

# 3 Strikes

## One Home Run



by Louie Mayall

**G**ary and Nancy Pettigrew's '35 Hupmobile may have taken a few tries to get the look just right, but the result is a rod that has been a staff favorite for years. When Managing Editor Paul Sloup and I were tasked with making the StreetScene Pick at the Golden State Nationals we got together on Saturday afternoon and checked out what the other thought looked good. Once we were done Gary and Nancy cruised by in the '35, power parked a little, and I said, "That's the car I'd really like to pick." Paul answered, "Really? ... I love that car." The conversation quickly went to: "Did you see the engine? Did you know the car used to be a four door? The taillights are off a what? I like the way he did whatever, and a do you know how he did this or that?" Paul has a NoCal past and he added Gary and Nancy are long time rodders, drive the Hupmobile everywhere and are great people. Well, one thing led to another and we couldn't stop ourselves from picking Gary and Nancy's '35

Hupmobile out of Carmichael, California.

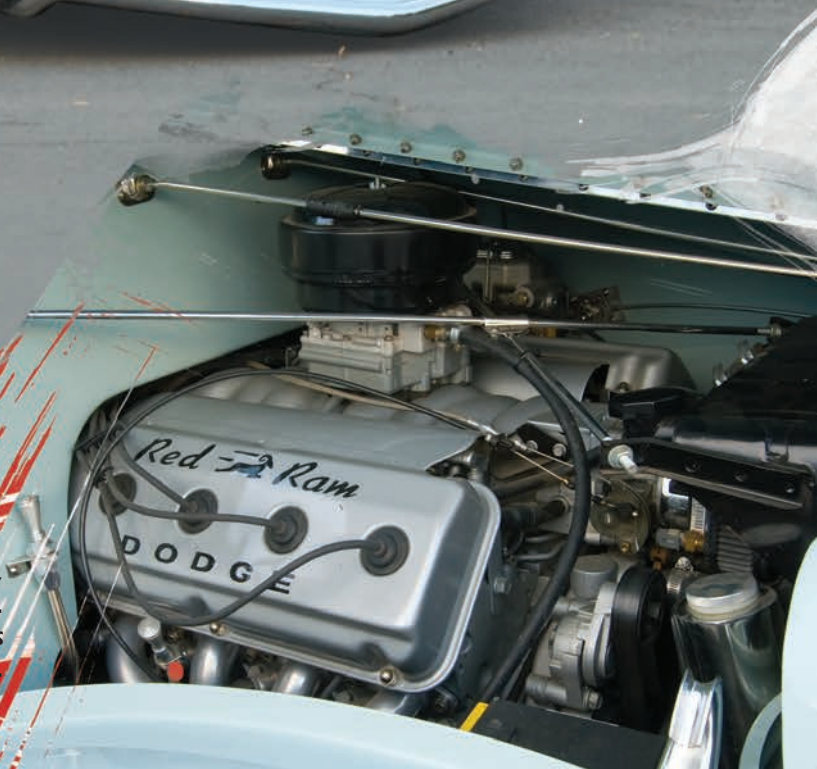
Gary saw an ad in the local paper for the '35 Hupmobile and he thought it would make a great street rod. Once he got the Hup back home he realized the four doors were all hung on the B-pillar (mostly made of wood) and it was shot. He decided to weld in the rear doors and while looking at the car decided to shorten it a bit. He took some snap shots, enlarged 'em and made a photo cut-up to give him an idea of what to do. He ultimately decided 6 inches of shortening was picture perfect. Then came the hard part...

He popped the body off the frame and cut the frame just behind the K-member and, after removing 6 inches, re-attached the rails and boxed the frame. He then welded in a FatMan Mustang II IFS crossmember with tubular control arms from Heids and Firestone airbags. He slipped in a tri-angulated

four-bar on air from Air Ride Technologies with Firestone airbags to control the Ford 9-inch differential. Now that the chassis was a roller, he couldn't put off cutting up the body.

He cut the body in half 6 inches behind the B-pillar and got to work on shortening the doors. He bought a shrinker stretcher and got the thing right where he liked it. He then robbed the top off a '50 Studebaker and welded it in. The top killed the car. He had a '48 Studebaker project going, so the Hup sat for a while. He then tried using two Rambler American tops, better but

**The Hupmobile's hood is almost never open this much, and you still can just barley see the LS1 underpinnings. The '54 RedRam mask is super convincing and had us fooled the first time we looked.**



We fell in love with the flowing lines of Gary and Nancy Pettigrew's '35 Hupmobile. Of course, many of its lines came from Gary, including the removal of two doors, a 6-inch shortening, a custom filled roof and a molding and rounding of just about everything else.



not enough crown. So Gary built a '78 El Camino and wormed his way into a '49 Ford roof (Gary is apparently an expert at finding roofs). The '49 roof fit like a glove and Gary was jazzed up on the project again.

The door corners were radiused, the nose was molded (fenders, grille and splash apron), the rear fenders were widened and molded, the spare tire cover was molded, custom running boards were fabricated and '38 Chrysler tail-lights were located. A '99 LS1 out of a Pontiac was backed up with a 4L60E tranny and then disguised as a '54 RedRam Hemi. Gary slipped in a modified '47 Mercury dash and filled the interior with Vintage Air, a LeCarra wheel, Dolphin gauges and Kenwood tunes. Dave Putnum was then called in to stitch the white rolled and pleated interior with black piping.

When we got to this point in the tech sheet we were surprised Nancy hadn't been mentioned. She seemed as into the car and things as Gary was during the shoot and every time we saw them cruising around she was there. Well, turns out the whole last page is dedicated to thanking his wife and this little story about her: When they first got together, their daily driver was a hot rod '55 Ford F100. One day while trying to weld on the '55, Gary lit the cab on fire and managed to badly burn his right hand (resulting in a bozo the clown style bandage). They drove the truck everyday, so what could they do but have Nancy grab the side cutters and re-wire the burned out cab. They've had a happy 35 years of rodding and marriage since that incident. We'll see you'all on the road.

The interior looks just like the outside thanks to Gary's heavily massaged '47 Mercury dash, custom metal work and the smooth stitching of Dave Putman.

