

# 1956 Batchelor/Frostrom 'Silver Bomb' Special

A one-of-a-kind American road racing special designed and constructed by legendary hot rodder and automotive journalist Dean Batchelor and Jim Frostrom.



## History

'Specials' occupied a unique place in post-war American road racing. Dean Batchelor wrote the book on the innovative home-builts that sometimes upset the best European sports racing cars. Batchelor, who was an editor of Road & Track magazine, also wrote books on Ferrari, Porsche, Cunningham, Dry Lakes and American Hot Rods. He was active in the Southern California Sports Car Club—the Cal Club, which rivaled the SCCA for control of Southern California racing—and built his own special in 1956.

Batchelor and Jim Frostrom built the Silver Bomb in a converted chicken coop adjacent to a Lockheed Aircraft runway. The car was originally planned to be a street rod/sports special built on Batchelor's Jaguar XK-120. When that car was sold, a purpose-built chassis was built based on the Jaguar design. The original engine was a 283 Chevrolet with a Duntov camshaft and three two-barrel carbs on an Offenhauser manifold.

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The Silver Bomb competed in Lockheed Sportscar Club drag races and other local events, and won a Lockheed 24-hour rally.

Frostrom later bought out Batchelor's interest in the Silver Bomb and relocated to Atlanta, where he reconstructed the car as an all-out sports racer in 1963. The original engine was replaced with a Chevrolet 327 as well as Corvette independent rear suspension, larger wheels and tires and competed in C-Modified in this form through the 1965 racing season. The car was later sold and disappeared for some time before resurfacing and being refitted for vintage racing. The Batchelor/Frostrom Silver Bomb is featured in Vintage American Road Racing Cars 1950-1969.

## Construction and Current Specifications

The Batchelor/Frostrom chassis was constructed on the same dimensions as the XK-120 utilizing 1934 Ford C-rails formed into box rails on each side. Inspiration for the car's pleasing shape came from Microplas fiberglass nose and rear sections. Neil Emory of Valley Customs fabricated a center section, cowl, firewall and cockpit from aluminum to join the sections together.

Details of the original front and rear ends are not available, but it has been documented that the front end was updated to incorporate Jaguar XK-140 and 150 components as they became available as well as the later conversion to the independent rear end. Brakes were originally Nash drums. Gauges were Ford.

As refitted, the Silver Bomb currently utilizes a Chevrolet 287 c.i. block, with one four-barrel carburetor, attached to a Muncie 4-speed transmission. Racing discs have replaced the Nash drum brakes. The car is race prepared and ready to be enjoyed again in a variety of vintage events.

### Specifications

Chassis: Batchelor/Frostrom

Engine: Chevrolet 287 c.i. 400hp

Engine Number: n/a

Transmission: Muncie 4-speed manual

Brakes: racing disc brakes

Color: silver/black

Price: \$125,000

### Market Intelligence

**1956 Batchelor/Frostrom 'Silver Bomb' Special**

Road Racing Specials, Vintage Motorsport

Vintage American Road Racing Cars 1950-1969

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