

crazy about American cars

custom touches to the cab work with the modified '37 Hudson Terraplane grille. Add to that the inclusion of a genuine set of Edmunds and Jones torpedo-style headlights and you have a car that will stand out at any show from Venice Beach to Vienna.

Lest you think that Sepp's hard work stops here, let it be known that there is a ton of effort below the waterline, as well. The frame was designed and built entirely by Sepp. It's been boxed both in the front and in the rear and has been Z'd 5 inches in front and 13 inches out back. Okay... so he did use the rear crossmember from a '30 Model A.

Supporting things up front is a '31 Ford front axle with a 4-inch drop. You'll also find '40 Ford spindles, '31 Ford radius rods and leaf spring, 'early Ford' spring perches and shackles, plus '36 Plymouth lever shocks. I don't know why either, but I think he knows what he's doing!

The rear suspension consists of '41 Lincoln axle bells, leaf spring, and radius rods. There's also a Halibrand 301 Quick Change center section, 31-spline NASCAR axles, and once again, '36 Plymouth lever shocks. The car sits on vintage Dunlop racing tires and 16" '35 Ford wires that have been custom-fitted to finned Buick brake drums on all 4 corners.

We could probably do a feature article on just the interior, but we'll give you the highlights. Steering is initiated via a vintage Mooney yoke (basically a plane's steering wheel). A Hurst shifter that's been modified to accept a Russian MIG joystick stirs the gears. The Peterbilt dash panel has been stuffed with an assortment of vintage gauges including those made by Stewart-Warner and Keith-Landis. A WWII-era

speedometer is connected to a MIG-sourced pilot tube attached to the grille.

Sepp calls this creation the 'Patmobil' in tribute to his American buddy Patrick Colleary who lives in Long Island, New York. The two met while Sepp was shopping for vintage speed parts several years ago and have been best friends ever since. Once Sepp was bitten by the hot rod bug, he started buying tons of stuff on eBay. Unfortunately, most American sellers don't like to deal with buyers outside the U.S. He had a connection in the states that was letting him stash parts and cars until he could send for them, but the sheer volume of stuff soon wore out Sepp's welcome.

Obviously not car people! Luckily for Sepp, one of these American sellers had a soft spot for car-crazy Austrians - Pat. Says Sepp, "He is

one of the nicest and most helpful guys

I've ever met in my life. He helps me in so many ways without any consideration. I told him one day I will build a car in his honor.

Here it is: The PAT-mobil."

Check out
all of the hot rod
goodness of Sepp and
his buddies on the web:

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