





Feature Story

# All in the Family

Turning an Uncle's Old Truck into a Period-Authentic Custom

It often stings when we learn about a relative who parted with a cool ride they once had. We wished they'd have held onto it so we could've taken it off their hands. Thankfully Josh Bailey and his dad, Joe, didn't have to worry about Joe's Uncle A.J. parting with his '55 Chevy 3100. It stayed in the family and changed hands among various members until the previous Bailey needed to turn the keys over to someone else. Josh could remember seeing this truck as a little boy, and although he wasn't looking for a truck, the offer was too sweet to pass up.

✦ By Phil Schwartz | Photos by John Jackson





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Being employed by Alloway's Hot Rod Shop in Tennessee, you knew that the outcome wasn't going to disappoint. The original plans to save the stock straight-six and lower it a little were scrapped when it was discovered the block was cracked. Out it came and in went a Jegs crate 350 dressed up with finned Cal Custom valve covers and air cleaner. A 600-cfm Edelbrock went on a polished

manifold and Jet Hot-coated shorty headers were modified to clear the original steering. An aluminum crossflow radiator was dropped in and the original four-blade fan with a custom shroud was put back on to keep it looking factory. It was mated to a Muncie M20 four-speed with an original V-8 straight-shift bell housing and a shifter made from an old steering shaft.

The original chassis was updated with a Classic Performance Products 3-inch drop axle and front disc brake kit. Reverse-eye Posies springs went in front and the rear was treated to the addition of an S-10 4x4 unit held in place with original leafs and a flip kit to bring it down a little. Josh changed the rear shocks to run like a '70s model so one shock goes forward and one goes







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back to provide exhaust clearance for the 2¼-inch mandrel bent pipes and Porter mufflers. A CPP dual-reservoir master cylinder and disc kit in front helps bring the Coker bias-plys to a stop.

Inside the cab things were kept pretty stock. The original seat was re-

stitched in a '55 Del Ray upholstery kit from Cars Inc. The goofy-looking non-original radio was ditched and Josh welded up the dash where it once resided and added a '55 Chevy script in its place. Bedliner was added to the floor and steps to keep things a bit more durable. The original

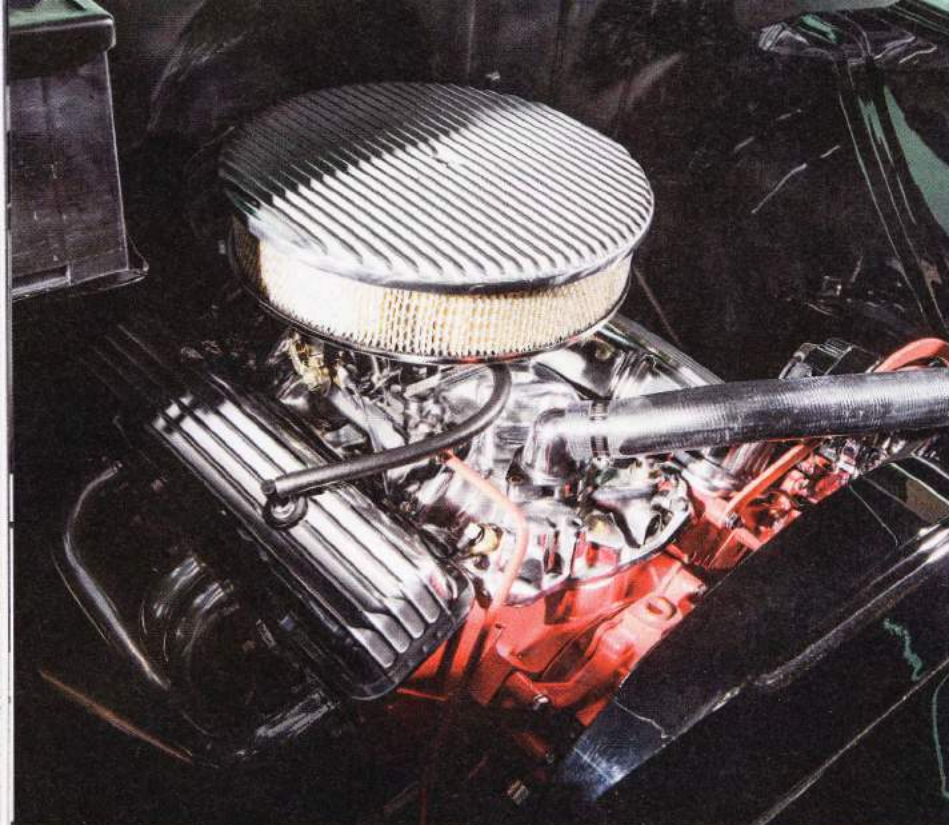
steering column was cut down 7 inches and given a '59 Impala wheel. A steering stabilizer from Summit was also added to keep it from wandering too much. A Painless Performance Products panel feeds all the electronics.

Emblems were shaved off the

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body and the front wheelwells were moved back and down a little, which isn't obvious to the unsuspecting onlooker, but it works better with the lowering components. The inside of the bed was widened 3 inches and panels made to look stock, which helps accommodate the larger rear tires. The PPG Surf Green and India Ivory laid down by Joe brings it all

to life in a way that's simple, classy, and hides the extra bodywork. Dave's Truck Parts provided the bedwood. The reverse lights had been on the truck as long as Josh can remember and he decided to restore them since they're so unusual.

At first glance you might think this is just something reminiscent of an unassuming pickup anyone's

grandpa could've had and it's easy to picture it cruising down the road 60 years ago playing Johnny Cash tunes. The Baileys did an awesome job keeping things simple and showing how much you can do with so little. You don't necessarily need to break the bank to create a cool truck. You just need to know what you're doing. 

## 1955 CHEVY 3100 Josh & Joe Bailey

### CHASSIS

- › **FRAME:** STOCK
- › **REAR END / RATIO:** CHEVY S-10 / 3.42
- › **REAR SUSPENSION:** ORIGINAL LEAFS AND FLIP KIT
- › **REAR BRAKES:** DRUM
- › **FRONT SUSPENSION:** CPP 3-INCH DROP STRAIGHT AXLE
- › **FRONT BRAKES:** CPP
- › **WHEELS:** STEEL WITH '55 CAPS, 15X6 FRONT, 15X8 REAR
- › **TIRES:** COKER 6.70/15 FRONT, L78/15 REAR
- › **GAS TANK:** STOCK / SEALED, EXTERNALLY VENTED GAS CAP
- › **DRIVETRAIN**
- › **ENGINE:** JEGS 350 CRATE MOTOR

- › **HEADS:** STOCK
- › **VALVE COVERS:** CAL CUSTOM
- › **MANIFOLD / INDUCTION:** EDELBROCK 600 / POLISHED MANIFOLD
- › **HEADERS:** JET HOT-COATED SHORTY
- › **EXHAUST / MUFFLERS:** 2.25-INCH / PORTER
- › **TRANSMISSION:** MUNCIE M-20
- › **BODY**
- › **STYLE:** PICKUP
- › **MODIFICATIONS:** FRONT WHEELWELLS MOVED DOWN AND BACK, BED WIDENED 3 INCHES, EMBLEMS SHAVED
- › **BED:** DAVE'S TRUCK PARTS
- › **BODYWORK AND PAINT BY:** JOE BAILEY
- › **PAINT TYPE / COLOR:** PPG '57 CHEVY

- INDIA IVORY / SURF GREEN
- › **HEADLIGHTS / TAILLIGHTS:** STOCK
- › **REAR BUMPER:** STOCK
- › **FRONT BUMPER:** STOCK
- › **INTERIOR**
- › **DASHBOARD:** STOCK, RADIO REMOVED
- › **GAUGES:** STOCK
- › **AIR CONDITIONING:** NONE
- › **STEREO:** NONE
- › **STEERING WHEEL:** '59 IMPALA
- › **STEERING COLUMN:** STOCK, CUT 7 INCHES
- › **SEATS:** STOCK
- › **UPHOLSTERY BY:** CARS INC.
- › **MATERIAL / COLOR:** '55 DEL RAY REPRO
- › **CARPET:** RUBBER MAT