

Article and Pictures by  
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# IMMACULATE '37

JOHN SULLIVAN'S 1937 CHEVROLET TUDOR





**Subtle, that best describes my impression of John Sullivan's "Immaculate '37" Chevy tudor. At first glance, you would not even see one-third of the extensive body mods. The second and third looks reveal the work that went into building this great ride.**

Merlin Berg of Bellevue, Iowa, was commissioned to build the Chevy. The car was purchased in Wyoming and transported back to Iowa—mice and all! Solid but in poor condition, the car was disassembled, and work began.

The '37 chassis was stripped of its old Knocknee suspension, and a fresh Chassis Engineering IFS was installed. The adjustable spring perches make setting the stance easy. John did most of the chassis mods. CE also furnished the sway bar up front. A Mustang rack-and-pinion steering gear was mated to a reworked GM tilt column. Mustang disc brakes were also installed. A Ford nine-inch rear end with traction lock was mounted on the stock rear leaf springs. Drum brakes were retained, and 3.25 gears spin the rear wheels.

A Camaro Z-28 engine was bored to 360 cubic inches. Grove Automotive in Dubuque, Iowa, installed the steel crank, pink rods, and Manley Performance camshaft. 202 heads top the engine and are fed by a GM Performance four-barrel intake. Holley supplied the 600cfm

carb. A HEI ignition system fires the fuel load, and S&S headers get rid of the toxic waste. Tri-chambered Flowmaster mufflers control the engine noise.

The body of John's Chevy really got the treatment. First, the top was chopped 1 3/4" inches. The B-posts were canted forward 1 1/2" to give the tudor a look of motion. A third brake light was molded into the beltline. Hidden door hinges were installed, and the door and deck handles shaved and smoothed. The headlights were lowered 2 inches, and custom turn signals were cut into the light stanchions. The hood had new side panels formed on an English wheel as well as the lower doors and a portion of the roof. New innovative smooth running boards helped clean up the exterior as well. A BMW sunroof was also incorporated into the roof section. The car was primed, blocked, and shot in PPG forest green. Greg Kalnes of St. Donatus, Iowa, was responsible for the flawless finish coat.

Inside the car a '53 Plymouth dash was installed. It was shortened and now has a billet gauge panel inserted. VDO Cockpit gauges keep an eye on the engine's vital signs. The seats and door panels are all done in taupe leather. Jim McFall of Iowa City, Iowa, worked his magic and created a one-off masterpiece. (Note the trick center armrest!) A Lecarra Banjo steering wheel was the final touch.

Wheels and tires for John's ride were manufactured by American and BFGoodrich.

The package is as good as it gets! We hope to see John and his '37 at our Super Reunion II in Davenport! **NRM**



**Specs:** John Sullivan's 1937 Chevrolet Tudor, Dubuque, Iowa

**Builders:** Merlin Berg, John, McFall's Auto Trim, and Greg Kalnes

**Color:** PPG Forest Green

**Engine:** 360-cubic inch Chevrolet; steel crank; pink rods; 202 heads; Manley cam; GM Performance intake; 600cfm Holley carb; HEI ignition; billet air cleaner

**Drivetrain:** '37 chassis with Chassis Engineering IFS; rack-and-pinion steering; GM tilt column; disc brakes; Ford 9" rear end with 3.25 gears and drum brakes; rebuilt stock rear springs

**Body:** Modifications too numerous to list; read article

**Interior:** McFall's taupe leather over Dodge Daytona seats; custom console; '53 Plymouth dash with billet insert; VDO Cockpit gauges; Clarion sound system

**Wheels and tires:** American Torq-Thrusts, 15"x5" fronts and 15"x7" rears; BFGoodrich T/A radials, 195/60R15" fronts and 235/70R15" rears

