

Named for the Hurricane it passed through in the Florida Straights in Oct. 2005 aboard "The Texas" while in transit to Baltimore from New Zealand.

History: This +8 was driven in England till 1976 when it was shipped to Japan and remained there till Dec. 2004 when it was sold to a new owner in New Zealand. Aug. 2005 we purchased it and it spent 65 days aboard ship calling on 18 Ports before arriving in Baltimore.

Restoration, home garage.

Began in Dec. 2005, Completed Sept. 2007

Body Work:

- 95 % Tub rebuild, new frame, new sheet metal
- New Factory galvanized chassis & aluminum foot well floor pans
- All body parts stripped to bare metal
- New valances
- New fire wall
- Switched from RHD to LHD w/ Gemmer steering box

Suspension/ brakes

- New 6 leaf rear springs, rebuilt Lever Shocks
- Mulberry relocation kit for rear axle
- Vesconite bushing King Pins, Koni Shocks
- Dual master brake cylinder w/ all S.S. braided flex brake lines.

Engine rebuild:

- New heavy duty crank bolt kit
- Duplex timing chain
- High volume oil pump
- Piper 270/2 cam
- Edelbrock 500 cfm carb
- Wiring harness and all relays
- Factory S.S. headers, ceramic coated, bead blasted
- Ron Davis Radiator, Spal fan controller
- S.S. +4 mufflers w/ S.S. exhaust tubing & flex connector

Interior

- New leather seats and all panels
- Black Phey fiberglass sill covers, leather covered
- Custom African Ribbon Cut Mahogany Dash with Laser cut glove box door