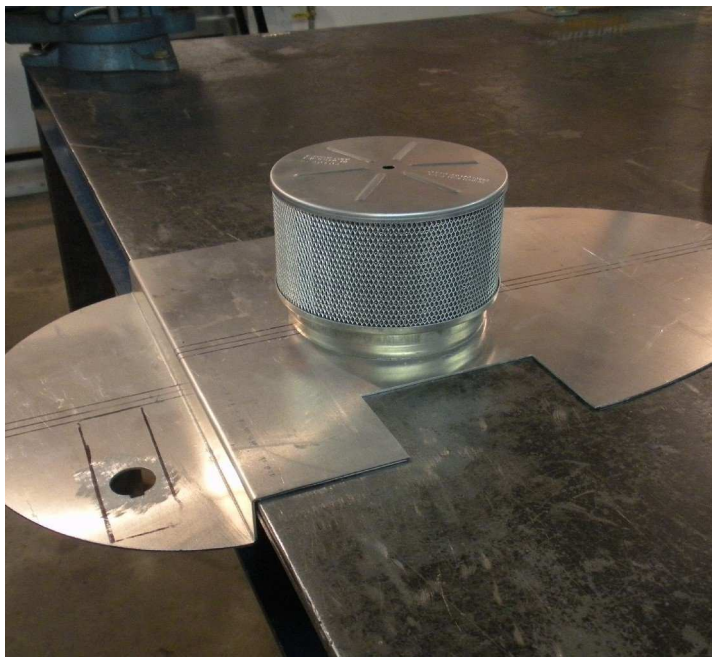


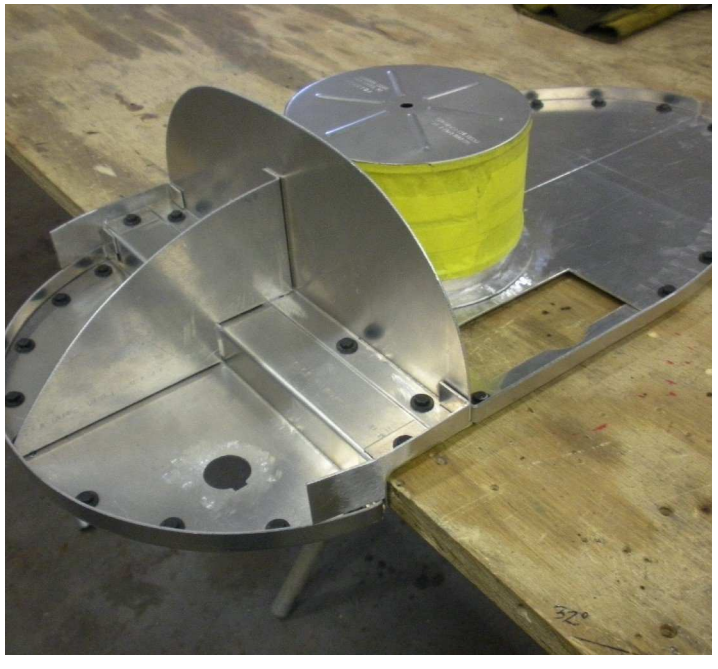
Loads of chrome and power!

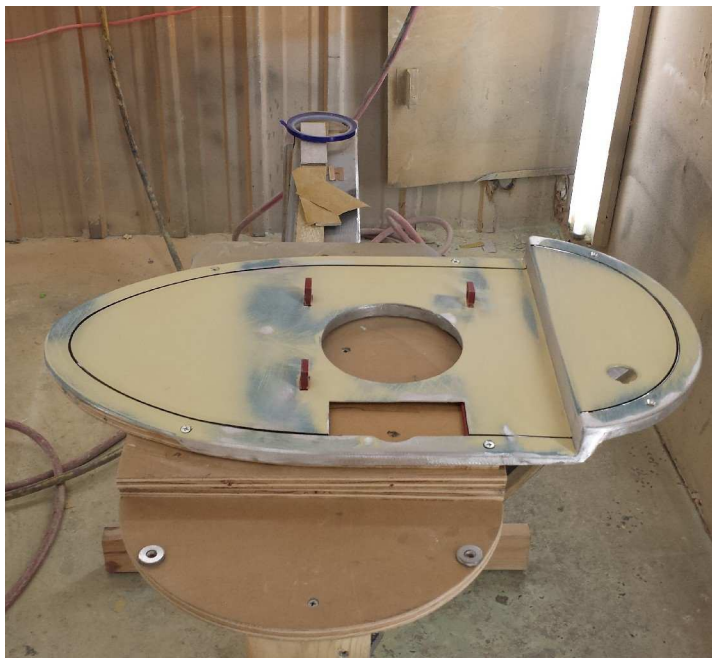
25

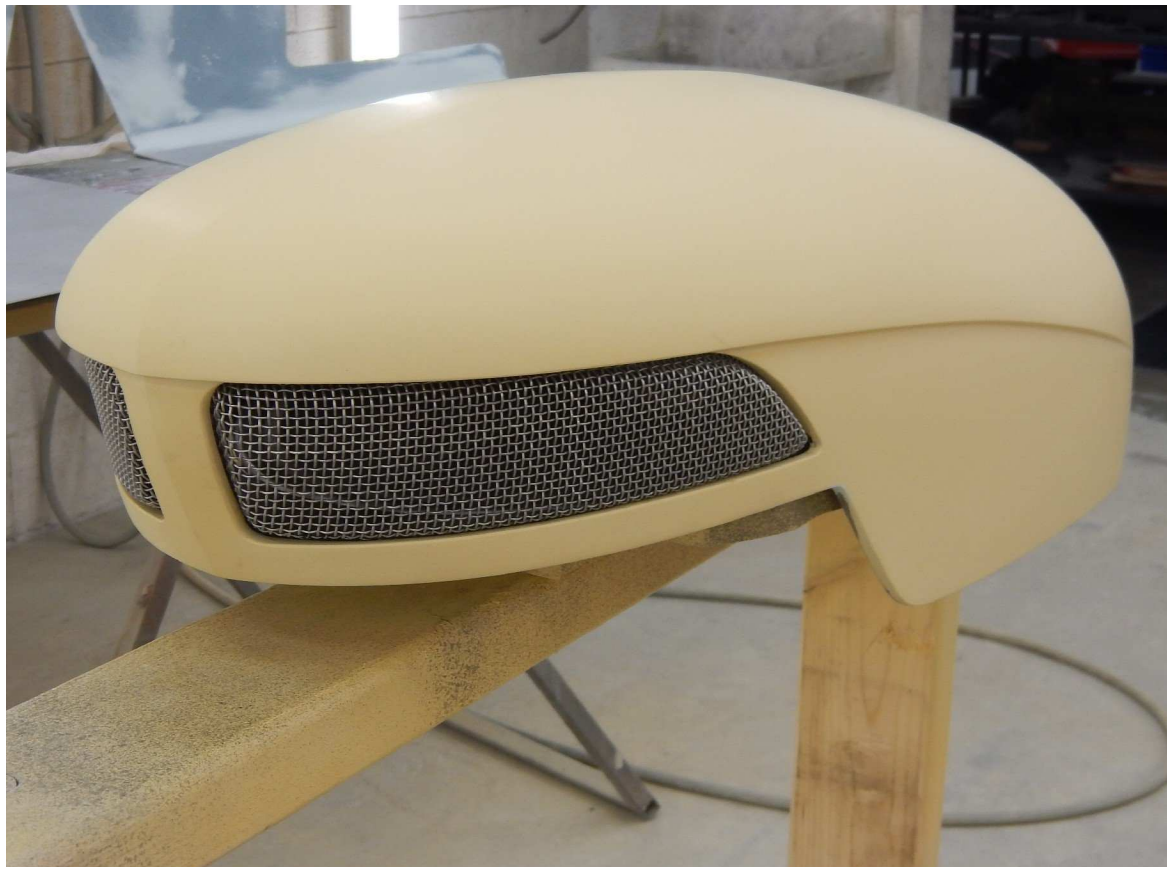
Air Cleaner

The air cleaner was designed to capture the sweeping fender lines and a touch of the hood and grille. Trent built the base while Donn McFarlane made its body out of fiberglass. Wayne Reeves put in the final fitment and along with Jens, handled the body and paint.







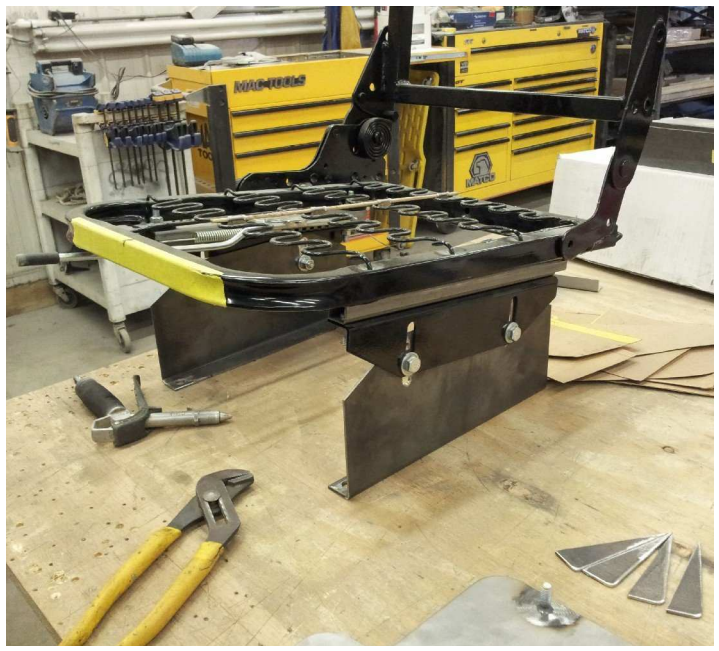


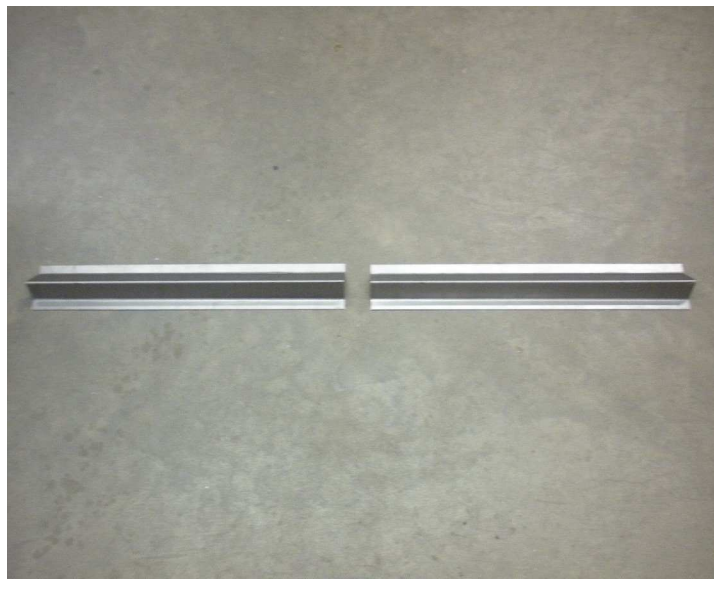

SHARK

26

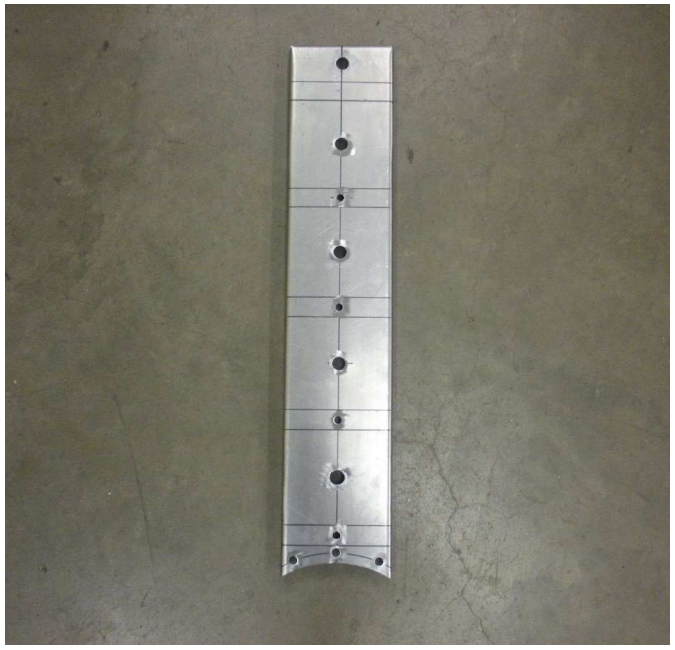
Inside Cab Fab

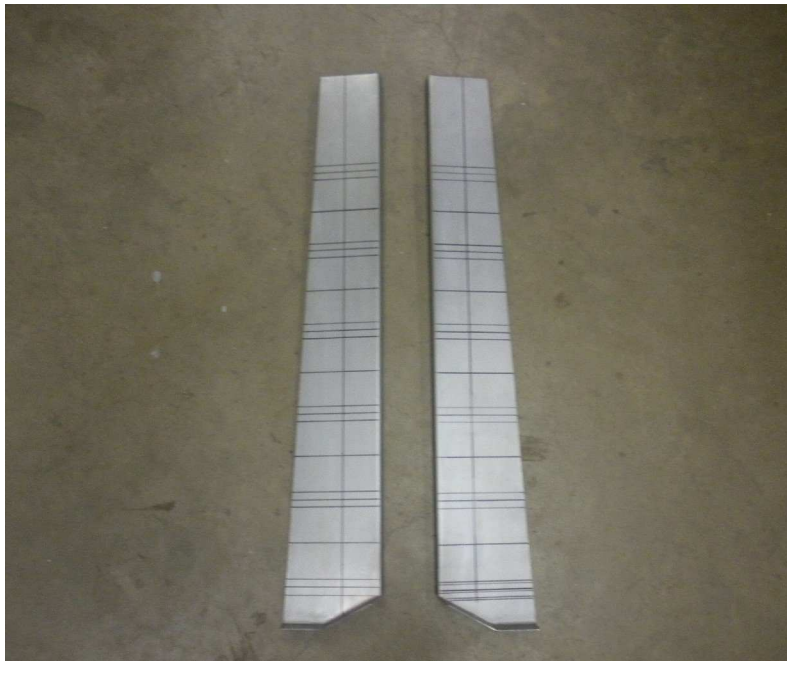
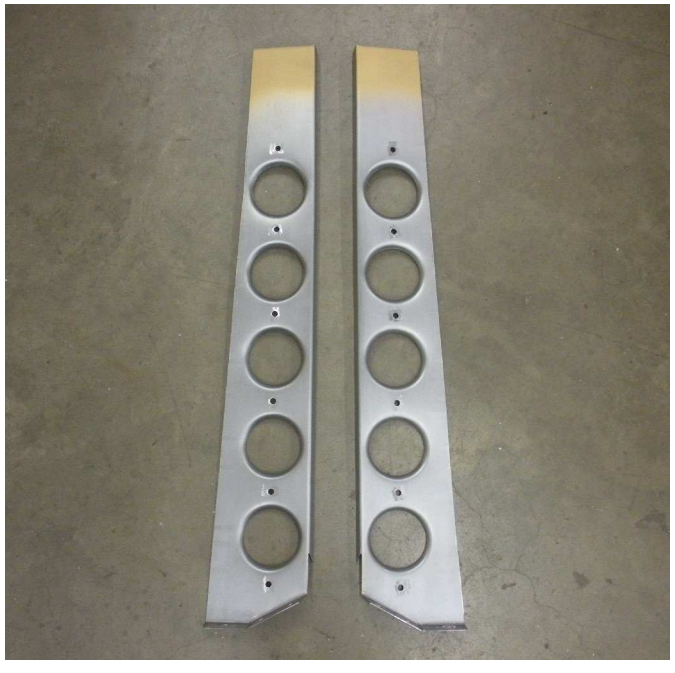
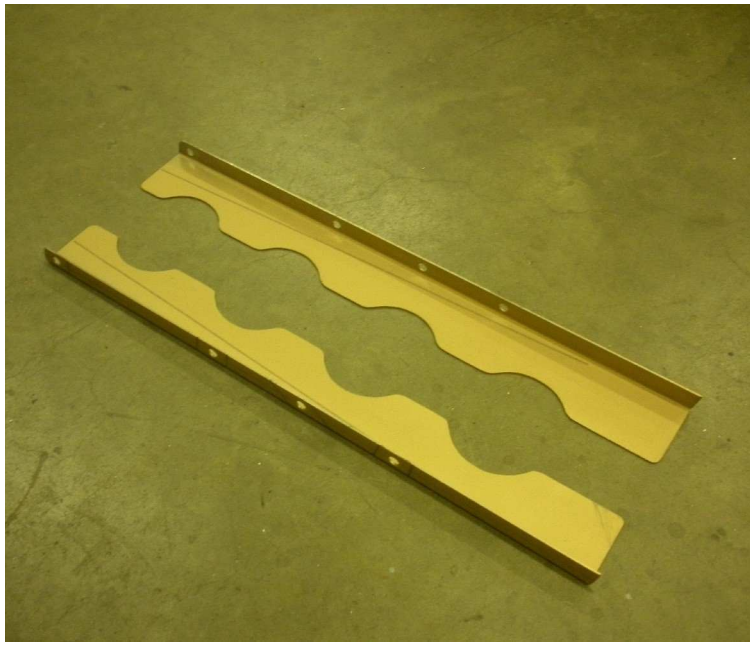
Now that we had a coupe, we needed to separate the cab from the trunk area. In between them we would be housing our battery, gas tank, and electrical components. Trent started by installing the seat mounts. The firewall was built at an angle that mirrors the seat back when I am comfortably seated.

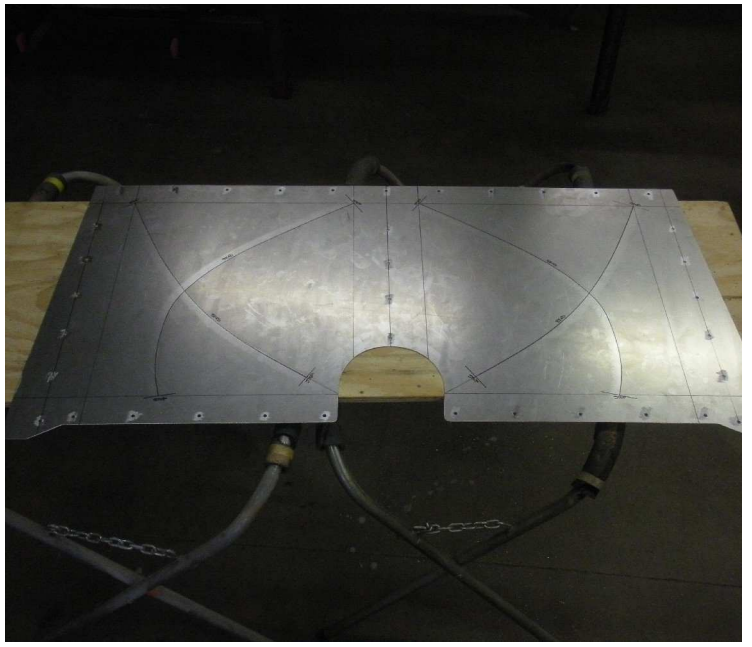


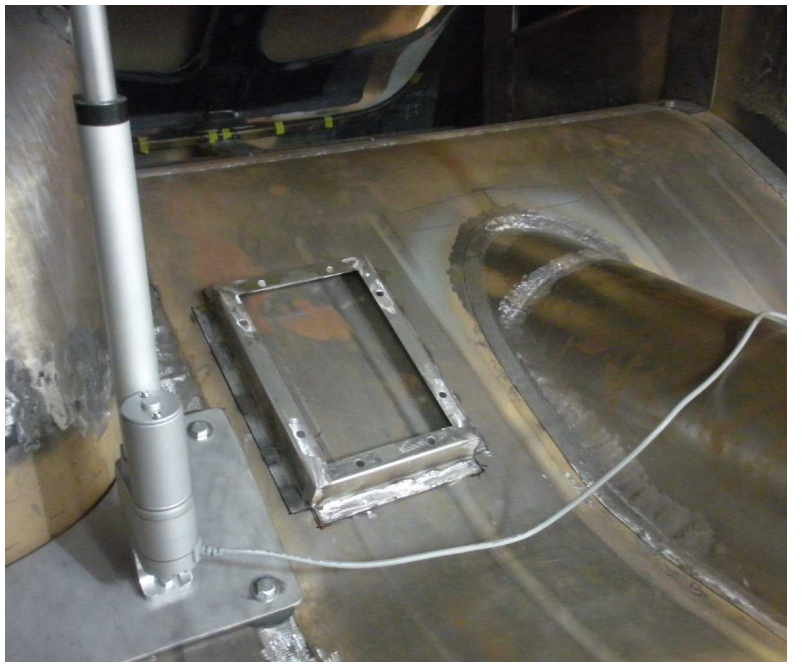




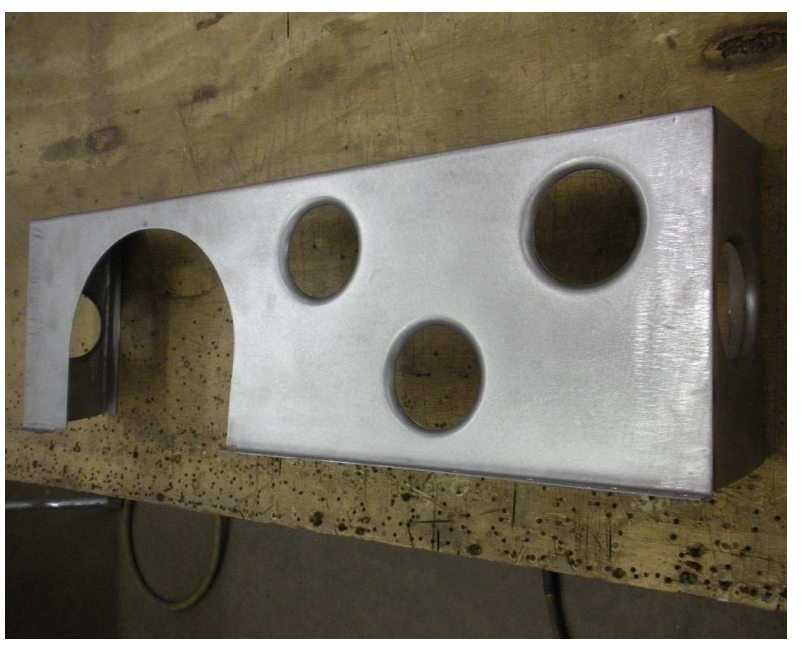


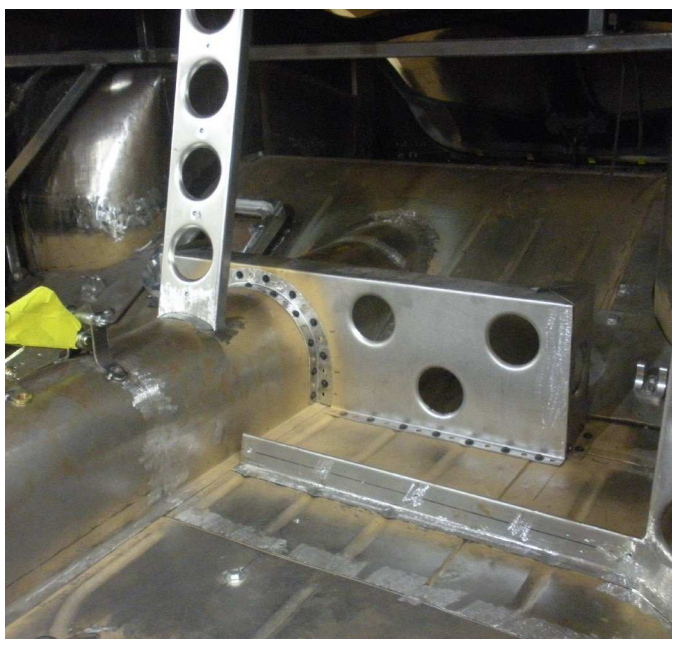




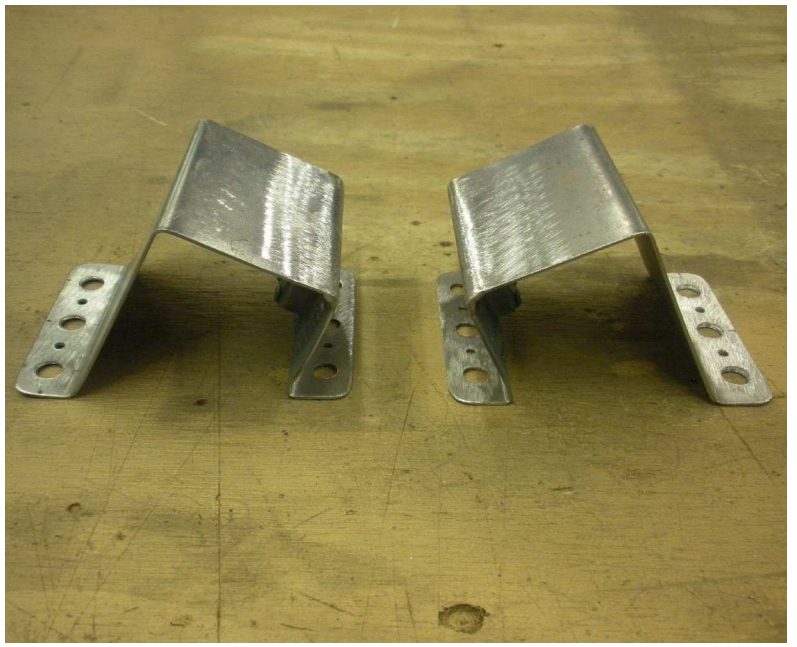
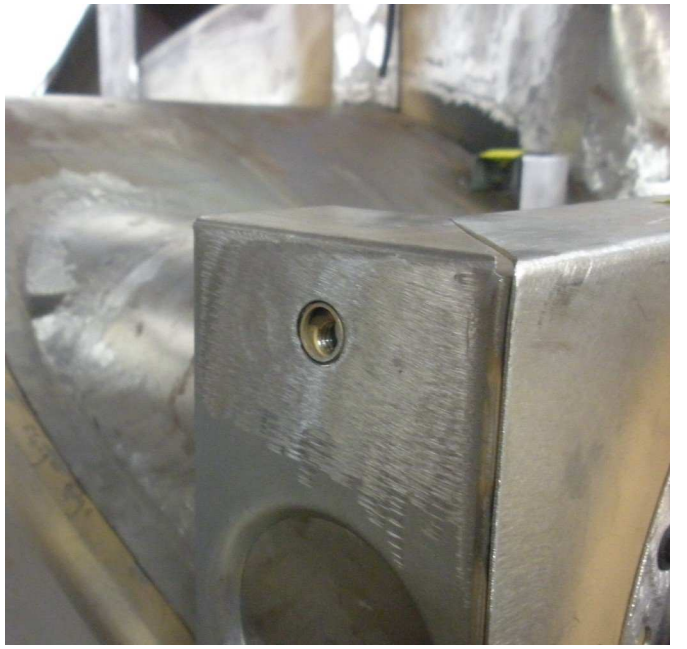




Once the firewall was established and the battery hold down located, Trent installed our custom gas tank from Tank's. An internal fuel pump was also installed in the tank.

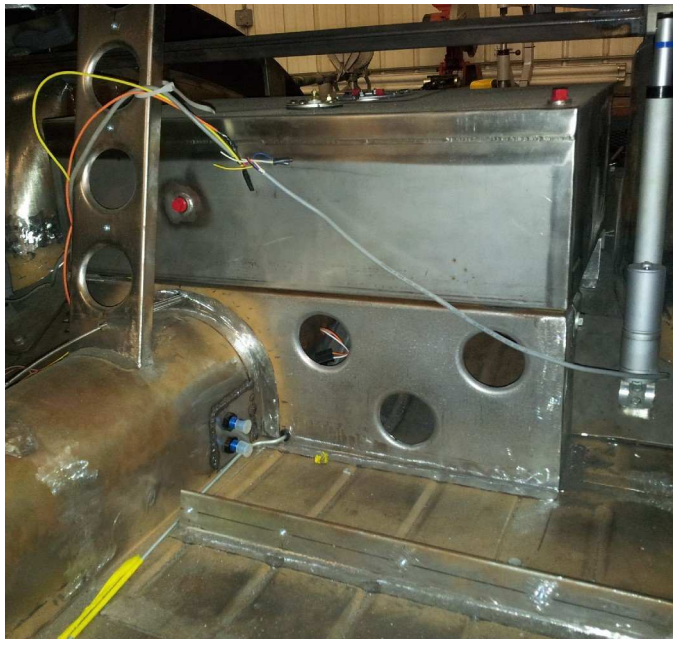




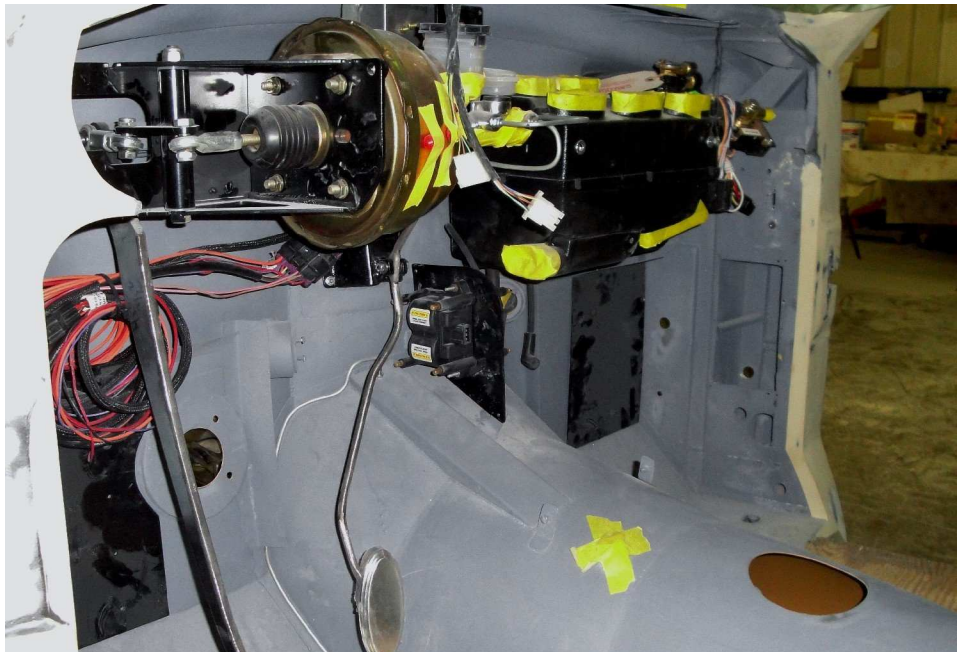


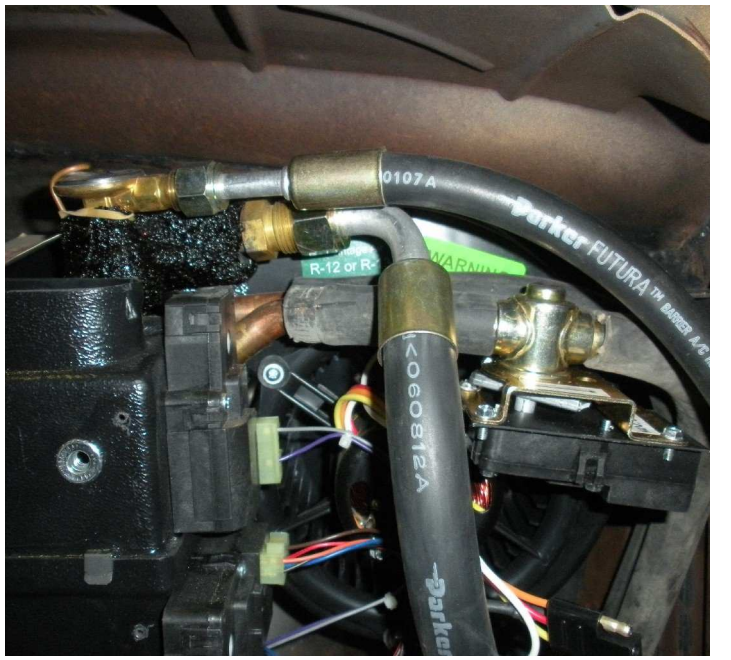




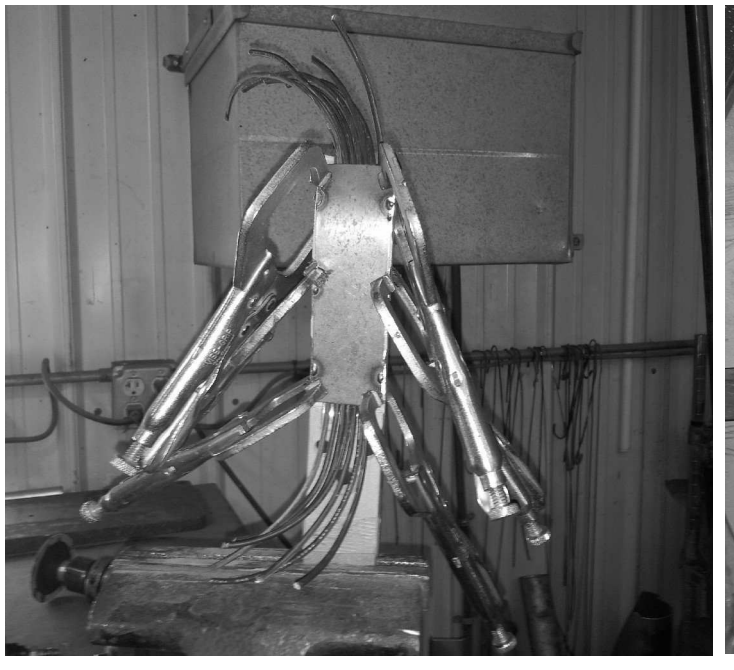
27

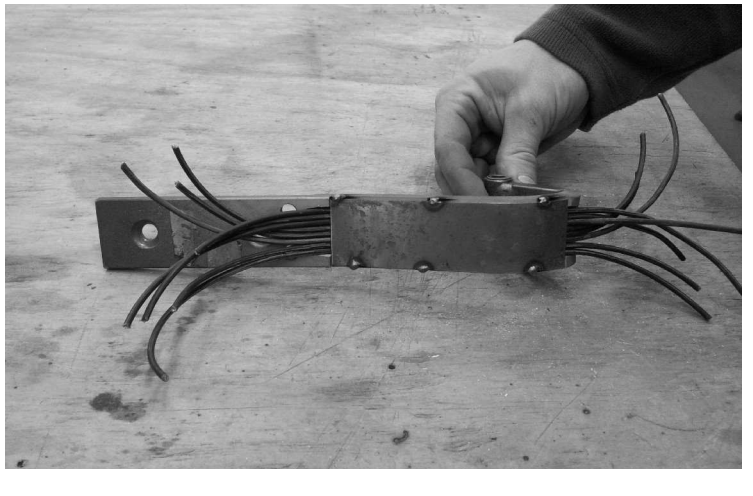
Hidden Internals

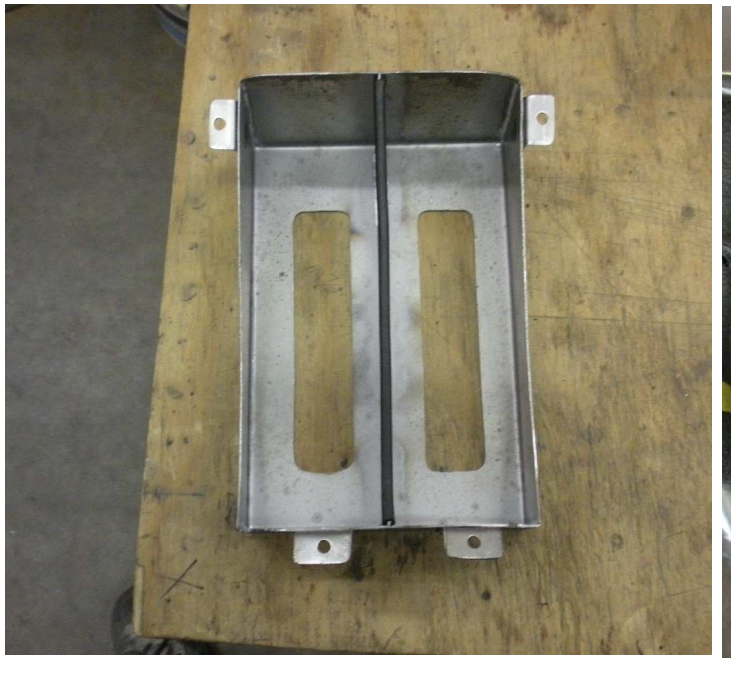


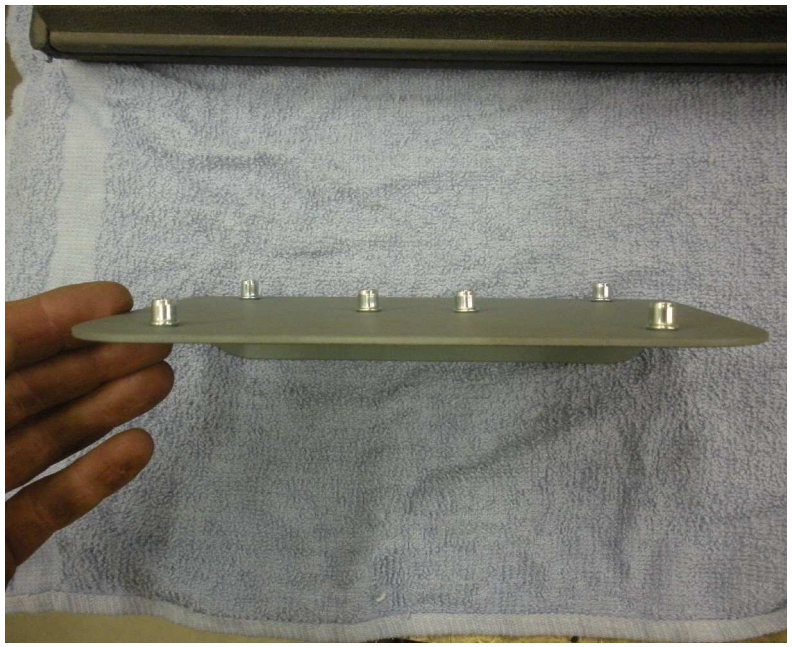


One of our goals was to hide as much wiring and plumbing as possible. Above you get a look at what is hidden behind the dash. To the right we modified the door hinges to run wiring between the cab and door. Below right, the water fall was converted into the A/C vents.

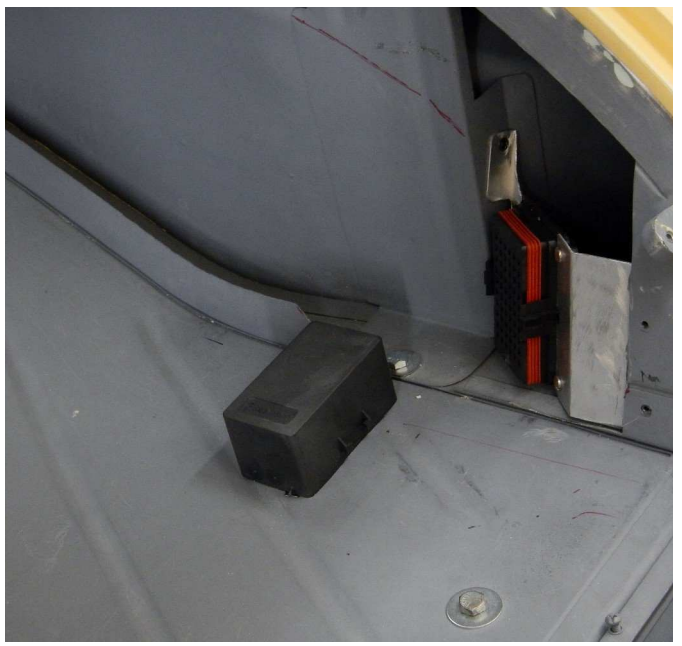


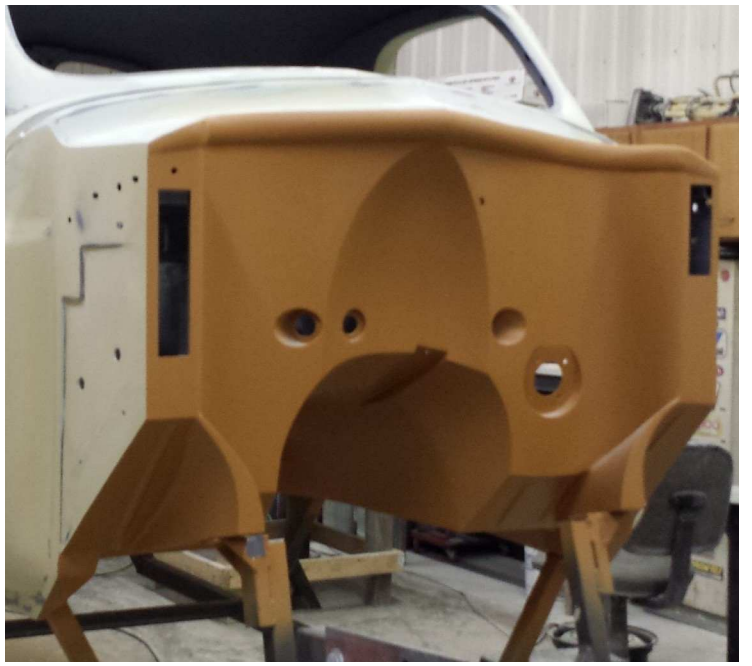


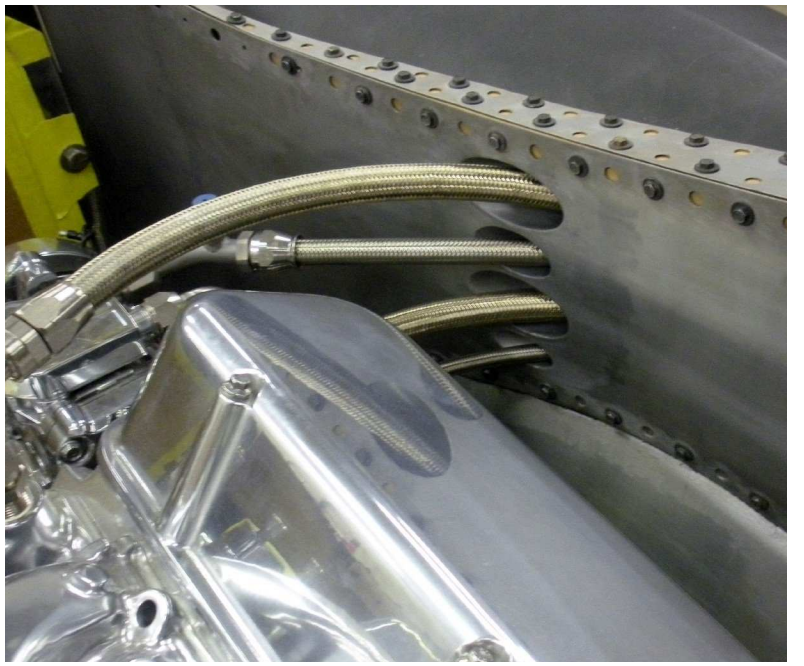




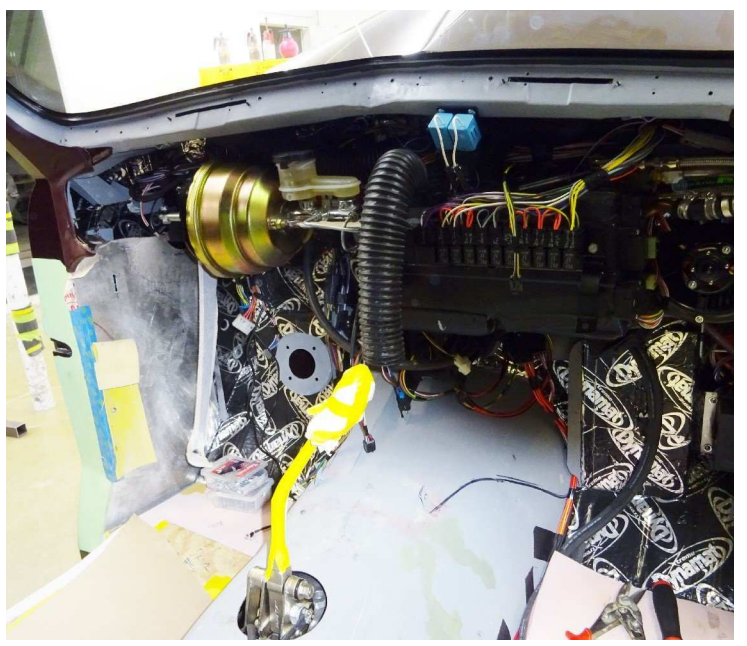
Above is a custom mount for the Computronix coil packs. A radio box, built by Tony O'Meara, for our Clarion music system is hidden underneath the passenger seat. Below are the ports for the fuel lines that run under the tranny tunnel. Electrical relays are tucked in the corner areas of the trunk.

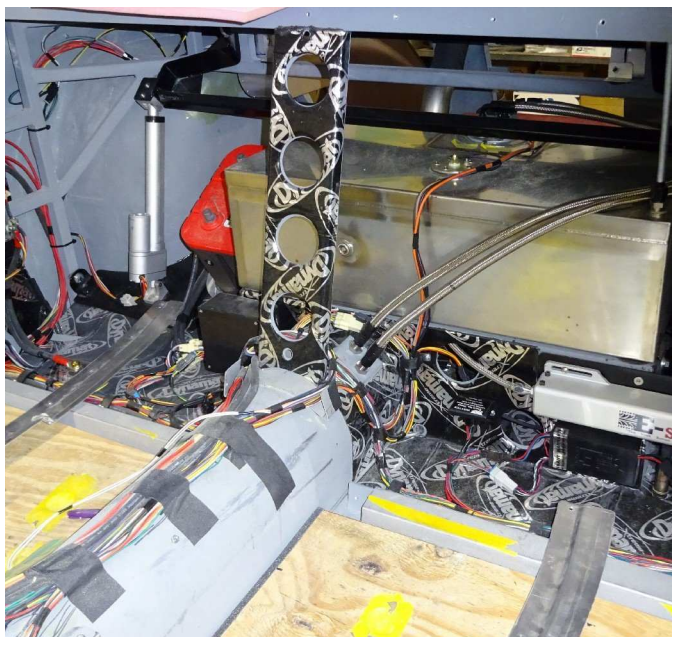






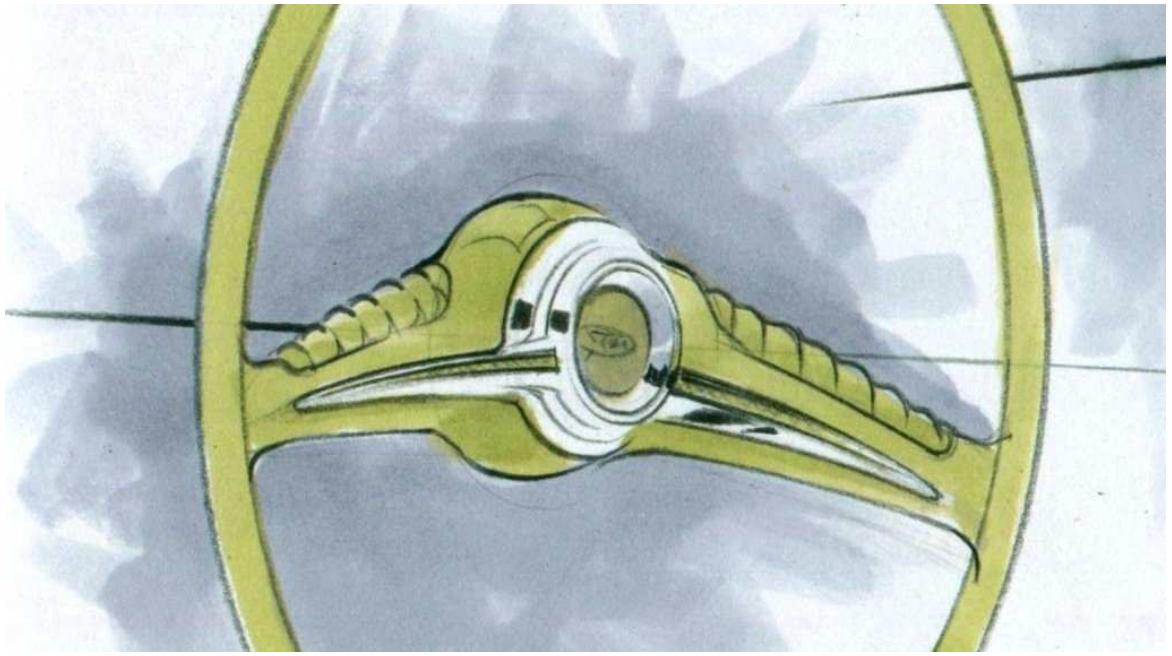
Above electrical tubing and brake lines run through the left hood side. The passenger hood side houses a brake line and the heater and A/C lines. Ports in the firewall hide the spark plug wires, engine wire harness, and fuel and tranny lines.

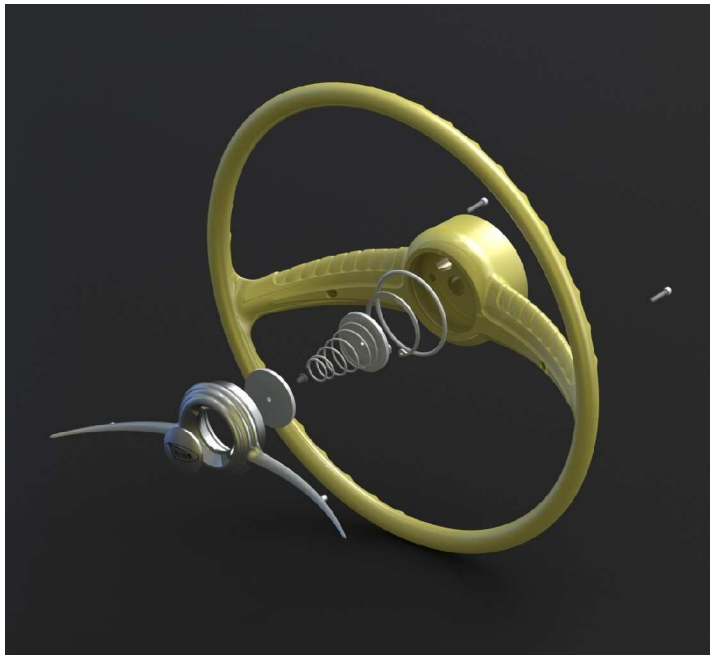




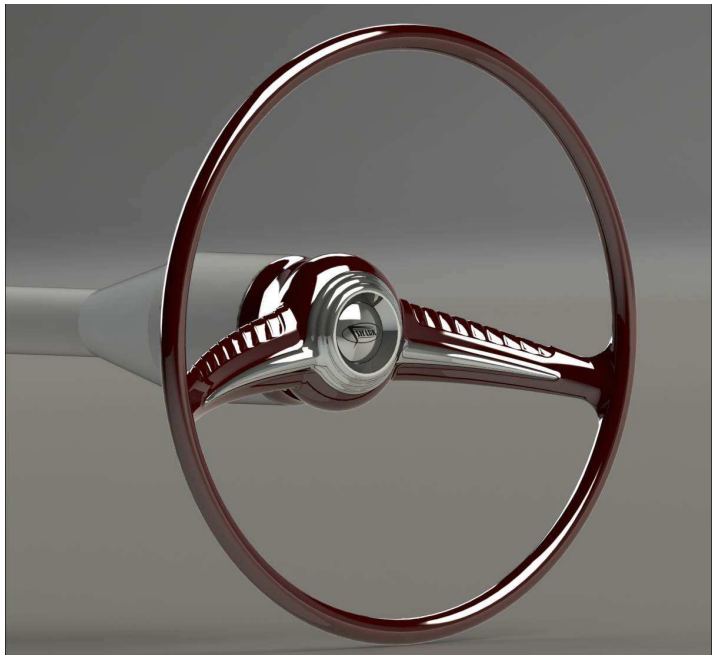
28

Steering Wheel





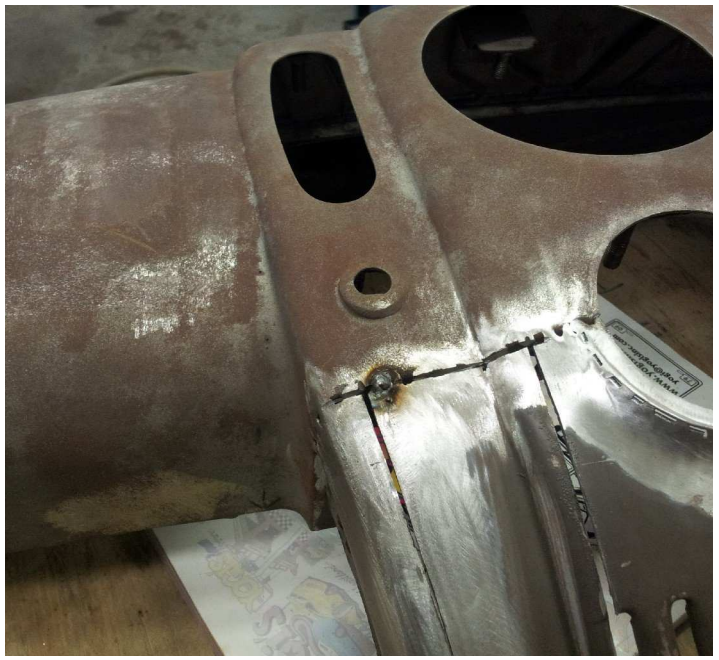
In keeping with our deco theme, I asked Jimmy Smith to help with the design of a wheel that played off a 1940 Lincoln Zephyr Continental with a deeper dish. The Shark logo in the horn ring and contoured trim arms tie it perfectly to our theme. The horn works, too! Greening brought it life and L'Cars painted it to match the car.

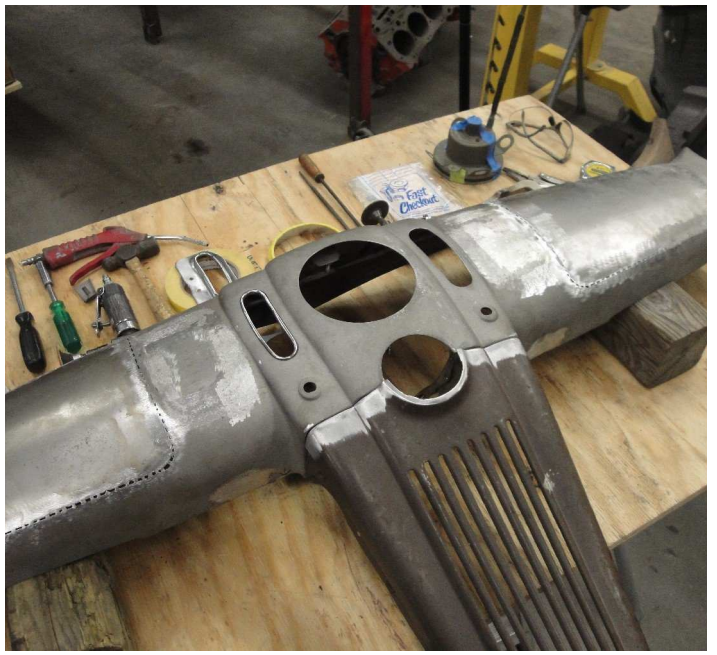


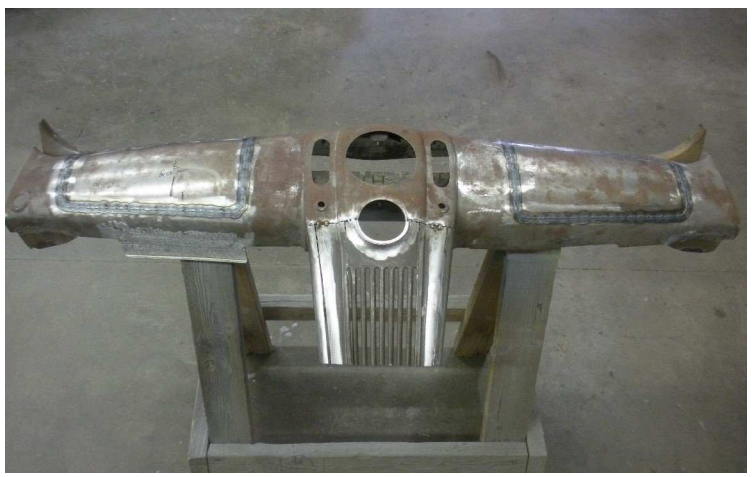
29

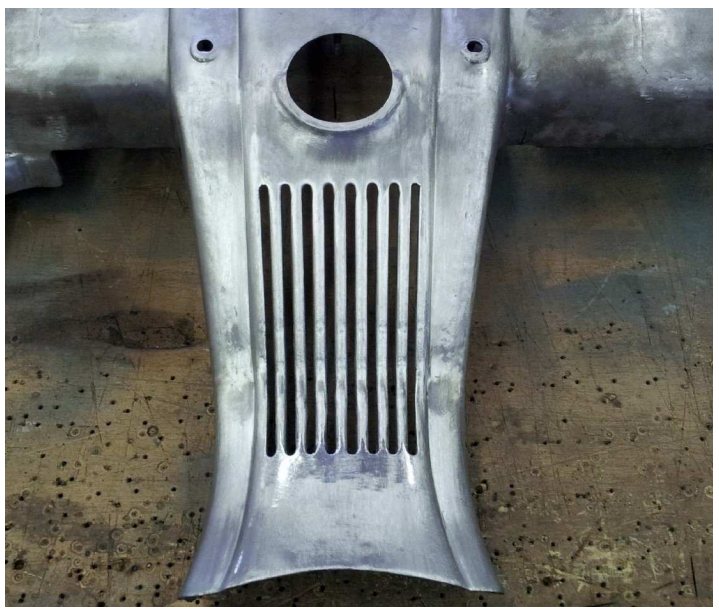
Dash and Gauges

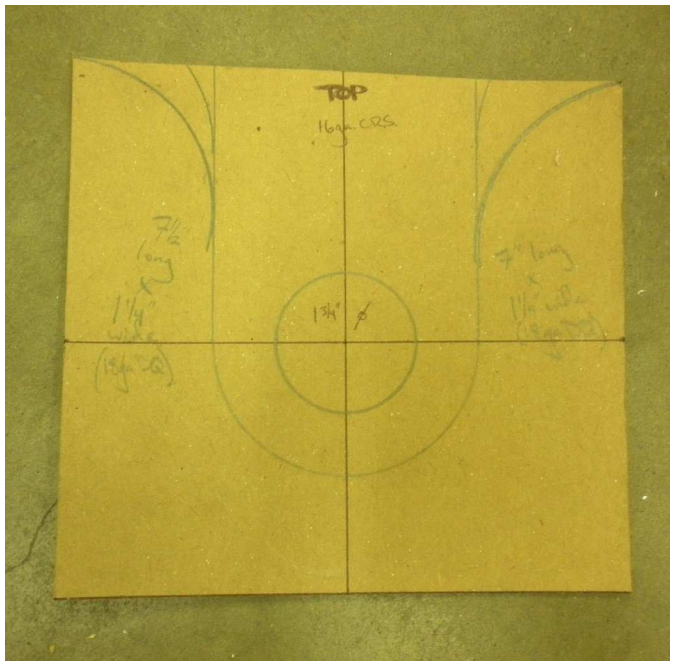
The '37 Zephyr dash and a '38 waterfall are the perfect compliment to the car with its art deco flair. We eliminated the glove boxes and ash trays for a smoother look. The '38 waterfall was stretched to fit. It was chopped and flared to fit the elevated tranny tunnel. A new column mount was fabricated to match the flow.



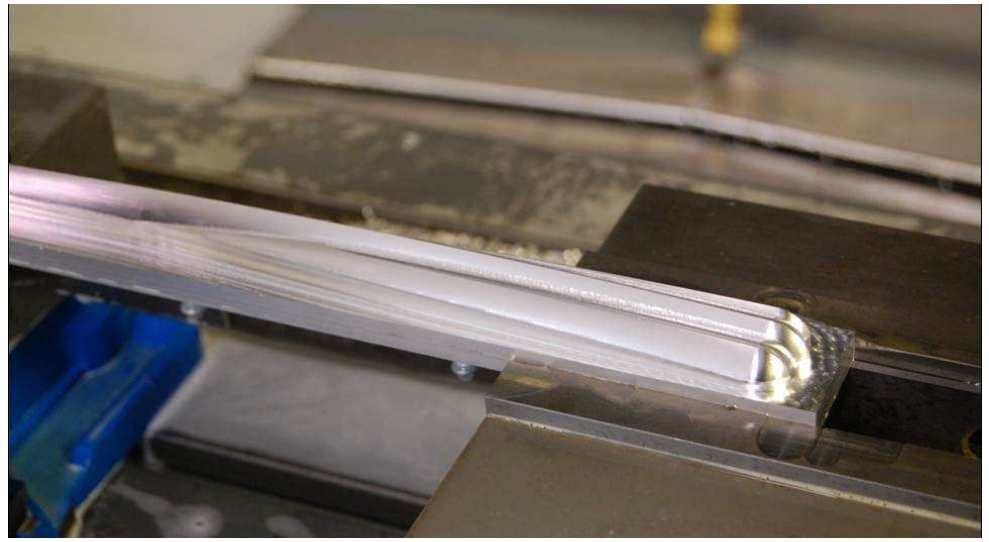




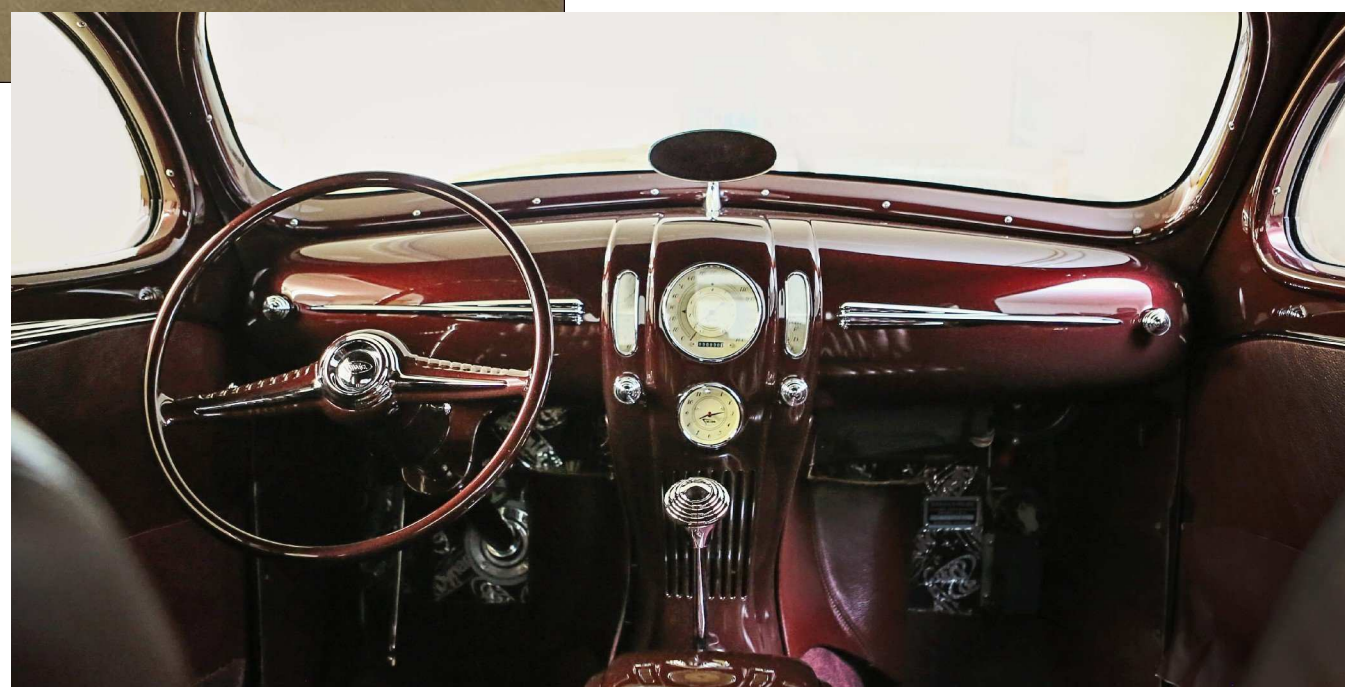



TOP
16ga. CRS.

A redesign of the instrument gauges was warranted with a new font, face, high beam and directionals. Rather than sacrificing the clock for a tachometer I had Classic Instruments build one into the speedo. Notice the circles of the '37 Zephyr speedo were integrated into the design.

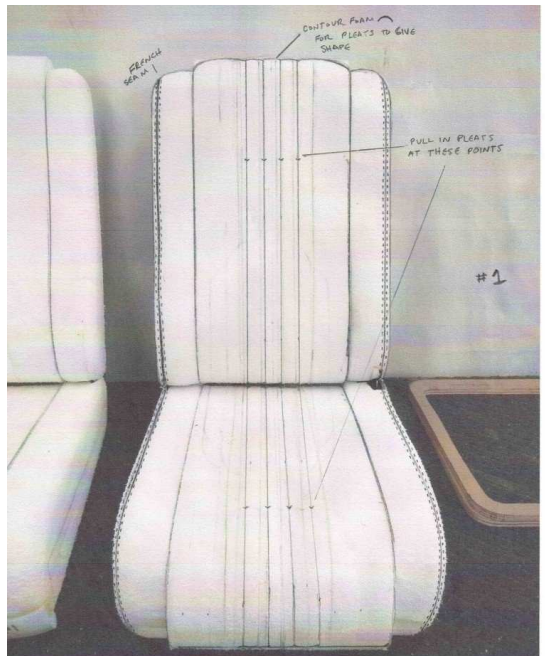


The fading three ribbed trim is a nice compliment to the dash. These ribs can be found in the shifter boot ring, knobs, and trunk hinges, too.



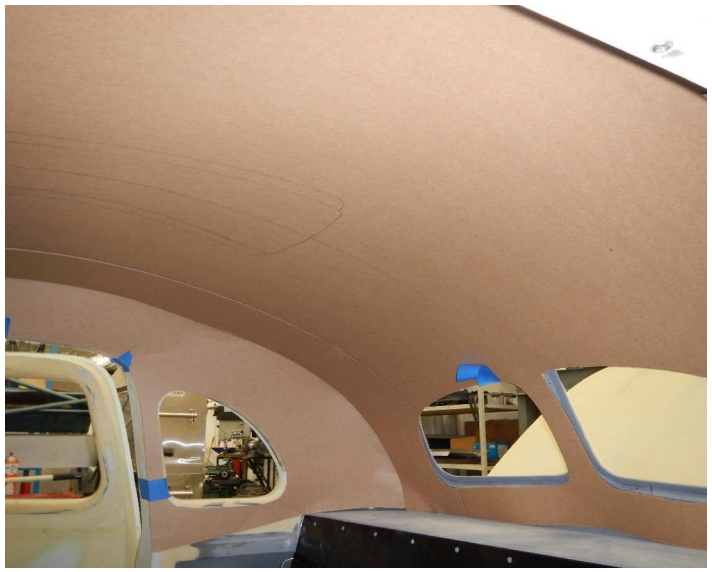
30

Interior



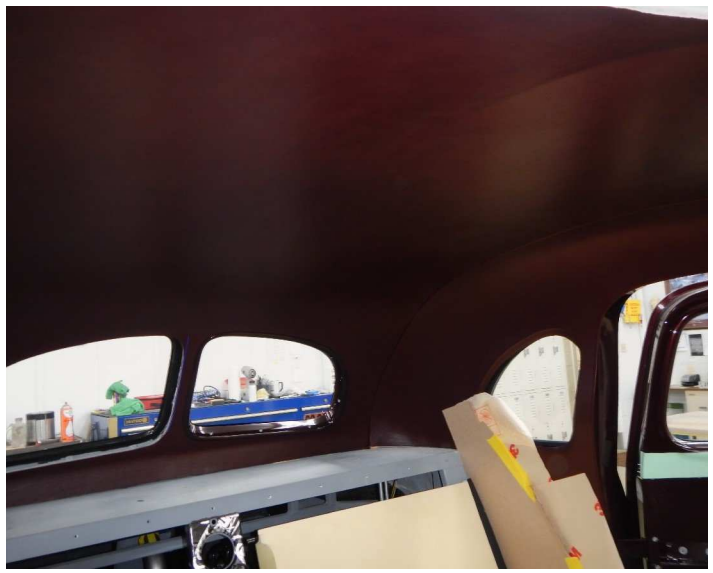
In keeping with our art deco theme, John Olson of L'Cars came up with some great ideas and master craftsmanship. Our theme brought in touches from our '37 Lincoln dash, tear drop shifter boot ring, and fender lines. A hidden actuator opening console and some cool trim brought it together. Blaine Downer handled the metal fabrication.

We used white foam and cardboard to mock up our ideas.

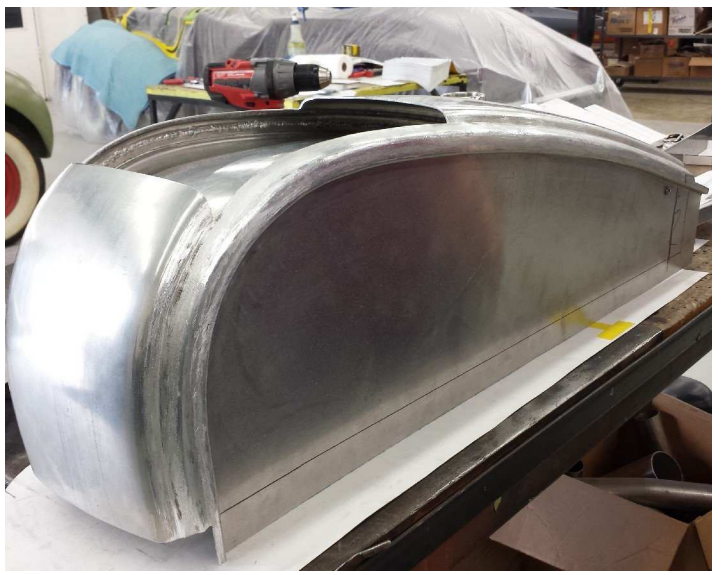


The interior liner was fabricated by Blaine Downer.

The liner was body worked and John Olson stitched and covered it in leather.



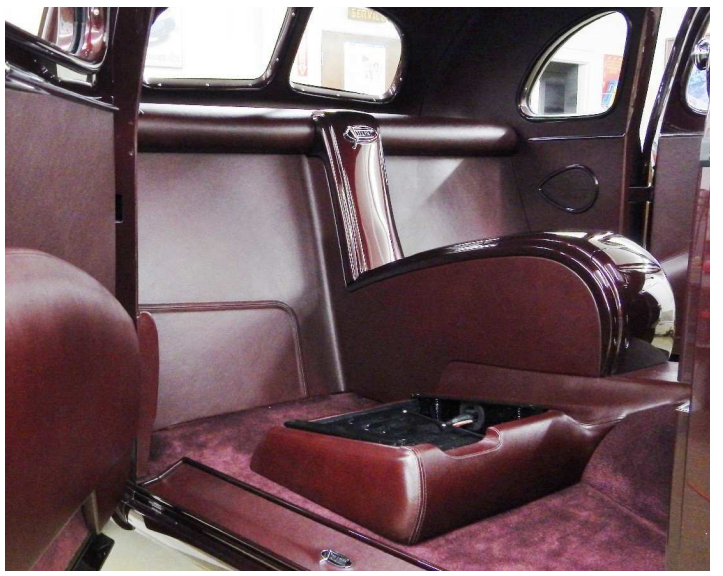
The speaker trim dovetails with the tear drop shifter boot ring.

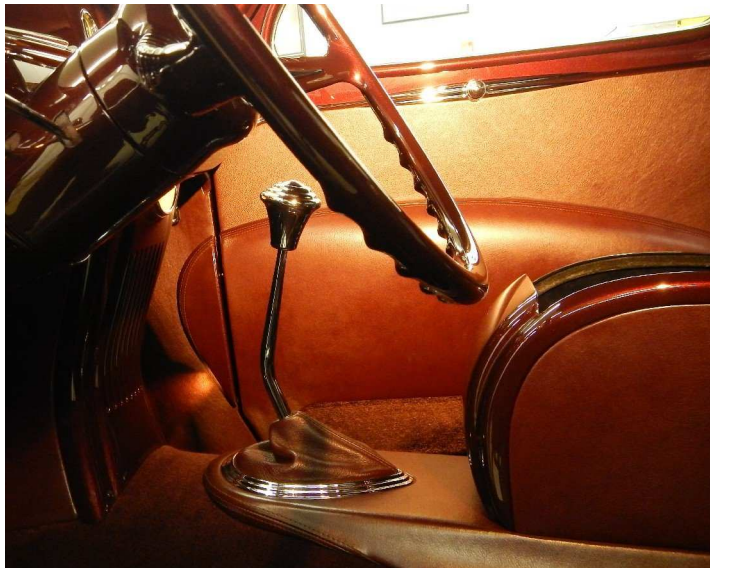


The console lid is actuator driven. Access it with the touch of the driver's side dash trim. Repeat the touch and the unit closes.

The console houses operational buttons, a Clarion radio head, and Vintage Air controls.

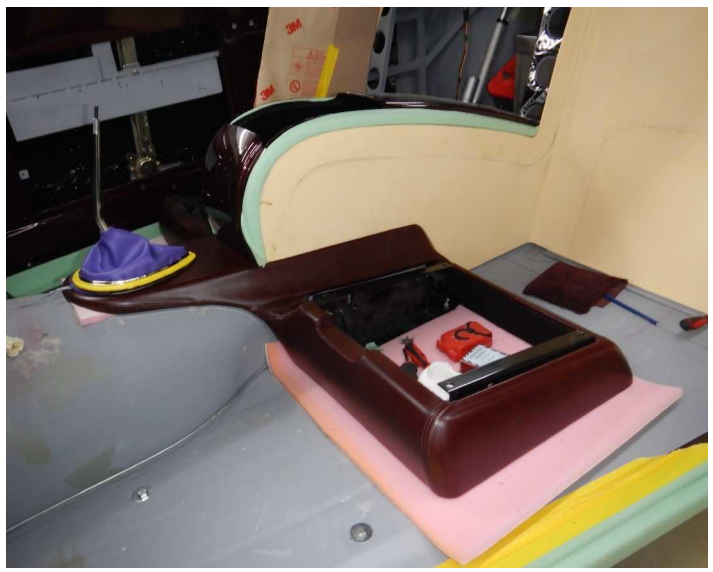

TRISK

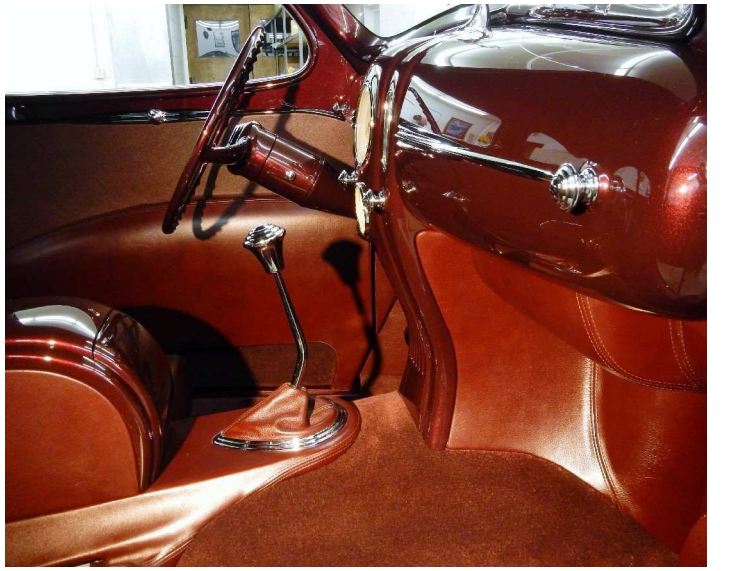




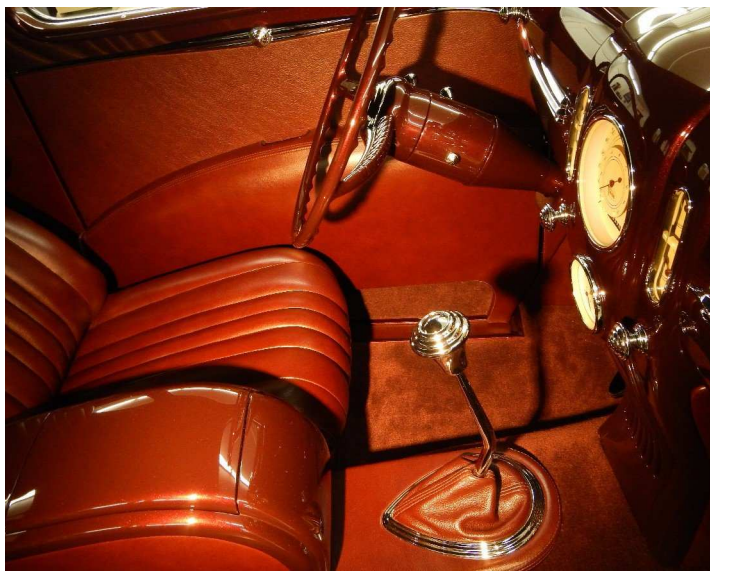
Notice the interior light emitting from the fender styled door panel.


DUESENBERG

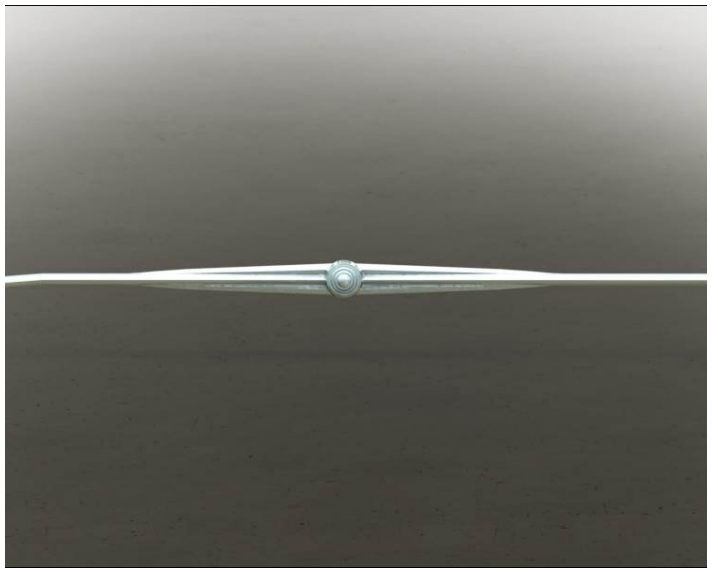


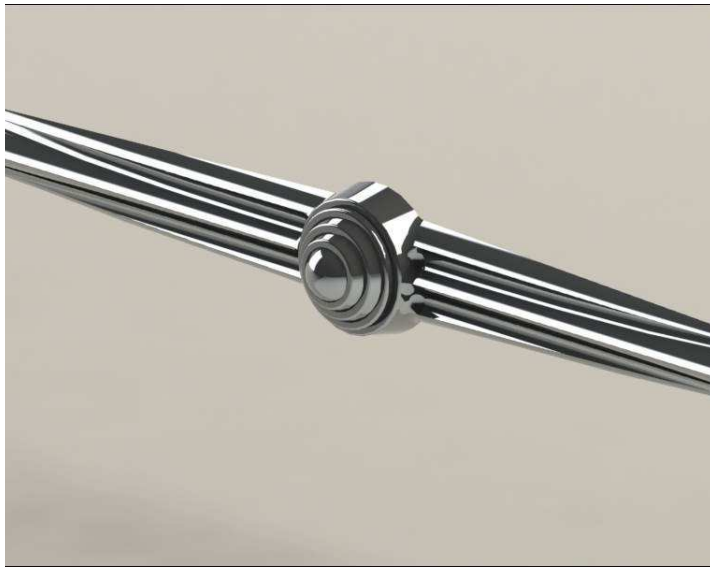


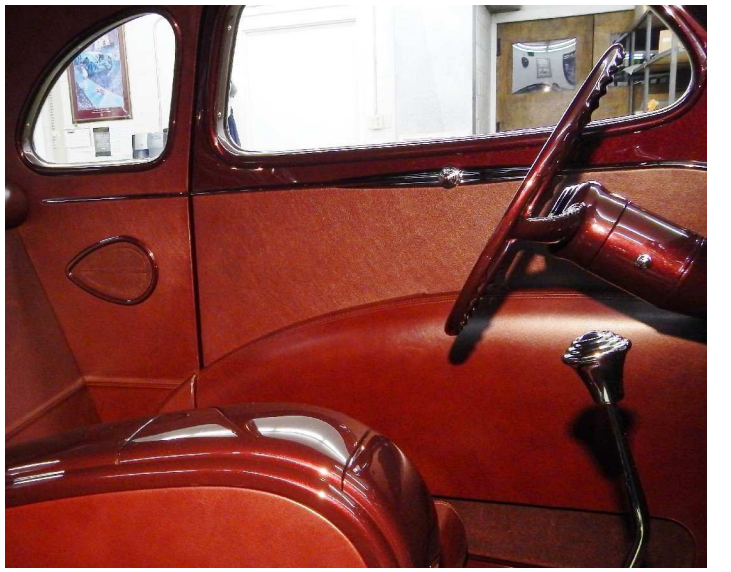
Panels made by John to encapsulate the lower dash.



Notice the 3 centered ribs, a play off our 3 rib theme. The tucks in the seat backs are reminiscent of the '37 Lincoln seats.



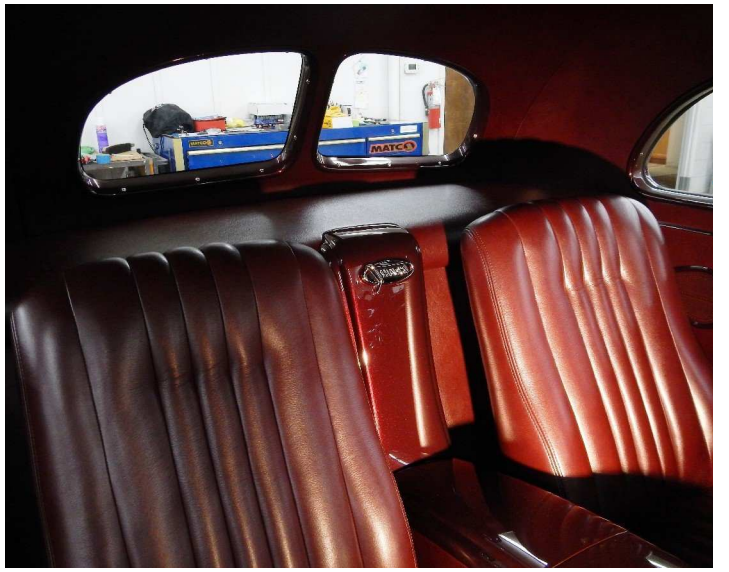




The center cap on the door trim is an exact match to the dash knobs.

Our sill plates are made of aluminum, painted body color with a leather inset.

This actuator system will provide access to the gas tank by lowering and raising the center mast with a fob or a button in the console.




Street
MACHINE
GREAT


PIRELLI
GREAT
I-CARS
Wayne
I-CARS
John
I-CARS
Blaine
GTO
GM·8822