

**OVERHAULIN'**

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# INSIDE

## OVERHAULIN'

A behind-the-scenes look at how the testosterone-powered TV show Overhauledin' can transform a neglected 442 into a stunning show car in just a week's time

**IT'S AN UNPRECEDENTED AND CERTIFIABLE PHENOMENON. PART REALITY SHOW, PART TESTOSTERONE-FUELED MAKEOVER PROGRAM, PART CANDID CAMERA, ALL ROLLED IN TO THE ULTIMATE AUTOMOTIVE FANTASY. NOW IN ITS SECOND SEASON, OVERHAULIN' HAS CAPTURED THE IMAGINATION OF CAR GUYS AND GALS EVERYWHERE (IT'S A TOP-FIVE-RATED ORIGINAL CABLE PROGRAM WITH BOTH MEN AND WOMEN IN THE 18-34 DEMOGRAPHIC THAT ADVERTISERS COVET).**

The brainchild of producer Bud Brutsman and legendary designer Chip Foose, Overhauledin' transforms the lowliest rust bucket into an award winning show car in just seven days, start to finish.

For those of you who haven't yet caught Overhauledin' on The Learning Channel,

(Tuesdays 9 p.m., Eastern and Pacific time zones, check your local listings for exact day and time) the premise is simple: There are tens of thousands of project cars sitting in driveways, tucked away in barns or stashed in storage facilities from coast-to-coast, all waiting for the time, effort and

finances to move forward. Overhauledin' speeds up the process. Your wife, significant other, friend, brother or sister, called the "accomplice" by the Overhauledin' team, fills out a detailed questionnaire (see sidebar) that the Overhauledin' production team reviews. (Your chances of being





Chris Franchimone's 1968 442, circa 1980. The car came as a gift from Chris' grandparents.

no idea that he's the victim of the elaborate prank, is strung along for week, usually after contacting his insurance company to report the theft of his beloved, yet neglected set of wheels. Finally he's set up to visit the shop to recover his car, where he is handed the keys to a stunning Chip Foose creation.

### CHRIS FRANCHIMONE — 1968 OLDSMOBILE 442

Chris Franchimone of Anaheim, California is almost 40 years old. At age 13, his older brother passed up their grandparents' offer of a free car, so when his 16th birthday rolled around, Chris was handed the keys. His Grandfather must have been a gearhead at heart, for the ride Chris inherited was a black on yellow 1968 Olds 442. Chris related to Musclegar Enthusiast that it was a big, powerful car that meant he could cram in more friends to pay for gas! "The trunk would fit three surfboards for the beach or three friends to sneak into the drive-in movies," says Chris. In 1985 he installed a new 455 motor, which happened to be the time he met his future wife Jennifer, who plays an important part in this tale.

Musclegar

"He was working on the car the night we got together," says Jennifer. "I can still picture it now, wearing his yellow corduroy "OP" shorts. After he installed the 455, it became his secondary car and went on the back burner from that moment forward. We were married in 1990, and in 1992 bought the house here in Anaheim, that like the movie of the same name, has become our own personal money pit. Our first son arrived in 1998, our second in 2002."

Fast forwarding to 2004, Jennifer related

selected are like winning the Powerball Lotto as the producers get over 15,000 applications per week.)

If selected, the accomplice is contacted to set up a "theft" of the vehicle where it is towed to a local shop that serves as the studio and soundstage for the week-long restoration effort. During this time, the owner, called the "mark" by the Overhaulin' team, who has

Enthusiast was lucky enough to get involved with two separate efforts; Chris Franchimone's 1968 Olds 442, nicknamed the 4-4-New, and the start-to-finish restoration of Mark Griep's 1965 Ford Mustang fastback shown in the accompanying sidebar. Franchimone's 442, a car he's owned since high school, was restored early in the second season of Overhaulin' while Griep's Mustang got the makeover in early August.

# RUSTANG

Dubbed the "Rustang" by Chip Foose and the A-team of Overhaulin' builders, Mike Griep's 1965 Ford Mustang Fastback would challenge their skills to transform it from sad shape to show car in just seven days. But sentimental value counts for

a lot when it comes to cars like this. It was bought new in 1965 by Mike's father and has been a member of the family ever since and remains a direction connection between Mike and his father who passed away some time ago.



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1. This is the rolling wreck that was Mike Griep's 1965 Ford Mustang fastback when it was rolled into Chicane Sport Tuning in Torrance, California. It was apparent right from the start that almost everything forward of the A-pillar would have to go.

2. As soon as the car was in the shop on Monday (Day 1) the team set out to cut away all of the rusted-out sheetmetal. The overall condition of the car was far worse than the Overhaulin' team had expected.

3. About an hour later the offensive sheetmetal has been removed as project manager Craig Chaffers takes note of additional damage around the cowl that would have to be addressed.

4. Every gearhead's dream—a new crate motor to power their project vehicle. Here Greg Coleman and Kevin Byrd from Ford Racing start the assembly process of the small-block 302-based, 347 cubic inch V-8 that pumps out 415-horsepower.

5. Now deep in Day 2, much of the Maier



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the Overhauled' saga. "We were watching a hockey game and during the intermission Chris flipped channels and found yet another car show. It was Chip Foose on Overhauled' so we finished watching the rest of the show. It really caught his attention as he never puts anything on TV before hockey. The kid whose truck was overhauled was a senior in high school. He had a big attachment to his 1980 Chevy pickup because it came from his Grandfather. I thought to myself, 'How about a guy who got a car from his grandparents 24 years ago when he was 15 years old?'

He is almost 40 years old and I figured if he is going to have a mid-life crisis it will be with a car, not another woman! So I got online after Chris went to bed and found an application on TLC's Web site. I knew that his car would be great for a makeover. It was sitting in our garage and going nowhere fast. He needed all the help he could get. And I was just the investigative typist to get the job done."

Each submission to the show is extensive and includes background information on the vehicle's owner. From that, Foose and his team develop an action plan and as

soon as they're done, the production team places calls to suppliers, who are more than happy to have their products showcased to Overhauled's 1.5-million weekly viewers.

When asked what went through her mind after they contacted her, Jennifer had this to say. "My application was in before the 2nd show aired. They called back within two weeks. When I got the call on my cell phone, I got really, hyped up. From that very second on, I began having anxiety attacks. Five weeks later, after 20 phone calls from four different producers, Chris' car was selected."

The critical part of the Overhauled' concept is the prank set up to liberate the car from its rightful owner for a week, without arousing undue suspicion. In Jennifer's case,

**LEFT: Sparco front seats combine with interior trim from OPG and Stitchcraft to give vintage look to modern components.**

**RIGHT: Baer brake calipers peek out from behind Intro wheels and BFGoodrich rubber. Modern rolling stock complements the original-style 442 stripe nicely. Hotchkis suspension pieces update the handling.**

**BOTTOM RIGHT: The trunk houses the loud parts of the Kenwood audio system, as well as the Nitrous Express nitrous bottle.**



6. front suspension and the Baer big brake upgrade has been fitted and thus far, there's been no major obstacles encountered by the Overhauled' team, save for the rust that seems to be everywhere.

6. Because of the fastback body and the fact that time was of the essence, damage around the C-pillar and the area surrounding the trunk opening had to be repaired quickly if there was to be any hope of getting the shell to the paint shop by late Thursday.

7. As early as Wednesday (Day 3) enough progress was made so that a test fitting of the engine/transmission could be made to check for major clearance problems — thankfully, there were none.

8. Top view of the test first test-fitting of the engine and transmission. It was amazing just how easy this step looked. It certainly pays to have every tool you need when attempting to tackle a project of this magnitude.

9. Late in the evening of Day 3 the rear axle and differential arrived, a substantially upgraded unit supplied by Diff Works that would need to survive the torque supplied by the new Ford racing motor with more than 400-horsepower on tap.



**RIGHT: The Overhaulin' team retained the 455 Franchimone installed all those years ago, cleaned and spiffed to show quality. Speed parts were supplied by Doug's Headers, K&N, Magnaflow, Optima battery and Summit Racing. Powdercoating was handled by Specialized Powder Coating.**

she had help, neighbor Scott McClintock. "Chris has wanted our neighbor to paint his car for the last six years. Every year Chris tries to use our income tax refund to get the 442 back on track but each year something comes up. After Overhaulin' selected Chris' car, I needed an excuse to get the car out of our garage. I asked Scott (McClintock) to ask Chris if he was ready to start working on the car. Chris is very overprotective of the car and Scott was my only solution to get the car out of the house. Scott told Chris he was going to work on the car at his friend's shop for the week. Chris wanted to follow the car on a tow truck to this person's shop. Scott and I convinced Chris to go to work, trust Scott, everything will be fine."

As soon as the car was moved to Scott's shop, the Overhaulin' team picked it up. The tear down process begins immediately, which is considered Day 1 and by Tuesday morning, components start to arrive, courtesy of the modern miracle of overnight delivery, the costs of which are picked up



by the suppliers. Installation specialists also arrive to augment Foose's A-team.

"Four days later Scott told Chris his buddy's shop was broken into and two cars were stolen along with lots of expensive equipment," Jennifer said. "Two days later, he was shown pictures of a car carcass that an insurance agent had received from the police department. So much smoke had to be blown up Chris's butt to keep him content. So many lies, my anxiety was building! Chris then thought Monday he was going to go identify the carcass or pick the vehicle up and bring it home. So

he thought. Well, bring home a shell of a car anyhow."

"During all of this I was coming unglued, stepping the anxiety up a notch. It was so bad I began having heart palpitations with bad headaches. It got so bad I went to my doctor for an EKG. My doctor said I was fine. While I thought it would get better while the car was overhauled, I was wrong, it got worse, so much so, my doctor put me on anxiety medication."

While all this is going on, Foose, with the show's co-hosts, Courtney Hansen and Chris Jacobs, tapes the process,

**10. On Thursday evening the Mustang was transported from Torrance to nearby Long Beach where the team at M2 attacked the shell with a vengeance as it was prepared for the paint steps. While this was going on, back at Chicane, the full custom interior was being stitched.**

**11. By Sunday, Day 7, the car is back at Chicane as the entire team works around the clock to reassemble the car. At this point, more than a dozen people are working on the car and it's amazing that no one gets in anyone else's way.**

**12. It's now early Monday morning, Delivery Day and around 4:00 a.m., the 347 Ford V-8 is fired in the car for the very first time. This is 12 hours from the expected delivery and yet the interior and glass are still to be installed.**

**13. Here Stacie Morimoto of Motostyle, who came out of retirement to work on the car, holds up one of the custom stitched door panels that will ultimately grace this Stang's interior.**

**14. Because the Maier strut tower brace was not designed with the Ford crate motor in mind, Shane Boulay had to call on all of his fabrication and welding skills to make it fit. This Overhaulin' is coming down to the wire.**



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documenting each and every step. Combined with visits by the accomplice, the work progresses at breakneck speed on a constantly revised timetable as the car must be finished in time for Delivery Day seven days later at a wrap party that is filmed for each episode. Needless to say the pressure on the team is unbelievable as they work around the clock.

Jennifer continues the story. "While the car was at Magnaflow, I was invited down and told Chip that Chris loves golf and riding his quad in the sand. It was really hard for me to tie Chris's personality into

the car and just told Chip that Chris' 442 is grey and that no matter what, he needed to incorporate grey or silver into the paint scheme. Chris has always wanted to keep the car original but then he also wanted a new age musclecar twist. He really didn't like the original Saffron Yellow color so Chip gave him some old (yellow with a new age twist) and some new (the grey that the car has been for 20 years) with a blue pinstripe that separated the grey and yellow in the area where a Hurst Olds graphic would be. Chris has always wished his car was a Hurst Olds; now he

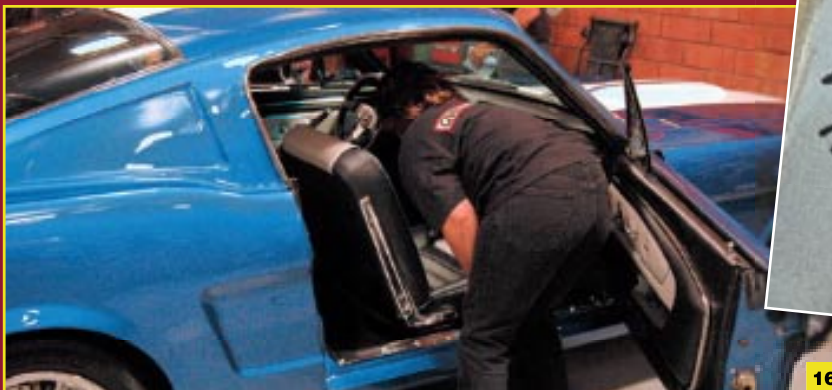
can pretend he has one."

"Finally Scott told Chris the insurance agent said the car was being released from police impound and would be available to be looked at or picked up Monday afternoon. Scott said he would make arrangements to get the car home no matter what it took. So Chris put all that in Scott's hands and just drove to the M2 Collision Center that is right next door to Magnaflow, which is the shop selected to be the primary sponsor for Chris' build. At M2, the show's co-host Chris Jacobs was in disguise and was really jerking Chris'



**LEFT: Designer Chip Foose creates an illustration to guide the overhaul. Here's the original plan for Chris Franchimone's 1968 442.**

**ABOVE: Is it worth a week of worry to find Chip Foose's autograph on your Overhauled car? Chris Franchimone votes yes.**



**16**

**15. With the mark on his way to Chicane for the final part of the prank, work proceeds at a feverish pitch as everyone pitches in to get the interior reinstalled in time. Delivery at this point is about an hour away.**



**17**

**16. The seats go in while the detailing team finishes buffing out the car. While this is going on, Mike Griep is 50 feet away surveying what he thinks is left of his beloved Mustang as the prank is taken to its logical conclusion.**

**17. No, it's not a Toyota commercial, but Mike Griep expressing his unbridled joy to the entire Overhulin' team clapping in the background. After saying that his father would have loved what they did, there were tears of joy flowing from his eyes as he thanked everyone personally.**

## THE OVERHAULIN' ON-SCREEN TEAM

If the set of *Overhaul*' can be described in a few words it would be choreographed chaos. While work is progressing on simultaneous fronts, the production team is filming on-air segments. While all the volunteers were experts in their areas, no one had worked together before, yet everyone stayed out of each other's way while three cameras filmed the spectacle. While on-screen it might look perfect, let me tell you that behind the scenes it amazed me that it all went off without a hitch.

All of this would be impossible without the crackerjack production team. While working with a basic outline of a script, most of the actual dialog is live, as it happens, no teleprompters. The ringleaders of this three-ring circus are Chip, and co-hosts Courtney Hansen and Chris Jacobs. This trio, now with 13 programs under their belts, works like a well-oiled machine, giving you, the viewer, the impression that this is moving along like clockwork. Nothing could be further from the truth...improvisation is all their middle names.

### CHIP FOOSE, DESIGNER

Born and raised in Santa Barbara, with gasoline in his blood, Chip Foose is already a legend in automotive design circles. His resume starts at age seven when he started working for his father's company, Project Design. At 12, Chip had painted his first car; a Porsche 356. Inspired by a chance meeting with legendary designer Alex Tremulus, he attended the famed Art Center College of Design in Pasadena, where he majored in automotive product design and graduated in 1990 with honors.

After a succession of jobs building up his resume, Foose joined Boyd Coddington and Hot Rods by Boyd, eventually becoming the president. He was responsible for many internationally known vehicles, such as the Roadster, Sportstar, Boydster I and II, and Boyd Air.

Currently Foose is operating Foose Design, an automotive and product design company specializing in illustration, graphics, surfacing, and complete construction of automobiles and automotive-related products. In November 1997, Foose was inducted into the Hot Rod Hall of Fame, and in 2002, was inducted into the Darryl Starbird Rod and Custom Car Museum Hall of Fame.

The new millennium also meant new endeavors for Chip, in January of 2000 Chip signed a licensing agreement with MHT Luxury Alloys allowing Chip to start the production of Foose Wheels. Chip and his wife Lynne have been married 11 years and have two small children.

### COURTNEY HANSEN, CO-HOST

Courtney Hansen grew up in Orono, Minnesota, where she modeled as a child and developed a passion for writing and entertaining early on. Two years later she moved with her family to Florida. When Courtney was 15 she attended an international modeling competition where she took home three awards, and after presenting a mock commercial to a crowd of thousands, was offered a contract in New York with one of the largest theatrical agencies. She turned down the opportunity because her education was a greater priority.

She used her bachelor's degree in marketing to go to work as the sole marketing specialist for an international investment firm, but when an opportunity to work on an entertainment career in Miami presented itself, she took it. While in Miami, she worked with the Travel Channel and landed a role as the host of a pilot called *Killer Golf*. Soon after, she made the move to Los Angeles.

Courtney grew up in the world of auto racing. Her father, Jerry Hansen, who once owned Brainerd International Raceway in Minnesota, attained 27 national SCCA titles during his career, making him one of the most successful drivers in history. No wonder Courtney is a car enthusiast. She also works as a spokesperson for Rolls-Royce Motor Car, Limited.

### CHRIS JACOBS, CO-HOST

Born in Chicago, Chris Jacobs grew up in the northern suburbs of the Windy City with three brothers and two sisters. As a youth he excelled in sports and theater. Chris moved to California in 1988 where he attended Whittier College, attaining a bachelor's degree in English. He also attended and graduated from their law school and was later admitted to the state bar of California in 1995.

After much thought, Chris decided to pursue acting as a career instead of law. He has numerous small screen credits, including television roles in *The X-Files*, *CSI*, *Touched by an Angel* and *Two and a Half Men*. He has also been seen in several feature-length films, theatre and commercial projects before landing with *Overhaul*'. Chris currently resides in Los Angeles and is obsessed with golf and hot rods.

chain. Then Chris and Scott demanded to see a supervisor, who happened to be the other co-host, Courtney Hansen, who came out and asked if she could help my husband. Chris told her to get his car back. Then he told her she looked familiar, and where did he know her from? He tried that line with me years ago. Then she pointed to her OVERHAULIN patch on her shirt and he then figured it out. Then they then they stuck a camera in his face and told him he had been Overhauled."

While shooting his car, we had the opportunity to discuss with Chris his future plans for his Overhauled 442. "The car runs great as the 455 has less than 30K miles on it. The Overhaul' crew knew the original block was in the garage but they could not steal the block from one place and steal the car from another. And thankfully they knew better than to put a Chevy crate motor in the car. So they cleaned up its engine compartment and gave it all kinds of nice goodies under the hood. The transmission is the rebuilt original and while it's a good, sturdy tranny, I found out that Jennifer put in a request for a five-speed manual transmission but Overhaul' did not have the time to do all the modifications properly in such a short amount of time. Actually this turned out to be a good thing because I would like to install an Art Carr transmission. Ultimately I'll rebuild the engine just the way I want, 500-horsepower is my goal but for now the car will remain as is until our money tree grows a little bit more."

Jennifer related that while she still has anxiety that just won't stop, she's "Just happy my husband finally got his car done. It's brought us closer. I am not a car person but we have this newfound loving car bond thing going on. Very weird. Chris always thought his car was cool before. Now he really digs it big time. He is so proud to own what he believes to be a rolling piece of Chip Foose art. His head is not swollen, but his smile is beaming."

We suspect that Jennifer will find an extra special present under the Christmas tree on December 25 this year! For Chris, it's turned out to be the ultimate 40th birthday/midlife crisis present. ■

## GET ON OVERHAULIN'

Do you know someone whose driveway junker is in need of some serious Overhaul'? Here's your chance to turn that clunker into a classic.

The producers are now in the process of casting the show for the next season. To be considered, please fill out and submit the online form in its entirety, available at: [www.overhaul.in.com/overhaulme.aspx](http://www.overhaul.in.com/overhaulme.aspx)

