

# Just a Driver

## brian sabo's '40 chevy pickup

BY ERIC GEISERT

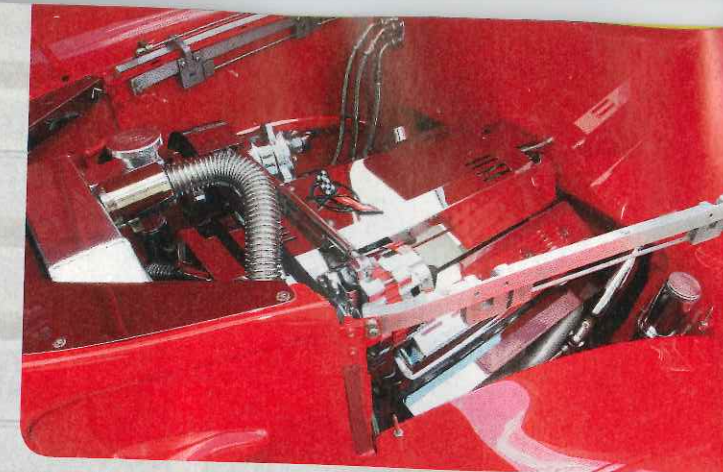
**W**hen most families sit around the dinner table and try to figure out a jigsaw puzzle, they end up with a nice landscape or image of a historical location. What they don't get is a '40 Chevy truck, but that's because they aren't Pete and Brian Sabo, a father-and-son team from Temperance, Michigan, who found out about this pickup from a friend of a friend. Looking for Brian's first hot rod (Pete had already built a '39 coupe for himself), the pair went to check it out and found it in 62 pieces, which they then loaded on to a trailer and took home.

After scanning the parts, the pair found there wasn't a bed, and not only were they shy some necessary pieces, they had an abundance of others, while some parts didn't even belong to the truck! But, as anyone knows who has built a street rod, or a jigsaw, before, you just can't wave a wand and have what you want suddenly appear. The pair spent a lot of time cruising swap meets and looking for all of the right pieces.

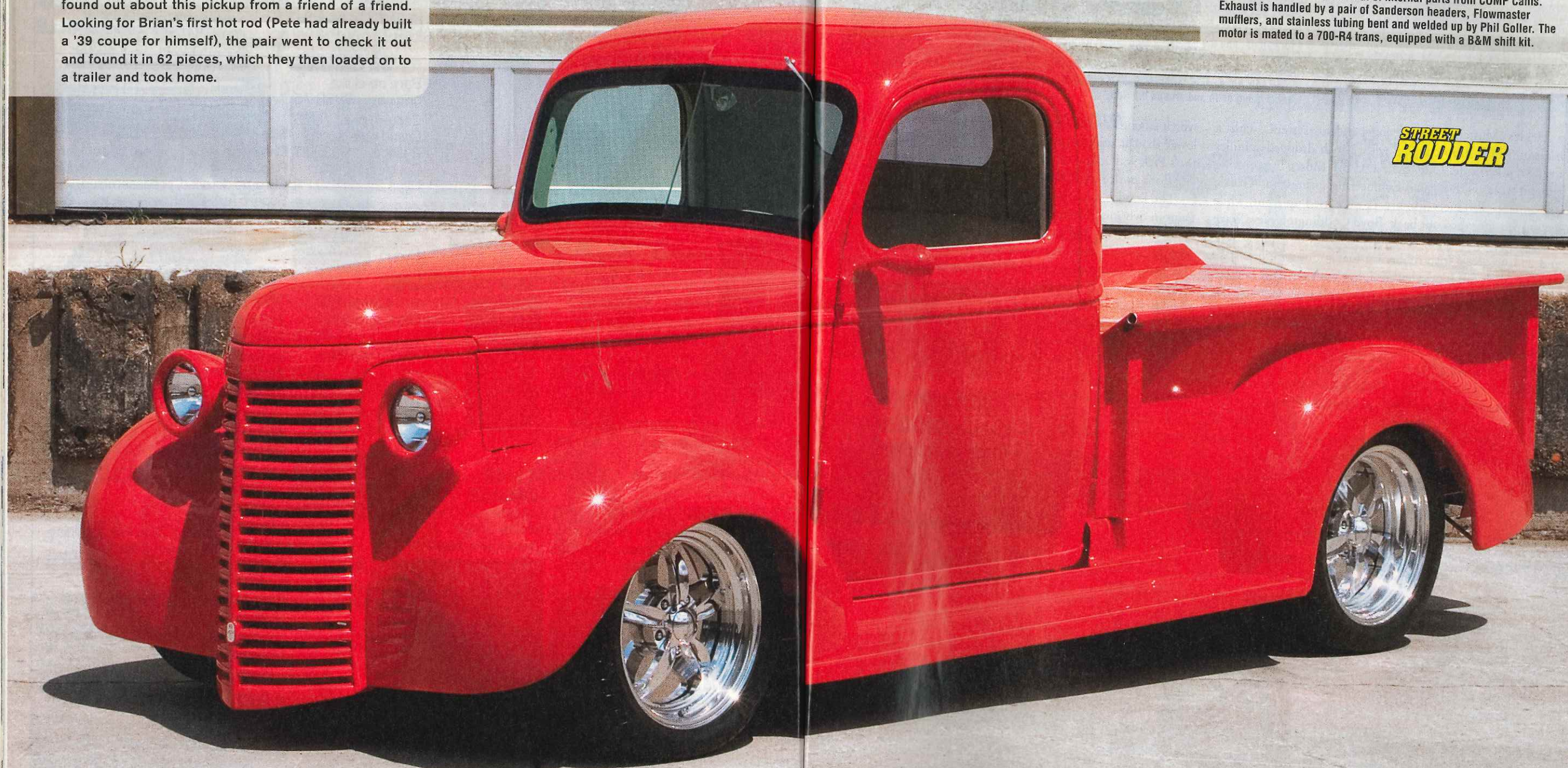
Originally, 29-year-old Brian wanted a nice driver, and he had his own ideas on what the truck should look like. He was also interested in lowering the lid on his truck, but he discarded that notion after he tried to fit his 6-foot-2-inch, 270-pound frame inside a chopped cab.

But, the Chevy was destined to be built to standards a bit higher than what is normally afforded a daily driver considering Brian's dad, who was used to having well-detailed vehicles, was involved in the build.

Everything needed to be addressed before the final assembly was able to take place because this pickup was in such a rough state. Not simply a nice red paintjob with some shiny wheels bolted up, the project started from the ground up with a frame that was boxed by Dysert Chassis in Finley, Ohio. Fuel and brake lines were run inside the framersails, and the brake booster and battery were hidden between the 'rails, too. The front suspension is based on



A Chevy 383, assembled by Jerry Nasty, uses a Street & Performance injection system and a handful of internal parts from COMP Cams. Exhaust is handled by a pair of Sanderson headers, Flowmaster mufflers, and stainless tubing bent and welded up by Phil Goller. The motor is mated to a 700-R4 trans, equipped with a B&M shift kit.



**STREET  
RODDER**





Shawn Krist of Krist Kustoms created the Streamline bench seat and then covered it, the door panels, and the headliner with the same Mercedes leather. An iditit steering column supports a Colorado Custom steering wheel, while the Kenwood/Fosgate stereo system controls are located in an overhead console; other switches, such as the controls for the Vintage Air A/C system, are hidden in the glovebox. Dakota Digital gauges let Brian know what is going on in and around his ride.



a Heidt's Mustang II-type independent system, with a built-in 5-inch drop coupled with 2-inch dropped spindles for a very low ride. Out back, a 3.73:1 Moser Engineering rear-end works with Chassis Engineering springs, and Classic Performance Products disc brakes were used up front, while drums provide whoa out back. Boyd Coddington New Wave wheels, 17x7 and 18x8, were then wrapped in 235/45ZR17 and 255/45ZR18 Toyo rubber for maximum gripion.

The truck cab is original steel, but with the door handles shaved, and an AutoLoc electric solenoid system was installed. A Pro's Pick bed was used, and an electric bedcover was installed to protect the Canadian white pine and chrome strips that appoint the bed area. The gas lid door, which leads to the Tanks Inc. gas tank, is accessed via a small chrome door sectioned into the floor of the bed. A rear roll pan with Hagan Street Rod Necessities LED taillights was also added,

which extends the bottom line of the bed and makes it look lower than it really is. Another set of round taillights from Pro's Pick was added to the end of the bed edge, something you don't notice until Brian hits the brakes.

The hood is a custom unit from Yeager Custom Body & Paint in Sylva, Ohio, the same folks who would eventually do all of the body and prep work before doing the final spray. The Yeager crew also created a new set of running boards that hug the cab and connect the front and rear fenders, plus they frenched the headlights using a set of lamps from Hagan. With all of the body modifications out of the way, Brian Yeager then painted everything with House of Kolor Blue Blood Red.

The interior to the cab is as contemporary as you can get, and the work all started with LizardSkin insulation to help deaden the sounds that may try to creep in. The dash was covered in light-colored leather, and controls for

