



AN ONLINE MATCH



GREG AND TAMMY MILLER'S '55 CHEVY IS THE DEAL—AND STEAL—OF A LIFETIME

✍ Joe Bidwell 📷 Grant Cox

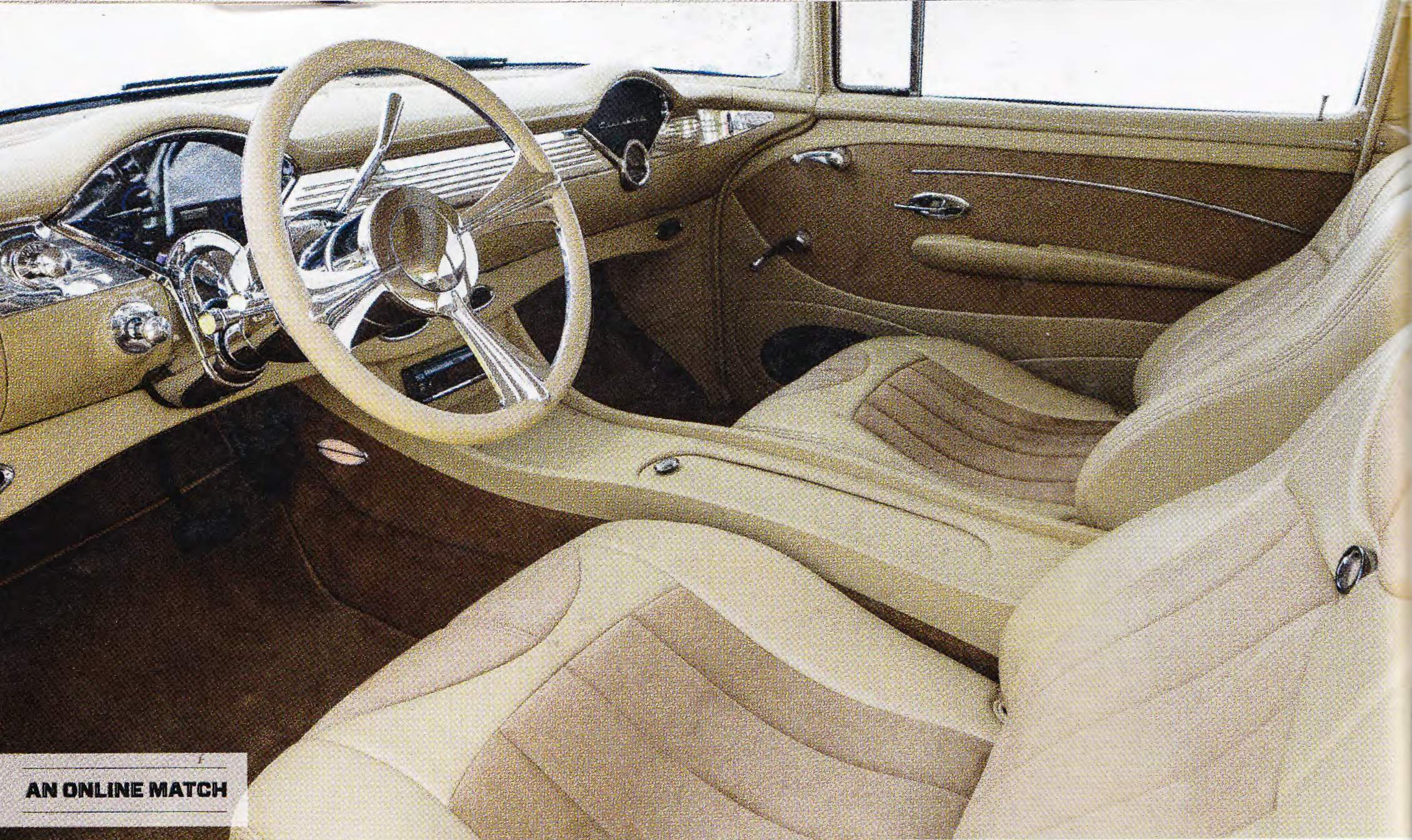
An evening filled with bad TV and his wife's iPad, turned into a road trip to North Carolina for Gulfport, Mississippi's Greg Miller to pick up this stunning Butternut Yellow/White 1955 Chevy 210 — the couple's dream car. But before we get ahead of ourselves, let's take a step back to 2008 when the pair first started looking for a '55 convertible but was

unable to find one in their price range. Instead, a 1970 K5 Blazer picked up from Utah arrived in the garage in its place, but Greg never stopped dreaming about the Tri-Five.

"We bought the Blazer online for Tammy, and when we got it home, we worked on it off and on for four years before it got pushed off to the side," says Miller. "By the time we got it to

that point, we had replaced every body panel on the truck and it still wasn't where we wanted it to be."

Miller is a longtime show promoter and businessman. He and Tammy, along with their business partners, put on the Scrapin' The Coast show in Biloxi, Mississippi, and the SIKNIK show in Gonzales, Louisiana, each year, and the duo have another hot rod — Greg's 1952



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Chevy 3100 five-window slammed pickup – in the garage at home.

Life gets in the way of hot rod dreams sometimes, and Miller spent the next year or so looking at the dust accumulate on the Blazer before that fateful night with the iPad and an unexpected eBay search.

"I wasn't even looking for a car. Tammy was watching TV and I had no interest in the show she was watching, so I picked up her iPad and started browsing eBay. I had the bright idea to start looking for '55s again, and as soon as I





saw this car, my jaw dropped and I knew we had to have it," he says. "The following Monday a friend and I piled into the car and drove to North Carolina to pick it up — the car is really Tammy's."

And no self-respecting hot-rodder buys a car and leaves it alone, do they? Despite paying a healthy sum for the '55 from a seller that was down on his luck, Miller had immediate plans to update much of the car as soon as he got it home.

"The car has a great foundation — every panel is in great shape with zero rust anywhere, but the interior was an ugly original green color that didn't go well with the Butternut Yellow paint scheme," says Miller.

He dug deep into the couch cushions and enlisted Terry Mathis at Gulf Coast Trim & Upholstery in Pascagoula, Mississippi, to revamp the car's seating positions with a blend of complementary yellow leather and tan suede material, then re-covered the floor in a custom carpeting. The custom center console was covered in the same yellow leather. Chuck Rowland stand-alone front seats are part of the mix as well, and a host of billet parts — door handles, window cranks, lock knobs, vent trim, and more — complete the look.

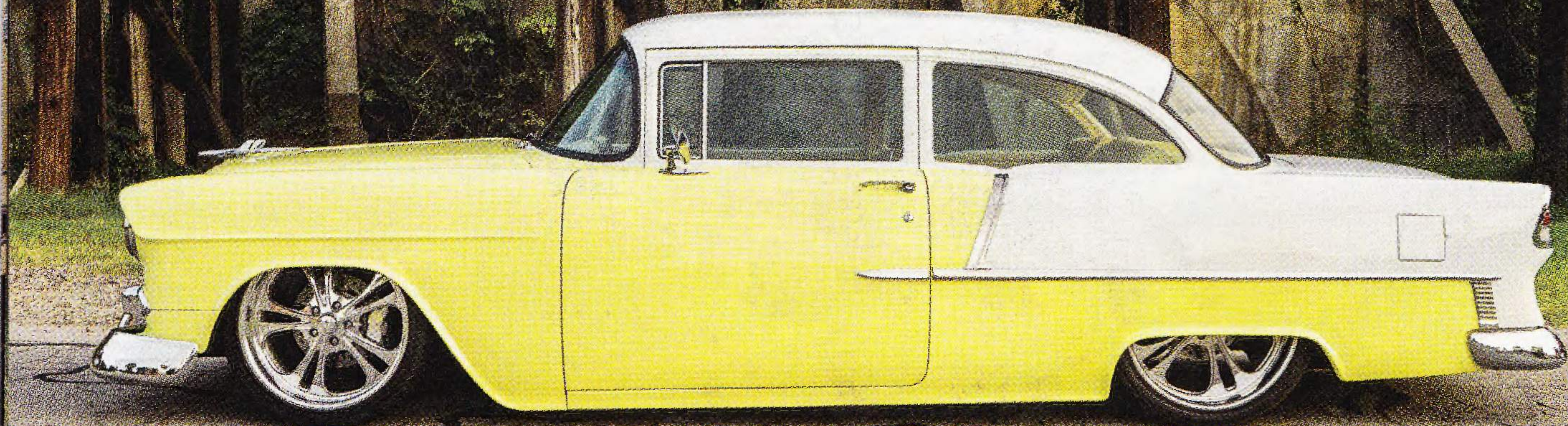


Other interior upgrades include a Billet Specialties steering wheel, painted dash complete with billet inserts, and a Dakota Digital VHX gauge pack. A Kenwood stereo blasts the killer tunes through Diamond Audio amplifiers and speakers.

The 115-inch-wheelbase car rests on the factory frame, but it has been notched by Chad Jesse at Illicit Customs to allow the ladder-bar-suspend-

ed, Moser-axle-equipped 9-inch Ford rearend housing to tuck up nicely. Although the car had an air-ride system installed when he picked it up, Miller ditched that kit and put in an AccuAir system with Slam Specialties' bags and sensors at all four wheels to ensure the car sits level when he flicks the switch.

A quartet of Billet Specialties SLG05 wheels sit underneath — 20x9 in the front and 22x10 in the rear — housing



massive 245/35/20 and 265/35/22 Nitto tires. And no set of big wheels come correct without a set of big brakes; the '55 wears a full set of polished Wilwood calipers and drilled rotors to slow down the leadsled from speed. Steering is controlled through an ididit column and Classic Performance Products steering box.

Currently under the hood is a 350 Chevy that's been done up with finned billet valve covers, an Edelbrock carb and intake manifold, modern HEI ignition with Taylor spark plug wires, and dual Flowmaster mufflers pulling the exhaust through a set of Hedman headers. The power runs through

a Turbo 350 trans back to the 9-inch. A 106-amp chrome alternator keeps the electricity flowing, while an electric fan and Griffin radiator keep the engine cool.

Miller says that's about to change, though; when we spoke with him on the phone he was in the middle of pulling the car apart yet again to outfit it with an LS2 engine and 4L65E over-drive transmission from a 2006 GTO. "The truck also has LS power, and I wanted to modernize this car also," he explains.

To simplify the process, he dialed up Mark Campbell at Street & Performance in Mena, Arkansas, to pick up all of the

goodies necessary to transplant the LS2 into the older chassis; from the proper transmission crossmember to the stand-alone fuel injection computer and harness, Street & Performance was able to supply it all.

"Mark was real helpful; once I told him what I was trying to do he started rattling off all of the parts and pieces I was going to need to complete the swap — those guys are the experts in this stuff. Of course, it could be that I was \$15,000 lighter at the end of our phone call," he laughs.

Another upgrade planned is the Vintage Air air-conditioning system — if you've ever been in Gulfport in the summertime, you know the weather alternates between humid and more humid, making this a necessary upgrade.

By the time the project is complete, Miller estimates that he and Tammy will have \$75-80,000 invested into the project; he says it appraises for six figures already, and that's with the current 350 engine and Turbo 350 transmission in the car.

So, you're wondering what happened to the forlorn, forgotten Blazer. Miller says it was sold off, and he and Tammy haven't looked back since. With a ride like this currently occupying space in the garage — and their hearts — can you blame them?

