



# Quality

BY GABRIELA WENTZ ■ PHOTOGRAPHY BY ANDREW SCHEAR AND KEVIN LEE

There comes a point in a boy's life where he begins to make those leaps into manhood. Times like the first time he sits down and has a brewski, stops going to parties where boys are on one side and girls on the other, and of course,

when dad sits down and says, "Son, it's time to build a hot rod!"

However, what the boy doesn't see is the ulterior motive for dad's intentions. For instance, when Thomas Shubin found out that his 12-year-old son was interested

in 1955 Chevrolets, he HAD (wink, wink) to accommodate. What soon-to-be men don't realize is that dads know this is the perfect chance for them to build a hot rod. Now they can swing the male bonding, responsibility, and "every boy needs a cool car" lines to the misses. In fact it's

almost building a bad is

So it began looked either to



eyebrows of the fenders were rusted out, the passenger quarter was shot, and on top of that, during the delivery the hood flew off midway down the interstate. In other words, what started as a simple father-son project turned into a full-blown job for the pros.

Thomas took the chassis to Earle Williams Classic Chassis Works in La Verne, California, where they whipped up a state of the art chassis. The rear springs were relocated with a spring pocket kit, a cross member was added, and all the unnecessary holes were filled in. Then the body was sent to Gordon Forbes in Colton, California, where it was coated in Porsche Guards red. Chuck Smith Performance Services in Calabasas, California, then assembled the car and all that was left to do was the finishing touches. Gabe's Street Rods Custom

# Time



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almost like magic, because all of a sudden building a hot rod doesn't seem like such a bad idea.

So it was settled, Thomas and his son began looking for their new project. They looked at car after car, but everything was either too beat up or too expensive. Then

along came an ad in Hemmings for a '55 two-door Bel Air post. In the picture the car looked original and intact, but once it arrived it's was a whole new story. The front and trunk floors were rusted through, the



Interior finished the car off by covering the seats in shades of gray leather.

Now that the cars all done, you can be sure that both Thomas and his son get their quality time, only now it's with the hot rod! 



Owner	Thomas Shubin
Vehicle	'55 BelAir Two Door Sedan
Engine	'01 Chevrolet 385 Fast Burn, aluminum cylinder heads, Holley 750 Carburetor, MSD Ignition, Earle Williams headers, Dyno Max Mufflers, 400-plus estimated horsepower
Transmission	Muncie M-21 Wide Ratio, assembled by Ron Worthen of Garden Grove, CA 714/537-8026
Rearend	Chevrolet 12 bolt with 3.73 gear ratio, assembled by Earle Williams in La Verne, CA 909/282-1358
Suspension	
Front	Earle Williams 2-inch drop spindles, Monroe shocks, Wilwood 10-inch brakes
Rear	Earle Williams hangers, Ford Explorer disc brakes
Wheels	
Front	American Racing Torque Thrust "D" 15x7
Rear	American Racing Torque Thrust "E" 15x8
Tires	
Front	BFGoodrich Radial T/A 215/85/15
Rear	BFGoodrich Radial T/A 275/80/15
Body	
Color/Paint	Porsche Guards Red with Danchuk Stainless grille
Painter	Gordon Forbes, Calimesa, CA, 909/785-0757
Interior	Stock Chevy seats wrapped in two-tone gray leather, Custom leather door panels, wool carpet by Gabe's Custom Auto Upholstery, Bloomington, CA, 909/877-3021, Budnik Steering wheel, Hurst Boomerang Competition Plus shifter