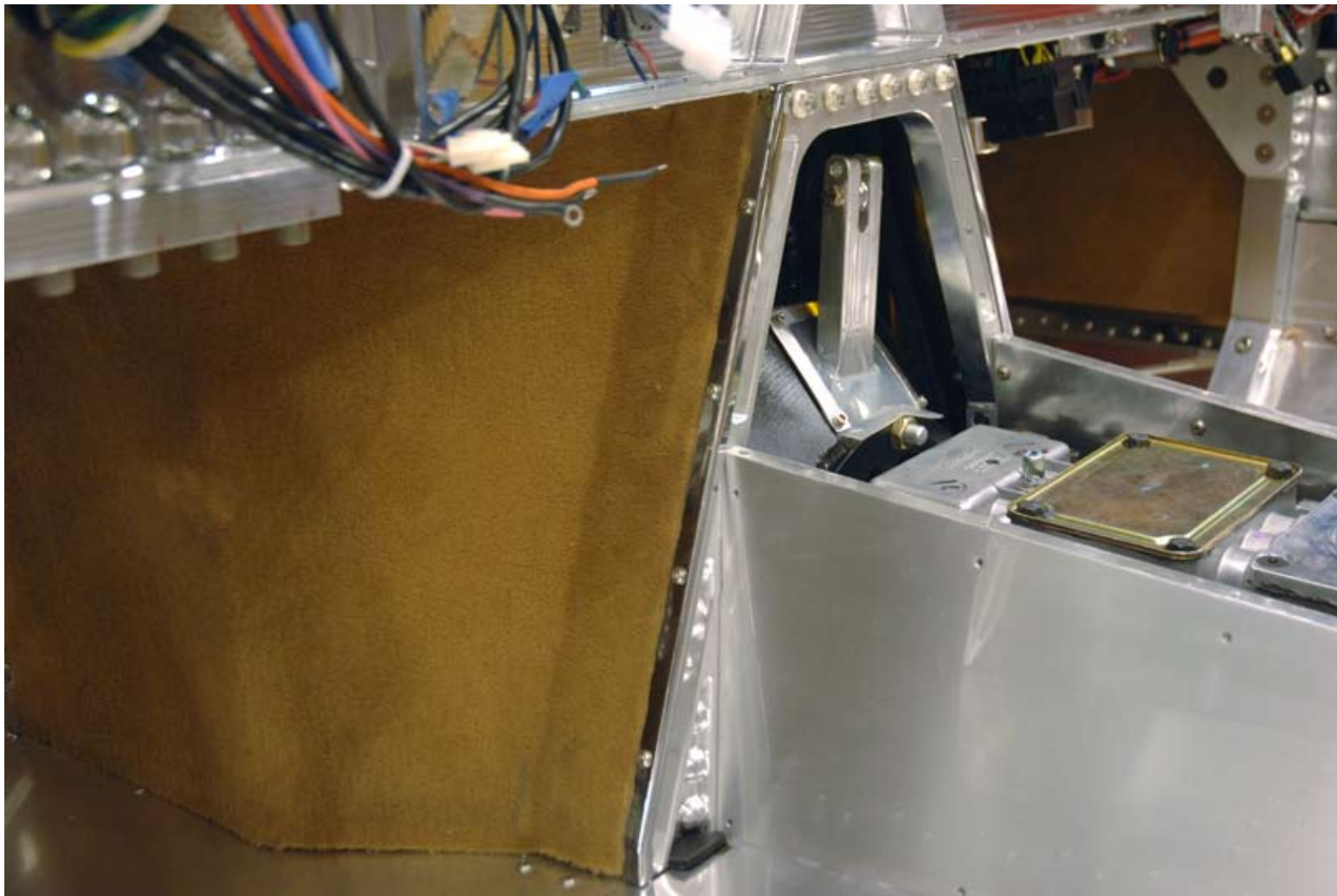


INTERIOR

Simplicity is the ultimate sophistication.

Leonardo DaVinci



Many people visiting our shop lamented that the chassis would be covered up unless someone opened the hood. But all along we planned to show off as much of the chassis as possible. Because we

left so much of the interior bare, we had to devise a way to finish the carpet edges. We designed these trim strips to go over the raw edges of the carpet. We cut them out on our water jet.





As we were putting the interior together, I could not bring myself to put the original plastic knobs on the air vents. I threw one to Sandwich and asked him to work his magic. A few hours later these popped out of the machine. We polished them up and then put them on the car.



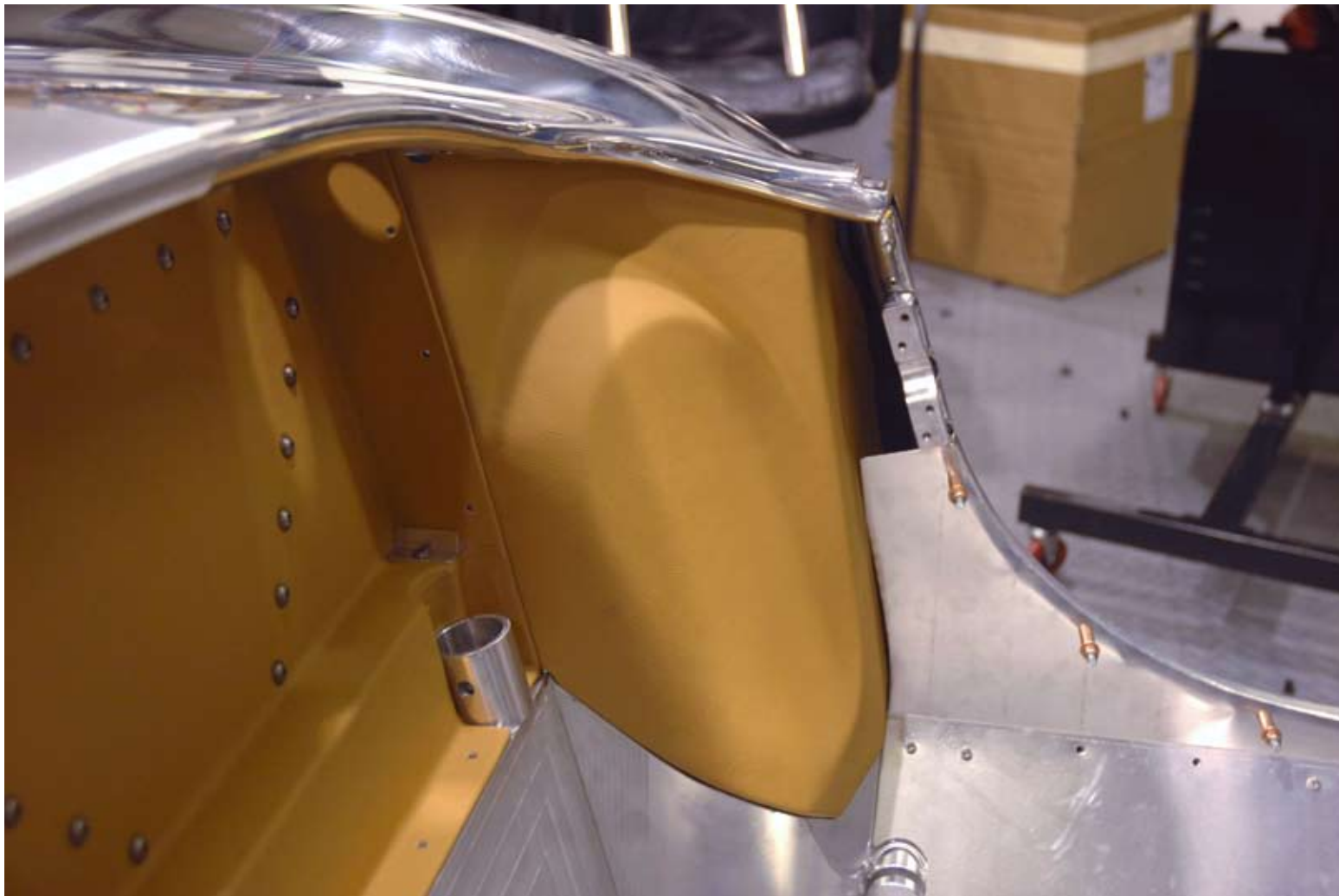
Covering the rear bulkhead in leather.



Fitting the door pockets.



Finished door pockets.



The rear wheel wells were covered in leather and then bolted in with stainless bolts.



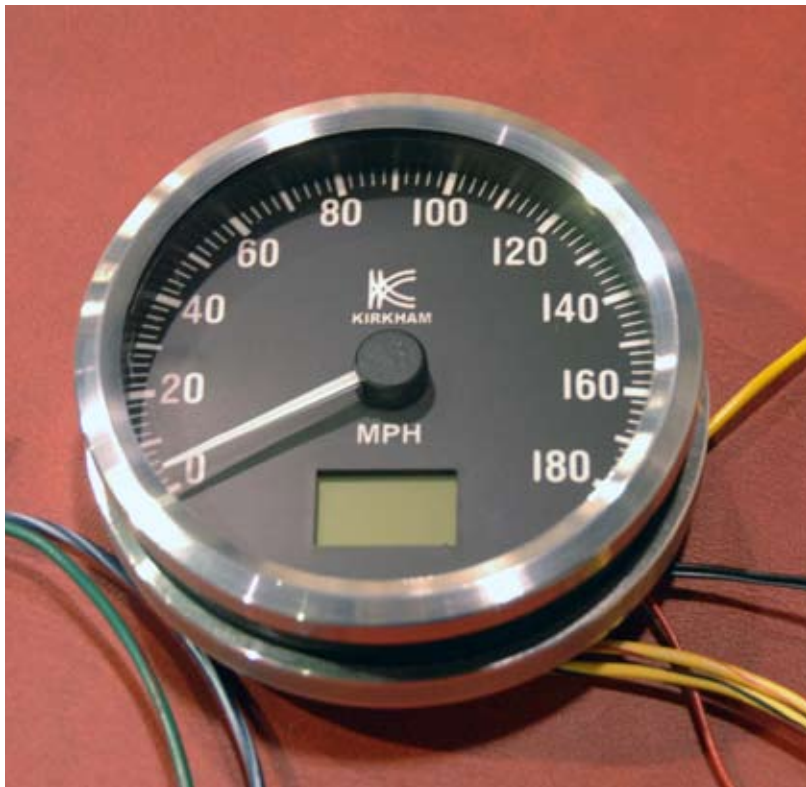
We used stainless button-head screws in the rear bulkhead on top of the leather as a nod to the billet chassis. Notice the holes for the passenger shoulder harness in the top, right side of the rear bulkhead (left side in the picture). All the bolts in the interior were either button heads or counter sunk for a flush fit.



Here we are in the final stages of completing the interior. Notice the billet aluminum clutch arm for the throw-out bearing. Also, there are notes written in magic marker on the windshield—standard practice at Kirkham Motorsports.



Here you can see the map pocket behind the seats, as well as how the seat belts mount into the car. The seat belts have all aluminum hardware—we saved weight everywhere we could.



We custom made a clockwise rotation speedometer at Larry's request. Original cars' speedometers rotate counter-clockwise.



Polished steering wheel hub.



The steering wheel was custom sewn from the same hide as the seats and dash for a perfect match.



We made custom billet seat rails. They ride on four bearings each.



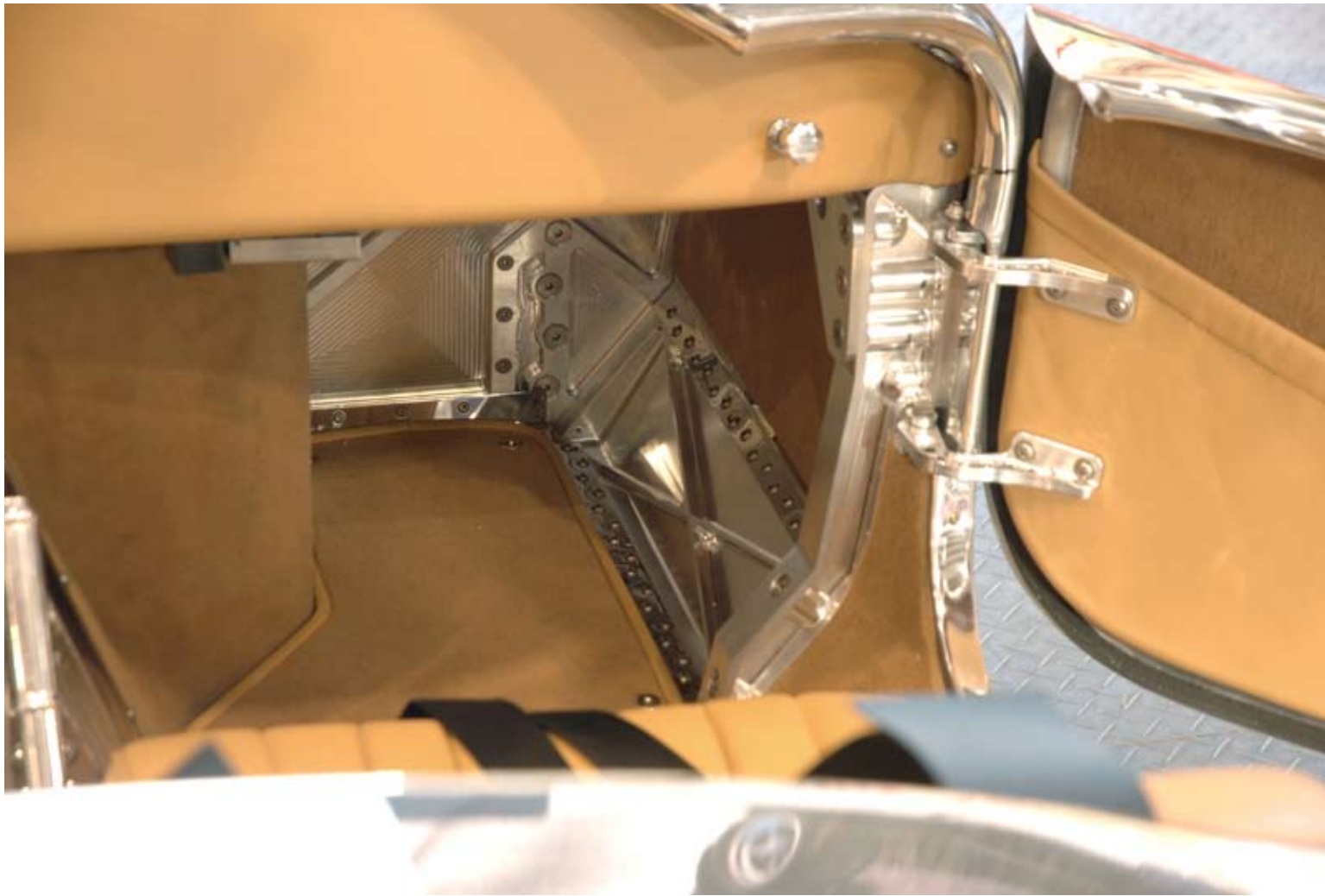
Originally, the seats had a plastic knob on the seat tracks...no go. We turned some out on the lathe—and then polished them. Everything had to fit together.



We made the shift lever and knob out of 17-4 PH—the same material we made the hubs (and many other parts) from. We engraved Larry's initials in it.



The door hinges were hollowed out to save as much weight as possible. They pivot on stainless pins.



We left the door sill brace open to view so the billet chassis was visible. We bound the floor-mat carpet with the same leather the seats came from. You can also see many of the stainless trim pieces we used to edge the carpet.



We brushed the tunnel and left it with the appearance of bare aluminum. We then covered the tunnel with a clear film to protect it.