

WHEN DESIGNING A \$6,000 ORIGINAL CUSTOM, HOW CAN YOU BE . . .

RADICAL BUT PRACTICAL

Photographed and Reported by Dean Moon

IN NO department of customizing is the styling artist given freer rein than when he is working on an original design and starting from scratch. How far he can go in giving his dreams practical form is limited only by the skills he possesses.

This was the case with Jay Everett, of Los Angeles, who translated his ideas from sketches on paper to new and different shapes in .064 aluminum. Tentatively designated as a "sports-coupe," the finished product is attracting wide attention in styling discussions.

Many novel ideas have been worked into this model. Several of them are illustrated in the accompanying photo-

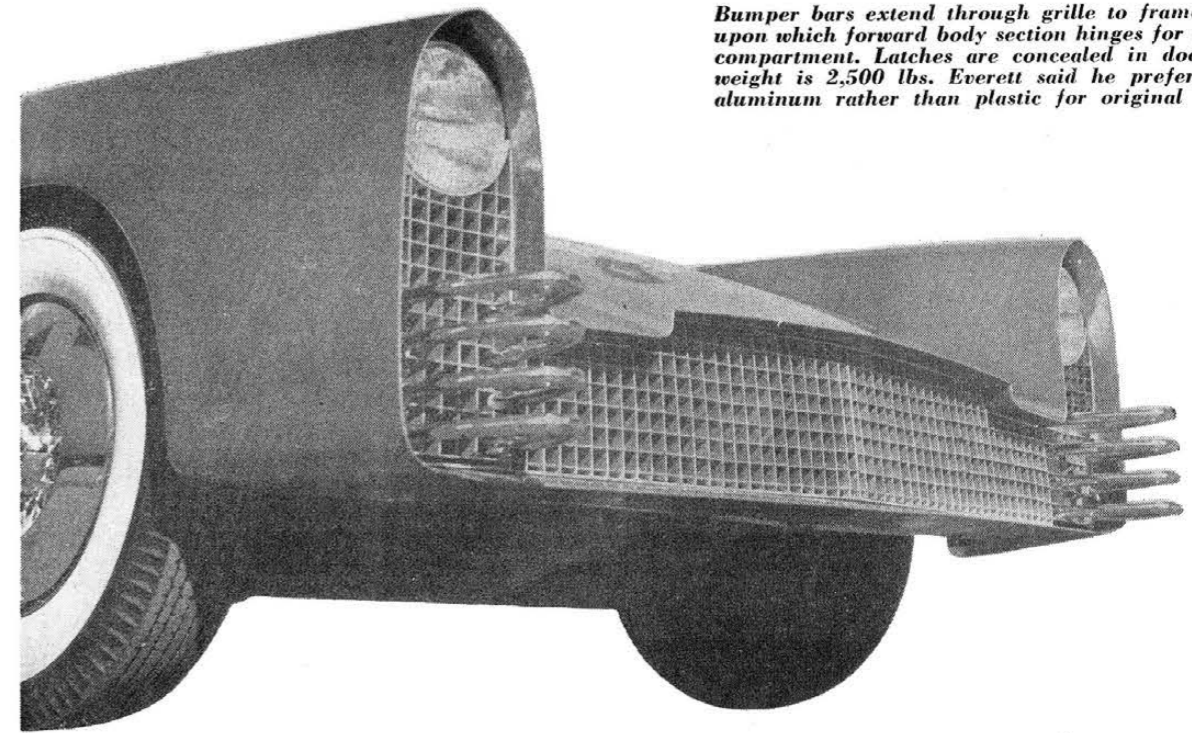
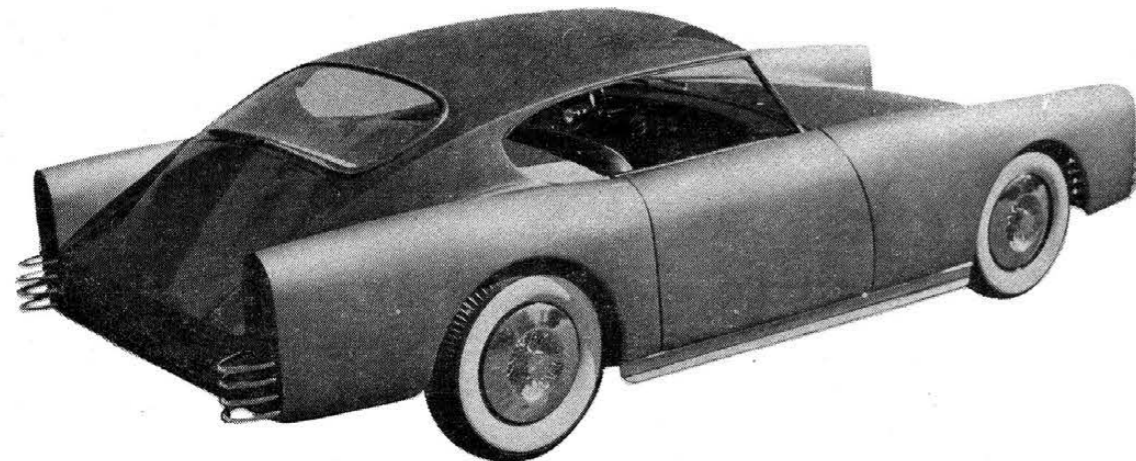
graphs. Notable aside from the unique styling features is the fact that Everett has moved the radiator to the rear to accommodate a lower hood line and reduced frontal area. Ample room remains for the late model ohv V-8 engine which will be installed in the near future. It will rest well aft of the front axle. Cooling is accomplished by piping the water from the rear through the frame rails which are 2 $\frac{3}{8}$ " OD material with three-sixteenths-inch wall.

All the chassis running gear is stock Ford parts, with '38 Ford tubular axle in front, '48 Ford rear end, steering and spindles. Everett estimates it took more

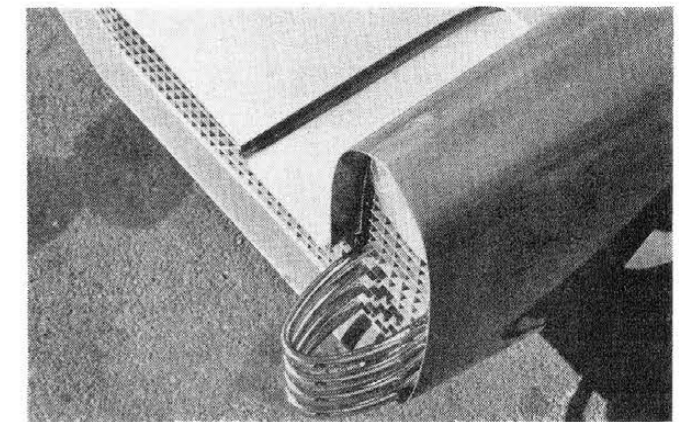
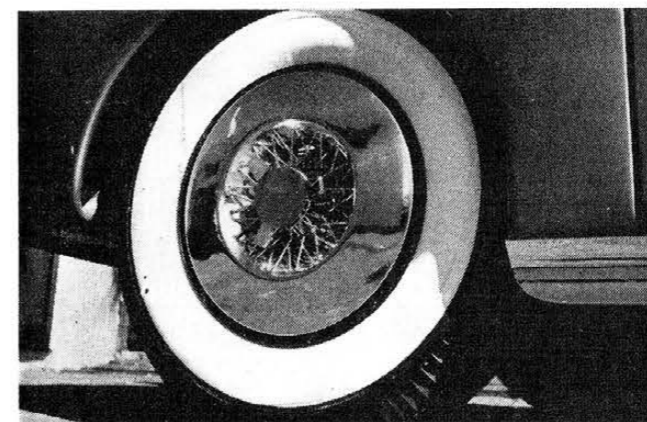
than 2,500 man-hours to construct the car at a cost of \$6,000.

Everett prefers working in metal, such as aluminum, rather than following the rush to plastics. He opines that plastics are all very well if you plan to make more than one body, but metal still is superior for doing original design work and translating tricky ideas from paper to finished form rapidly and with a minimum of difficulty. Furthermore, the cost is considerably less, an important item for the craftsman with limited funds.

Styling appears to follow Italian trend, although Everett made no effort in this direction and simply tried to be different



Bumper bars extend through grille to frame and pivot pin upon which forward body section hinges for access to engine compartment. Latches are concealed in door frame. Total weight is 2,500 lbs. Everett said he prefers working with aluminum rather than plastic for original design features



Special hub caps, at left above, were built by Everett on the popular wire wheel theme. At right above, is closeup of front hood section showing the groove inserted to direct cooling air into ducts for passenger compartment on warm days

Everett lifts rear deck lid to show radiator mounting. Water is circulated through tubular frame rails. The fuel tank is located on the floor, just forward of the radiator. Arrangement improves weight distribution for handling and control

