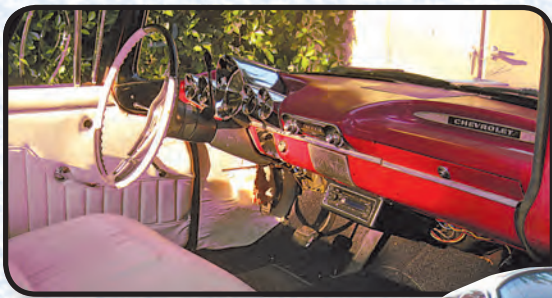




THE CAR CLUB



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Getting Up to Speed

After a break, Everett shares his current car projects.

Hello again, everyone.
Great to be back!

Deep on the west side of the San Fernando Valley resides a quaint mid-century home. Behind the gates of this ranch-style home, you will find solitude. A labyrinth of metal artistry, a jalopy garden, and a sanctuary for historical objects best describe the residence. This is home to a part-time writer, full-time City Employee and full-time gear head – me. Sparks fly, fumes float, and welds form nightly. What is created is homage to American history with a twist of a crazed rebellious attitude. I make everything my own.

Time lapses when I am in the garage. I find myself coming in for dinner at 4 a.m., just to get ready to go to work an hour later. With a schedule like this, energy drinks are always within arm's reach. This has been my schedule as far back as I can remember and will be until a woman who is important enough in my life decides to try and convince me to put stuff on



The 1959 Chevy El Camino.

do a full feature on them.

I was looking for a reliable work truck with which to run errands, preferably a 1947-53 Chevy truck, since my dad had one while I was growing up. What I found instead was a **1951 Chevy Suburban**. Granted, I still want a pickup truck

one day, but when it comes to the rare things, I just can't say no. More than a few Benjamins later, I had my Suburban. This is one jalopy that has not leaked a drip of oil out of the 350 Chevy engine in the five years I have owned it. Parts are being accumulated, including the third row seat frame (super rare), windshield visor, wheel skirts, and various moldings. Plans are being drawn out by the hour, including a new airbag suspension, crazy paint schemes, plenty of custom metalwork and an even crazier interior. For now, it is happy hauling various products home from Home Depot.

There's another bike, too. I first discovered the world of two wheels on the Discovery Channel. An intimidating figure from the streets of Long Beach was building incredibly beautiful and functional bikes from his shop, an old paint factory. He would take the world by storm not only because of his demanding personality but his enormous talent and desire to be the best. What he built was an empire. I bought into that empire when I brought home a **2003 West Coast Chopper** – this piece of machinery that is a specimen of handmade perfection and a beast on the road entered my life and just won't let go! Here is what you need to know: CFL rigid 4 up frame; West Coast Chopper tins; S&S 113 C.U.

motor; Jim's five-speed transmission; Denver's Chopper 10-inch over springer front end; powder coated black spoke wheels; Exile rear sprocket/brake; and three-inch open belt drive. The one element that really caught my eye, besides being gorgeous, was the fact it was jockey shift. For those of you who don't know what that is, it means you shift gears with a hand shifter and engage the clutch with your foot (just like a car). I guess you can say it separates the men from the boys, or the dumb from the dumber. How do you learn to handle an impractical bike the practical way? You ride it to San Diego



the rage, especially from carmakers like Cadillac. This car came with history and, even more important, Valley history. The president of a lowrider car club owned the car in the late '70s and early '80s and then sold it off some years later. After passing through some hands, the hydraulics were removed, the wire wheels changed and some accessories were taken off. It currently sits about two-and-a-half inches off the ground, has bias ply whitewall tires, and a 283 Chevy V8 with a Powerglide transmission. What attracts the most attention is the color. It used to be red with a heavy blue pearl, but years of being exposed to the elements have left it more of a faded pink, with spots of peeling clear coat. Someone couldn't pay enough to have the amount of "patina" that has taken 25 years to gain.

Offers are made to buy it every time it leaves the driveway, but the answer is always the same, no! One day it will get a restoration treatment, but for now it will just have to be happy in its current state.

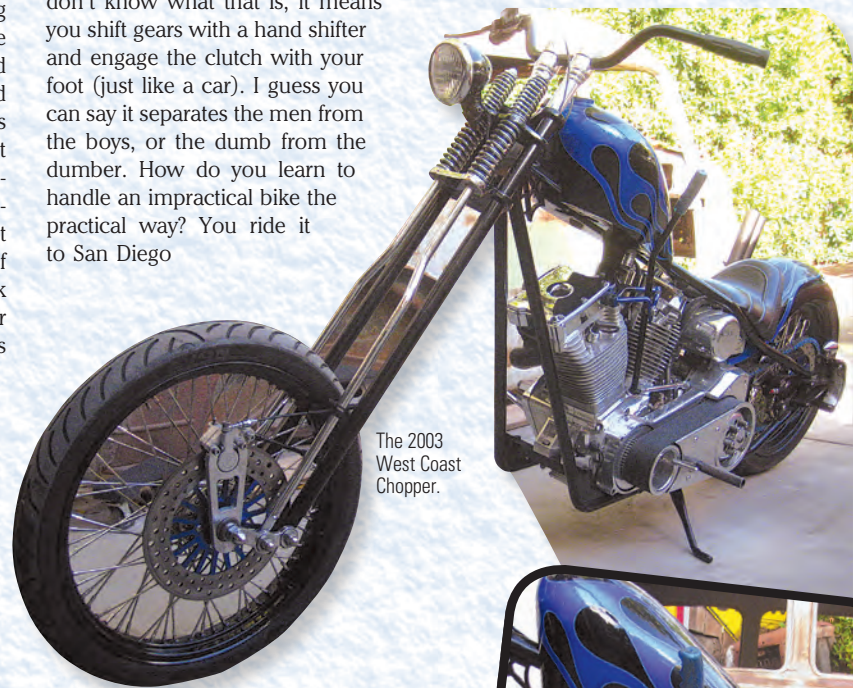
Stay tuned for more! Part two of some of my growing collection of jalopies will be coming at you next month! Thanks for tuning in, and if you want more up-to-date progress, you can follow me on Instagram under Everett Bennett.



The 1951 Chevy Suburban.



the back burner. Your eyes have already seen the '66 Lincoln Continental, the '63 Buick Riviera and the '71 Triumph in past issues, so I will introduce you to some other members of my family. As progress continues and some are completed, I will



The 2003 West Coast Chopper.

three days after you buy it and force yourself to learn. I have kept the stalls and close calls to a minimum, and now I can honestly say I won't ride any other way.

And finally, a friend of mine had been on the fence about selling his **1959 Chevy El Camino** for a while. I have always had a soft spot for them, so when the call came in on that Tuesday afternoon, I didn't hesitate. 1959 opened the door for the extravagant, intricate designs of the '60s. For the next few years, sharp edges and fins were all



PROUD OF YOUR WHEELS?
SEND IN A PHOTO!

Send in a photo of you and your car, and we might publish it!

Send us your information too – name, title and City department, a phone number (we won't print it) and a paragraph about why you love your car, what kind of car and year it is and some fun details of how you got it, how you restored it, etc. Send it all to: talkback@cityemployeesclub.com

