

Polynesian

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Polynesian - Superbly Sectioned

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Superbly Sectioned

Probably the most effective, and also the most difficult, customizing process available is sectioning. It makes a car look lower and sleeker than any other method, but it working with metal, and definitely should not be attempted by anyone who is a complete amateur.

Fortunately for those customizers who want (and can afford) to settle for nothing but the best, there are a few shops around the country that specialize in expert sectioning. In Burbank, California, for instance, there's Valley Custom, operated by Neil Emory and Clayton Jensen, Their work is so well-known that Jack Stewart took his 1950 Oldsmobile 88 all the way from Ohio to have them restyle it to his specifications.

As can be seen in the photos, the car has been completely reworked from the built-in front bumper to the entirely hand-made tail-lights. But the major operation, and thing that makes the car truly unique, was the sectioning. To accomplish this, Emory and Jensen cut horizontal strip 4 inches wide out of the body all the way around, then rejoined the upper and lower halves so smoothly that there's no trace of seam or weld.

It was impossible, of course to cut out 4-inche strip as a single init. A few places had to be left uncut to support the body until the final cutting. At this point, these supporting pieces were removed and the upper section was dropped to meet the lower one. Then the welding was done.

Obviously, the cuts had to be planned very carefully so that the two parts of the body would meet properly, Emory and Jensen not only did a perfect job here, they even went one better with a smooth

finishing touch of their own, Instead of cutting the rear halves of the rear fenders, they left 'extra' metal in, then rolled it over to meet the body between fender and deck lid. This kept the appearance of the rear fenders smooth and added extra strength.

With the major part of the work done, the rest of the customizing was comparatively simple-though by no means routine. The lights at both ends are admirable examples; they're both deeply tunneled and framed in perforated metal (which conceals functioning airscoops at the front). Since the law stated tail-lights must be visible from the side, small lights were placed in the rear bumper tips. No matter where you look on the car, you'll find similar neat touches.

The car is painted gold, and has been named the Polynesian.