



## 1955 Chevrolet 210 Gasser

**Our Price \$0**

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(925) 671-2010

2281-A Via De Mercados , Concord, CA 94520

Photos  
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## Specifications:

<b>Year:</b>	1955
<b>VIN:</b>	55CHEVYGASSER
<b>Make:</b>	Chevrolet
<b>Model/Trim:</b>	210 Gasser
<b>Condition:</b>	Pre-Owned
<b>Body:</b>	Coupe
<b>Exterior:</b>	Blue
<b>Engine:</b>	336 ci V8
<b>Interior:</b>	Black Vinyl
<b>Transmission:</b>	4 Speed Manual
<b>Mileage:</b>	775
<b>Drivetrain:</b>	Rear Wheel Drive

## Vehicle Description

Great old school gasser! Excellent vintage hot rod that has been updated to gasser specs. Body paint, flares, etc. are all from the late 1960's. Body is nearly rust free with the exception of a couple of tiny spots on the rocker panel. Paint is vintage dark metallic blue with just the right amount of patina showing. Body was removed from the frame and a very complete and expensive build ensued. Here are some of the highlights:

### Body:

Modified hood with custom insert around the Hilborn style scoop.

Very nice fit of doors, hood and decklid.

Nice stainless trim with original glass.

All new felt trim on glass plus rebuilt wing window assemblies.

Dash has vintage SW gauges, volt meter is new, oil and water is old style 1960's.

New Ididit steering column.

Vintage steering wheel.

Pedal assembly has been reconditioned with new bushings, bumpers, etc.

### Interior:

Front seats are from a 1964 Chevelle with new springs and foam. Blasted powder coated frames with custom seat mounts. Matched vintage rear seat vinyl.

Rear set is stock rebuilt with vintage 1960's naugahyde.

New front and rear door panels.

New carpet and firewall pad.

Dynamat on floorboards and firewall.

Vintage updated Sun Tachometer.

1960's vintage vinyl headliner.

### Electrical:

Entire car has been rewired with an American Autowire Classic updated harness.

### Engine:

1965 327 10:1 Comp. C-6-5 #3782870.

Bored .060 over/torqueplate honed.

Trudecked to zero deck height.

Align honed with main studs (ARP).

Crank ground, polished at 10/10.

Stock rods with ARP wave lock bolts.

Balanced rotating assembly.

KB pistons/ Speedpro rings with Clevite H bearings.

Comp solid roller cam - Extreme energy XR-280R 242 degree 248 duration @ .050 - .570/.576 lift.

Comp roller lifters.

ARP head bolts.

Vintage style Edelbrock valve covers with Moon breathers.

Weiand tunnel ram with 2 new 390 carbs.

Weiand Team G waterpump.

MSD crab style distributor with MSD 6AL box and coil.

Moroso ignition wires.

Moroso 8 qt oil pan.

Custom stainless tubing fuel system.

Holley fuel pump with regulator.

Stainless ARP bolt kit.

#### Heads:

1968 late build K-11-68 #3927186.

2.050 oversize intake valves, 1.600 exhaust valves.

Hardened seats, guides, surfaced, screw in stud conversion.

Oversize valve springs, positive valve seals.

Heads have been ported and polished.

New stainless Manley valves.

Comp 987 valve springs/retainers/keepers.

ARP rocker studs with Comp Promagnum rockers.

Comp Hytec pushrods, Comp guide plates.

#### Exhaust:

Sanderson fenderwell headers.

Custom extensions with cutouts.

Lobeck racing mufflers with 3" exhaust system.

Exhaust system heatbarrier coating.

#### Transmission:

1965 Muncie with Centerforce clutch and flywheel.

#### Chassis:

Custom straight axle conversion by Danny Freitas Chassis Design in Castro Valley.

Vega cross steer drag link.

Aldan gas shocks.

Wilwood disc brakes.

Stainless brake lines with Corvette master cylinder.

Custom engine mounts and radiator support.

Ron Davis cross flow radiator with shroud.

New Ford 9" housing by Currie with 4:10 gears, Trulock posi, heavy duty axles, new rear brakes.

Custom caltrac bars with custom spring hangers.

Also includes a nearly new set of 4:56 gears for the rear.

Underside:

Chassis removed, painted.

Underside of car stripped and primed with red oxide and satin clear final finish.

All new fuel system lines, tank and filter.

Wheels:

ET Drag Star wheels.

Fronts are 15x5 with Firestone 6.40/15 tires.

Rears are 15x8 with Towel City cheater slicks 31x10/15.

This car/engine/restoration by well known Kurt Pedracci, owner of Hot Rod Machine in El Sobrante, California.

The 68 year old owner built this car to replicate the gassers he saw cruising and racing in 1965. He went to great lengths to keep as correct as possible to his memories with a few modern upgrades. The shortblock and transmission were put into this car in the late 1960's by a San Rafael firefighter who eventually put the car in storage in 1971 where it remained for over 30 years. Runs and sounds incredible. Sure to get attention wherever it goes. Has won awards twice at recent Goodguys car shows.

## Installed Options

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