

One of the things we miss about yesteryear is the way we fly on a plane. Flying today is horrible. It used to be one of the great parts of any adventure. The airlines made every attempt to make their passengers feel like something special. Gary and Janice Williams from Granite Bay, California, had a few criteria for their next rod; they wanted a ride that was classy, elegant and not your run of the mill '32 Ford or the like. Since their weren't any Bugattis advertised locally, Gary scooped up a '36 Auburn roadster that was for sale and the couple started dreaming of just what they wanted—not that the stock Auburn roadster wasn't pretty cool on its own. They could see just what lines they needed to keep, which ones to emphasize and which ones to have somebody make.

Once the Williams knew where they were going with the outside, Gary blew it apart and started on the chassis while he and Greg Wood of Rosewood Street Rods started working out the details of all the sheetmetal. The chassis Gary

came up with is part custom frame and part Alston Chassisworks sub frame. The front suspension is a TCI IFS running Wilwood calipers, tubular control arms, AirRide shock/bags and rack and pinion steering. The rear suspension is a four-bar located 9-inch sitting AirRide low. One of the beauties of '30s luxury cars is there is plenty of room in the engine compartment and Gary filled that space with a 454ci big-block Chevy. The Chevy runs a Demon carburetor on top of an Edelbrock manifold, a custom exhaust and a 200R4 tranny.

Rosewood R&C started with a steel '36 Auburn roadster and then handmade the grille shell, hood, decklid, headlights, runningboards, taillights and the trim. The rest of the car was then smoothed off (door handles, vents, hinges, etc.) to match the handmade parts of the body. The result is a modernized version of the original design. Tim's Hot Rods

A big car needs a big-block engine like the '70 Chevrolet 454 that is ground smooth, painted Champaign and polished to perfection.



by Louie Mayall

AIRBORNE Auburn

Dave Putnam stitched the seductive interior in brown Italian leather around tons of South American burl wood, custom seats and Classic Instruments gauges.

was then called in to lay down the BASF paint in Cinnamon and Champaign. The overall look was then rounded out with 17/18-inch Billet Specialties wheels wearing low-profile Goodyear rubber.

Classy and elegant may start with the sheetmetal, but it's got to flow right into the interior (especially on a roadster). Not surprisingly, the dash retains its essential shape, but is made out of a Wabbit's South American burl wood dash and is filled with Classic Instruments gauges. The floating center console holds the AirRide controls and the iPod for tunes. Dave Putnam was called in to stitch the brown Italian leather and inlay the Burl strips into the center console and door panels. The last step was for Tim's Hot Rods to get everything assembled and slip in the Painless wiring kit.

So how did Gary and Janice do in creating a distinctive, classy and elegant ride that harkens back to the good old days? We think they did an awesome job! Even the judges at the few indoor shows the car has been in were impressed. Of course, none of this really matters; all that really matters is how the Williams feel about their ride. And, we've seen them driving along with big smiles on their faces here around California and always are having a great time!

There is a lot to like on Gary and Janice Williams' '36 Auburn roadster from Granite Bay, CA, but mostly we love the custom coachwork from Auburn and Rosewood Street Rods.

