



1955 CHEVY PRO-STREET RESTO-CUSTOM JUST COMPLETED IN SoCal

Text: Rick Feibusch - - Photos: Kyle Williams

Just out of the shop and being readied for shows and cruising is this incredible 1955 Chevy Bel Air owned by Jeff Williams of Whittier, California. This car is a highly modified show car contained in a restored standard Bel Air hardtop body, complete with all original factory badges and trim.

The car was fully disassembled and done to a quality that far surpasses anything that came from the factory. Panel fit is what one would expect on a proper Rolls Royce restoration, while the paint work, also of Concours quality, is finished in correct Chevrolet Sierra Gold and India Ivory. All of the bright work is either brand new, replated or, in the case of the stainless trim, highly polished.

This is a show car and has many items, like hinges, lock parts and striker plates, that are generally painted, chrome plated. The body restoration also features all new tinted glass, all new rubber seals and window felt. The car rides on low profile tires and bespoke billet machined polished wheels.

Interior features include new leather covered Cadillac seats, custom side panels, and a suede headliner with period Chevy Nomad chrome ribs. The late model GM tilt steering column is topped off with a custom steering wheel and a Clarion DVD movie/CD player, dual power amp 600 watts, 8 speakers, Classic Air and power windows also help bring this fifties classic up to modern-day specs.

Under the hood lurks a 700 horse, 484 cube Chevy V8 that has been balanced, blueprinted, and features a forged steel crank, new pistons,



rings, performance cam, polished Edelbrock rectangular port heads, stainless steel roller rockers, custom chrome moly push rods, and an Edelbrock intake manifold. Fuel is fed through an Areomotive fuel pump. Exhaust gasses exit via custom 2" coated headers and a custom stainless steel exhaust system. The engine work was done by C & J Automotive in Whittier, CA.

A Gear Vendor gear splitter makes this a six speed automatic that sends the power to a Moser race strength rear end..



The chassis has been completely and professionally reengineered. Everything that was not plated or polished was black powder coated. The original springs were replaced with QA1 coil-over shocks on all four corners. The front suspension includes polished Stainless Steel tubular Arms and a heavy duty front anti-sway bar. The rear suspension features a Fab 9 axle housing and Strange third member with 4:11 gears, Moser 31 spline axles, and Custom "Chrome" 4-link rear suspension with Panhard rod. Out back, a custom made polished stainless steel gas tank is connected to the engine by new polished stainless steel fuel lines.

Stopping power comes from Wilwood Disc Brakes front and rear with custom polished stainless steel brake lines. Chassis work was done by Williams Classic Chassis located in Upland CA.

This will be one of the nicest and tastefully done pro-street mid-1950s Chevies on the show/cruise circuit for 2011, A car that Jeff can surely be proud to take to any venue.



