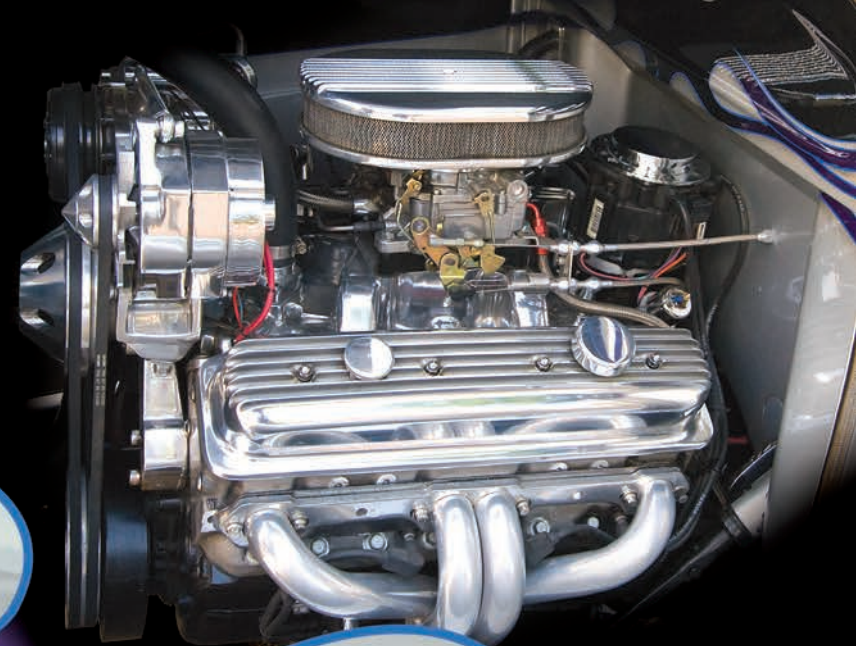


*One A-bone's
Journey through
a Family*



The ZZ4 motorvator sits in front of the recessed firewall and turns a Lokar-shifted Turbo 350 tranny. The motor is Edelbrock topped and runs like a top according to Dan's dad.



Dad's Restoration

We are always looking for a good story hiding in a sweet ride and Dan Wollman's history with his '30 Ford coupe goes back to when his dad bought the car in running condition for \$25 in 1956. The coupe became Dan's ride through high school where he painted the windows green and slipped on whitewall tire covers (if you know what we mean). He frequently explored the cars stunning 50-mph top speed and enjoyed having

the only ride that would start in the brutal South Dakota winters. Fast-forward a few years (you can do the math) and Dan (now married to Krisi) wanted to spend some time with his dad, so he asked his dad about them building up the old coupe he had let him use in high school. Dad was all for it and the duo started restoring the old Ford. When the coupe was about 60-percent done, the pair ran her down to a local show where dad surprised Dan. After see-

ing how bitchin' modern street rods were he said, "I don't know why your building it back to its original condition, we should build a street rod out of it so we can drive it." What could Dan do? The coupe went back to his garage to be fully blown apart and the story of a street rod begins here.

The old stock chassis was sent down the line and replaced with a new unit from The Roadster Shop. The front suspension of choice was a Heidts Superide IFS with polished stainless A-arms, coil-overs, an antiroll bar and Wilwood four-piston disc brakes with stainless lines. The Ford 9-inch out back

rides on All-American coil-overs, runs a 3.05 posi pumpkin and is controlled by a tri-angulated four-bar. Nestled in between the frame rails is a ZZ4 small-block Chevy displacing 350ci that breathes through a Moon Air cleaner, a 600cfm Edelbrock mixer and intake. The mixture is fired off through a HEI ignition feeding Taylor wires while gases are exited through coated block-hugger headers and a stainless exhaust.

The stock body had plenty of problems when purchased in 1956 like rust, bullet holes and some cracked bits. Masterpiece Street Rods took care of many details, including chopping the top 2 1/2 inches, fitting a Wescott rolled rear pan and bobbing and chopping the stock front pan. The coupe was then delivered to the late Brian Seymour who straight-

by Louie Mayall




It's hard to imagine a better place to whittle away the day than in Dan's air-conditioned, Kenwood-entertained and leather-covered interior.

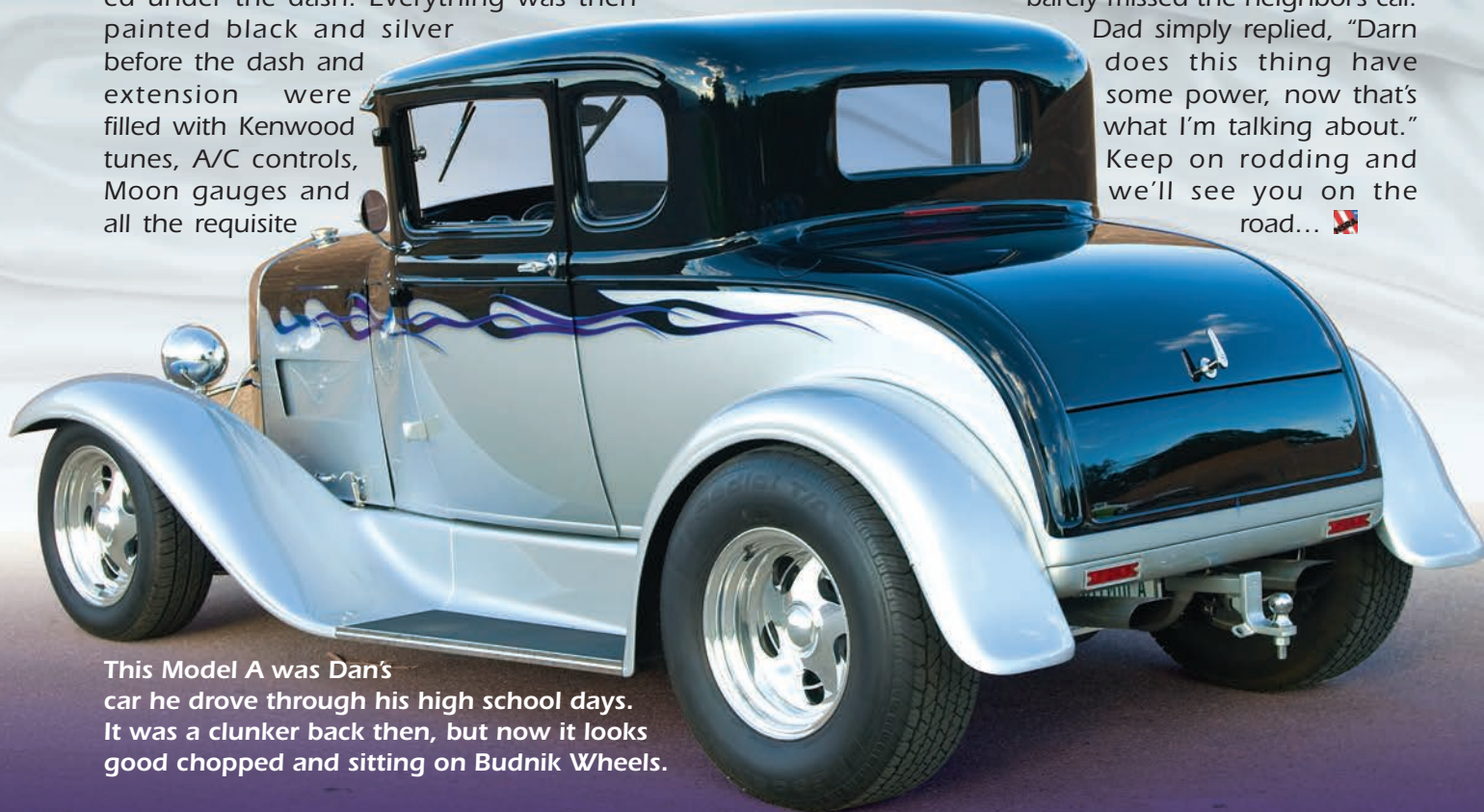
ened out the old panels to perfection. Dan drove his wife crazy when picking the colors (they'd change every week). The car was finally delivered to Mike Sprecht, Jr. to lay down the flamed black, light silver metallic and purple flamed PPG paint job. The car is finished off with SoCal mirrors, Dietz headlights and Classic Craft rear taillights.

The work inside started with ripping out the old gas tank and slipping in a '32 Ford dash. The interior was then set up with a Lokar shifter, a tilt steering column and a Vintage Air heat and A/C unit mounted under the dash. Everything was then painted black and silver before the dash and extension were filled with Kenwood tunes, A/C controls, Moon gauges and all the requisite

switches. Everything was then delivered to Auto Weave who covered everything in silver leather and made up the sweet door panels. Jay Overholt then used a Ron Francis kit to wire everything together.

In the case of Dan and his dad the journey brought much of the joy, but what's a good story without a good ending? Now that the car was once again running (as a street rod), it was time for dad to start driving the rod. He got in, became familiar with everything, slipped the car in gear and gave it some throttle. Well, they went flying across the street and barely missed the neighbor's car.

Dad simply replied, "Darn does this thing have some power, now that's what I'm talking about." Keep on rodding and we'll see you on the road... 



This Model A was Dan's car he drove through his high school days. It was a clunker back then, but now it looks good chopped and sitting on Budnik Wheels.