

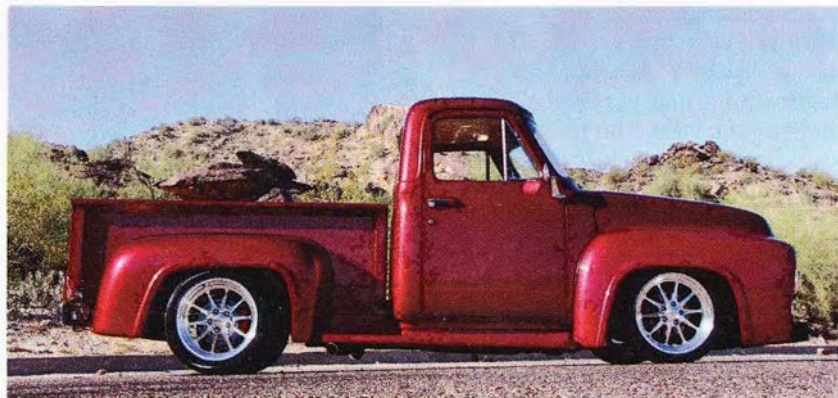


100 Frankenstein

J.P. Garcia's '55 Blue Oval

By Derek Herring

What do you get when you cross a trailer full of parts that are alleged to be a '55 Ford, with a unique vision over 9½ years of persistent effort? In J.P. Garcia's case, he got an initial stink eye from the wife and family, but they ended up with their incredibly cool and beloved '55 Ford nicknamed "Frankenstein 100."

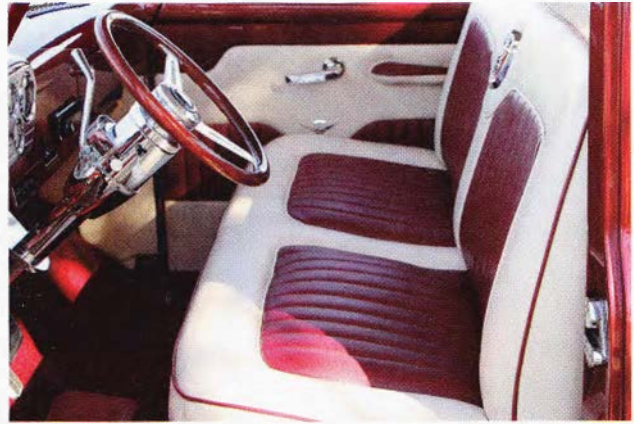


As a youngster, J.P. recalls seeing his grandfather working on a '56 F-100 around the time he was big enough to fetch wrenches. After seeing that truck change hands from his grandpa to his father and lastly to big brother, he had the desire to find one of his own. That's when "Frankie" was located in a body shop (and near buried with dirt), and its resurrection began in a two-car garage. Being an officer by trade, you might not think that type of training would equip him to tackle a project like this, but you've got to love his good old American ingenuity! From the beginning J.P. had a detailed and elaborate plan for it; he's always been a Bow Tie man at heart and that flowed into this build.

The front half of the frame is from a Chevelle, this gave him a tubular A-arm platform for disc brakes and

coilover suspension, as well as a familiar cradle for the Vortec small-block and TH350 transmission. It's a 0.030-inch over four-bolt main block machined by Chuck's in Phoenix and assembled by J.P. It uses a COMP Cams Thumpr cam with a Power PLUS intake and Edelbrock Performer 600 carburetor. Frankie's juice is now supplied by a 50,000V HEI distributor. Chrome highlights accent the top end pieces perfectly. Flowmaster Super 40s aide a healthy 3-inch exhaust with a business tone to boot. Throughout this build, J.P. was pushing his abilities through trial and error to incorporate bigger and better ideas. The addition of a polished Corvette C4 independent rear suspension using custom-fabricated mounting brackets; yet another testament of his vision to create a truly unique truck and the

Frankenstein 100



craftsmanship is unbelievable. Budnik Gassers hold the corners sized 18x9 up front and 18x12 out back. Michelin Pilot Sports keeps him planted with 255/35s wrapped on the front and massive 335/30s stretched on the rears.

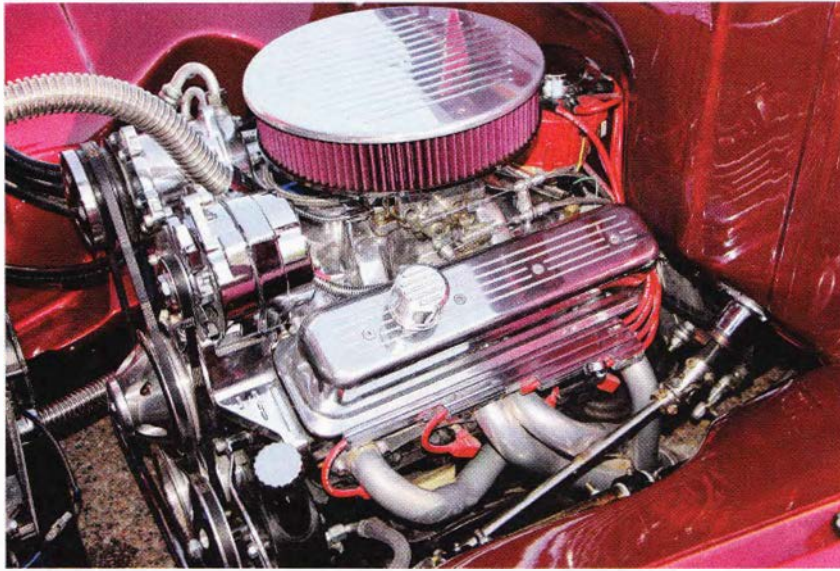
As you might imagine, when you jump into a mission like this, you really appreciate the time to follow through with ideas. This truck was assembled multiple times,



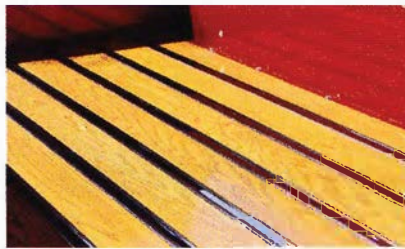
taking time to fill all firewall holes, vents, and shaved emblems. J.P. even made sheetmetal pieces to fill the bed holes and stake pockets to refine even the smallest details. Eddie Dominguez was summoned for paint and body and did a masterful job applying the PPG Toreador Red metallic skin tone. The paint has a seemingly endless amount of reflection that signals the time and quality

“There is a lot to be said for building your vision as you see it, with your own hands!” ★





of the bodywork underneath it. Even the underside of the hood has the same treatment as the rest of the truck, and looks amazing! FX paint added the interior graphics while Shadows Upholstery stitched the carefully designed interior using the shaved emblems in the seats that complement the custom two-tone crimson and cream pattern layout sketched by J.P. The seat is out of a '91 Silverado, which is mounted on brackets that he fabricated as well, and provides a spot for 10-inch MTX subs. Pioneer sends cruise music out to MTX mids and tweets. Vintage Air keeps the cab cool and the controller



is set in a custom underdash panel. J.P. also added power windows with switches/trim sourced from Mid Fifties in Golden Valley, Arizona. CPP supplied the GM-style steering column with a Grant GT steering wheel and sits in front of classic Heritage VDO gauges housed in a billet aluminum bezel.

The most challenging part of building Frankenstein was building Frankenstein at all! J.P. admits to going overboard, but even though he'd make it simpler if he did it all over again, it's hard to argue the results! There is a lot to be said for building your vision as you see it, with your

1955 FORD F-100

J.P. Garcia

CHASSIS

- > **FRAME:** '72 CHEVELLE FRONT HALF
- > **REAR END / RATIO:** '84 C4 CORVETTE IRS / 3:07 RATIO
- > **REAR SUSPENSION:** VIKING COILOVER
- > **REAR BRAKES:** GM 11-INCH DISC
- > **FRONT SUSPENSION:** VIKING COILOVER
- > **FRONT BRAKES:** GM 12-INCH DISC
- > **STEERING BOX:** GM 605
- > **FRONT WHEELS:** 18X9 BUDNIK GASSER
- > **REAR WHEELS:** 18X12 BUDNIK GASSER
- > **FRONT TIRES:** MICHELIN PILOT 255/35-18
- > **REAR TIRES:** MICHELIN PILOT 335/30-18
- > **GAS TANK:** FACTORY 15 GALLON

DRIVETRAIN

- > **ENGINE:** '80S GM CAST-IRON 350
- > **HEADS:** VORTEC CAST IRON
- > **VALVE COVERS:** FINNED ALUMINUM
- > **MANIFOLD / INDUCTION:** POWER + PLUS MODEL: TYPHOON
- > **IGNITION:** FACTORY GM HEI
- > **HEADERS:** HEDMAN
- > **EXHAUST / MUFFLERS:** CUSTOM 3-INCH MANDREL BENT / FLOWMASTER SUPER 40S
- > **TRANSMISSION:** GM TH350 BUILT BY SUN TRANSMISSIONS
- > **SHIFTER:** CPP BILLET AND CHROME

BODY

- > **STYLE:** '55 SHORTBED
- > **MODIFICATIONS:** FILLED-IN VENTS, FIREWALL HOLES, SHAVED EMBLEMS, CUSTOM FILLER FOR BED CAPS, AND STAKE POCKETS
- > **FENDERS FRONT / REAR:** FACTORY
- > **HOOD:** FACTORY
- > **GRILLE:** FACTORY
- > **BODYWORK AND PAINT BY:** EDDIE DOMINGUEZ / FX PAINT GRAPHICS
- > **PAINT TYPE / COLOR:** PPG TOREADOR RED
- > **HEADLIGHTS / TAILLIGHTS:** TRIBAR HALOGEN / LED TAILLIGHTS
- > **OUTSIDE MIRRORS:** FACTORY
- > **BUMPERS:** FACTORY CHROME
- > **INTERIOR**
- > **DASHBOARD:** FACTORY DASH WITH A CUSTOM UNDER-MOUNT PANEL
- > **GAUGES:** VDO HERITAGE CLASSIC
- > **AIR CONDITIONING:** VINTAGE AIR
- > **STEREO:** PIONEER HEAD UNIT, MTX AMP, MIDS, AND TWEETERS; CUSTOM-BUILT BOX UNDER SEAT
- > **STEERING WHEEL:** GRANT GT
- > **STEERING COLUMN:** CPP GM STYLE
- > **SEATS:** '91 SILVERADO BENCH
- > **UPHOLSTERY BY:** SHADOWS UPHOLSTERY
- > **MATERIAL / COLOR:** MARINE VINYL / TWO-TONE CRIMSON AND CREAM
- > **CARPET:** FACTORY-CUT PILE DARK RED

own hands! He loves the way it drives and seeing heads turn when he's driving it! "Frankie" thanks J.P. and all of the people that helped bring him back to life.