

# Tech

# Progress report

## Old school old man

Words: DB Pics: Dik Stapley



Returning to the rodding scene after a 10-year digression into motorbikes, Dik Stapley became fascinated by the 'young hep cats' (his words not mine) and their old school approach to hot rodding. Their ethos of 'do it like they did then' appeals to Dik and he decided to adopt this approach when tackling his Sunbeam Model 90 project.

Whilst these days MIG and TIG welding is commonplace Dik decided to use the more traditional method of gas welding, albeit with a modern twist. Having heard the good reviews on the Australian DHC2000 welding torch he purchased one of the low pressure, narrow heat spread devices and set about some serious metalwork.

Dik's plans for re-styling the Sunbeam include a roof chop, elongating the front doors and lowering the bonnet line. Not for the faint hearted then. Oh, and then there's the cut down Mk2 Jaguar rear spats and the rolled pan front valance being made from a new MGB repro item. As for mechanical mods, you'll just have to wait and see. CUSTOM CAR



The base for Dik's custom project is a sunbeam Model 90, though he felt the rear roof and bonnet lines were too high and the front doors too short giving it disproportionate sized side windows. So...

...the front doors were lengthened using traditional hammer seam welding techniques and...

...the rear roof line was lowered by two inches. Dik says he found that relatively straight forward as the panels were easily sprung into place and welded. Note the original spot welded panel seam.



Since starting to use the modern technology gas-welding torch Dik's become somewhat of an ambassador for the product and has even been using it for lead filling. Check it out at [www.welddownunder.com](http://www.welddownunder.com)



Left: the Sunbeam is already taking on a whole new look. It's amazing the difference a few well thought out body mods can make.