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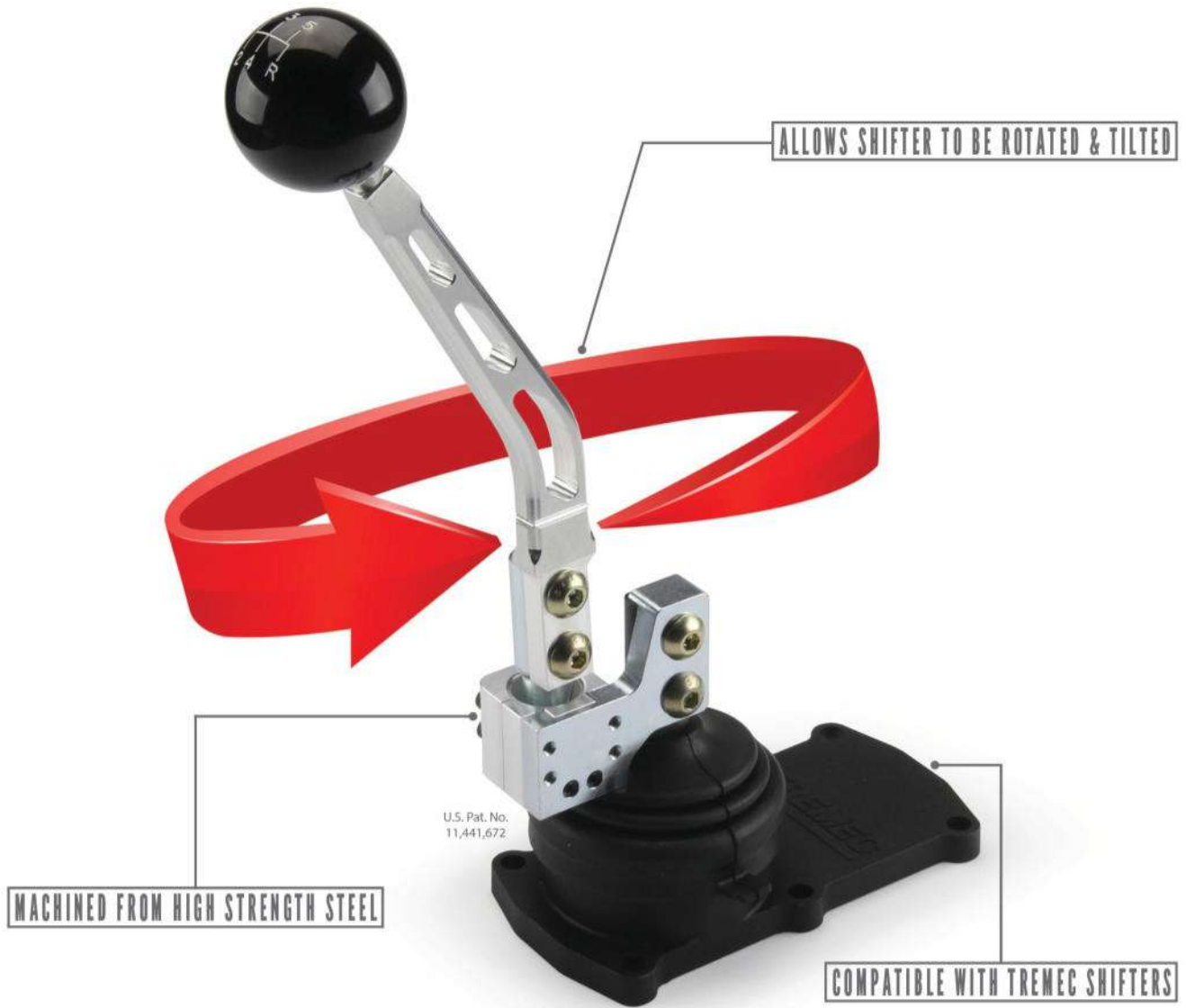
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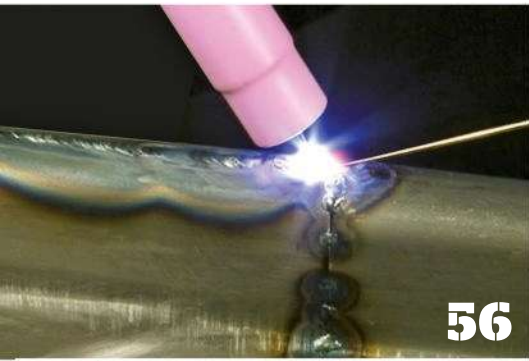


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56



22



48



74

66



32

DEPARTMENTS

Still Hammerin' 8
 Parts Department 10

FEATURES

Talbert Goldman's 1990 GMC 12
 Brent Mivelaz's 1963 Ford F-100 32
 Rick Clutter's 1961 Ford F-100 Unibody 48
 Chris & Paula Tulley's 1952 Chevy 3100 66
 Adam Phaneuf's 1964 Chevy C10 84

EVENTS

2024 F-100 Western Nationals 64
 2024 Southeastern Chevy/GMC Truck Nationals 92

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TECH

The Speedway Motors 1968 C10 Build: The Finale 22
 Custom Autosound's 1967-1972 Slidebar Radio Install 40
 What's Hot in the World of TIG Welding Torch Cups 56
 Vintage Air's Latest SureFit A/C for the 1988-1994 OBS 74



On the Cover:

We have a trio of cover credits this month: Talbert Goldman's flamin' hot OBS by John Jackson, the Speedway Motors 1968 C10 by Jason Lubken, and Rick Clutter's amazing 1961 Unibody by Fuelish Media!





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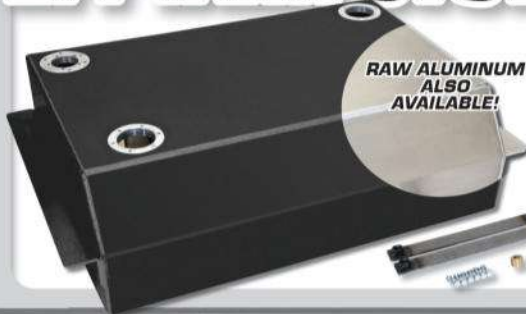
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BY ROB FORTIER

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THE ART OF MAGAZINE MAKING

Looking back, I still wonder if the decision to start a brand-new publishing company in February-March of 2020 was a good idea or not. Well, considering that all I've done and known since 1993 is how to make magazines, I guess there really was no choice ... especially since I wasn't ready to tie on an apron and flip burgers ... yet.

But to be honest, I had no desire to start over and try something different. I've become so accustomed to the art of making magazines that it's literally part of who I am. Because of all the connections and relationships I've made over the last three decades in this particular industry, it only made sense to stick with what—and who—I knew.

And when I reference “art” in the process of creating a magazine, I mean the entire procedure, from the generation of content (and the manner in which it's generated) to the way it's presented in published form. That's a job in and of itself when you look at the role of the editor of, let's say, *GQ* or *Time* magazine. Not for us low-level grunts, though—no way, no how! You see, for the typical niche-market enthusiast magazine editor, it goes way beyond that. I would love to be a proverbial “interior decorator,” as it were, and simply assign my vast staff of in-house and freelance journalists and photographers to go out and create selected content on a monthly basis—but since I am the in-house journalist, I myself have to do the creating part ... and I'm absolutely OK with that, as it keeps me immersed in the hobby from a builder's and manufacturer's aspect.

Keeping up on all the latest and greatest parts, or simply putting a new twist on an old one and how it's installed and/or used, is how I stay relevant, so to speak.

But when it comes to the features, well, I've come to leave that up to the freelance professionals—the individuals whose photography you've become accustomed to seeing here on the pages of *CTP* since we started. That said, however, on a recent “pseudo vacation,” I did find myself behind the lens shooting some V-twin-related content for a friend, and man did it bring back some memories ... mostly good! Dealing with lighting, reflections, angles, and so on—the stuff I leave up to the aforementioned pros—are things that I haven't dealt with in years, and it felt good to get back into it. Now, will you start seeing features shot by yours truly in future issues? Probably not. But it still felt good dusting off that shutter button and even better capturing some great images!

Now, when it comes to the “monthly mix,” that being the mixture of features, tech, and events in each issue, I kinda like to think we're doing a pretty good job. Of course there are other periodicals out there doing the same, and some who just publish features, but I feel you'd be hard pressed to find another publication dedicated to classic trucks that has a better blend of all three than *CTP*! I may be wrong, and I'd definitely like to hear your thoughts on the matter.

Until next month ... **CTP**



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BY ROB FORTIER ■ IMAGES BY NOTSTOCK PHOTOGRAPHY

HAND-ME-DOWN

In Flames

Talbert Goldman's 1990 GMC

This here story starts out with a 1949 Studebaker truck—a truck originally owned by Charles Talbert before being passed down to Mike Goldman, his soon-to-be son-in-law. By the time Talbert Goldman entered the picture, the Stude—and his father's shop, Mike Goldman Customs—had been getting quite a bit of recognition. Before he was even licensed to drive, his parents handed the 1949 down to him and thus began the truck's third incarnation, this time resplendent in red suede with whitewalls and a rather recognizable set of flames (so much so, in fact, it graced the cover of a magazine or two that I/we used to be affiliated with!).









Fast-forward a couple decades or so, and Talbert's 4-year-old son had taken notice of the framed photos of his dad's flamed Studebaker and proudly proclaimed, "Daddy, I want a flamed truck!" And so it began ...

That was in the beginning of 2023—a mere eight months later, and the (hopefully) fourth-gen hot rodder Goldman had his flamed truck ... in the form of the 1990 GMC you see pictured here!

Starting on the inside and working out, the Sierra's innards were completely updated, from the carpet (possibly once rubber flooring—now Daytona red wool), worn-out split bench (now a leather-wrapped Snowden full bench) and redone door panels (combination of both materials), color-matched dash with Dakota Digital instrumentation and Kicker sound system, and Billet Specialties wheel (upholstery work handled by Ryan Kelly).





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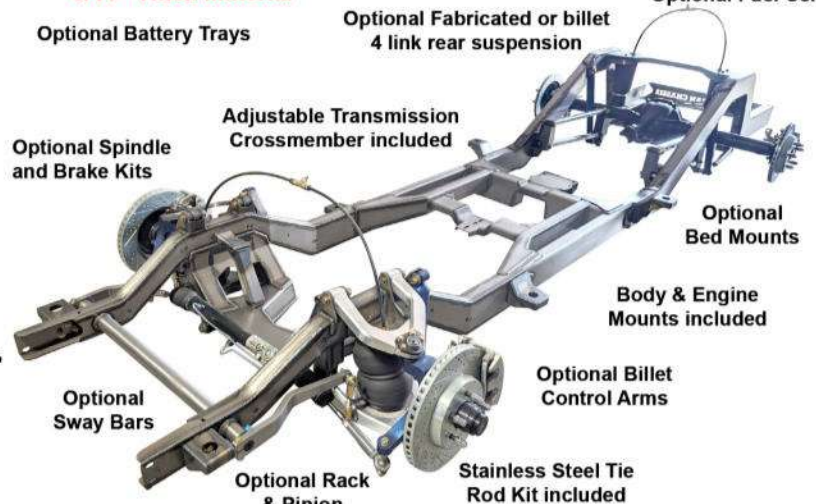
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While the engine and drivetrain were left 1990 factory-stock (the only exception being a 3-inch stainless exhaust with Borla mufflers), the suspension has been updated using Stone Fab control arms with McHaughy's spindles and Aldan coilovers; brakes have been upsized to Wilwood 14-inch discs at each corner, viewable through 20/22-inch Billet Specialties Magneto five-spokes.

Lastly, as the end of 2023 approached, Goldman fulfilled his son's wishes with a spectacular hot rod-style flamejob (yellow-to-orange, tipped in blue, appropriately) over black, with bumpers and grille color-coordinated after the third brake light and stake pocket holes were deleted.

As Talbert put it, he's been a hot rodder since he was "knee high to a grasshopper!" We're pretty confident that has been handed down to his son, and though it's been dubbed the "MGC Shop Truck," we can't wait till the day the younger Goldman is finally handed the keys to the GMC! **CTP**



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THE SPEEDWAY MOTORS 1968 C10

Part 6: The Finale

Most of us gearheads are blessed (or afflicted) with the gift to see what isn't there. We see hopped-up engines in engine compartments that contain no more than a racoon family. We see a sleek and slammed cruiser where an abandoned and forlorn truck sits in the weeds. Such was the case for us when we first spotted what was left of a 1968 C10 parked in a snowdrift next to a barn in the middle of nowhere. There was no engine, no box, no interior to speak of, and one of the rear wheels was so packed full of snow that it wouldn't even roll onto the trailer. But we could see it. Under that yellow spray bomb paint, rust, and moss was a smoothed-over classic truck that would gobble up highway miles and look cool doing it. So, with visions of future road trips dancing in our heads, we loaded up the heap and headed back to our Lincoln, Nebraska, shop to begin the transformation.

If you've been following along here, you've seen the story unfold. Once we liberated our treasure from the snowdrift, we got it taken apart and dove right in on the chassis. A trip to the blaster revealed a clean and straight frame, so we hit it with a coat of black urethane and started reassembly with a Speedway Motors G-Comp Coilover Rear Suspension, 9-inch housing, and a 3.50-gear third member. The front suspension was brought down to earth with a complete front suspension kit that included dropped springs, dropped spindles, and disc brakes.

1.



1. While some would see a forlorn old truck without much going for it, we saw a real 1968 shortbox with unlimited potential. But it took a ton of work to get it straightened out and back on the road.

2.



With our freshly rebuilt chassis rolling around the shop, we turned our attention to the engine. In keeping with our budget-friendly driver theme, we plucked a 5.3 LS from a 2004 GMC pickup at the local junkyard. A quick inspection revealed a bottom end that was in great shape, but a valvetrain that had some worn pushrods and rocker arms. We took that as an invitation to upgrade the cam to a BTR “Truck Norris” cam and some fresh lifters, trays, pushrods, and rocker arms with new trunnions from the Speedway Motors catalog. Then, we bolted it to the dyno at Speedway Motors Racing Engines and made 430 hp. The engine was mated to a TH350 using a dished flexplate and torque converter sleeve, then dropped into our rolling chassis using a Speedway Motors C10 LS Motor Mount and Transmission Crossmember Kit.

2. As we pulled it from the snowdrift, the original truck box had disappeared long before. We ordered up all the new parts necessary to build a short, wide box to make our C10 whole again.

3. The finished product is the result of countless hours of work and lots of parts from Speedway Motors.

3.



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4.

4. The dropped and slightly raked stance is the result of a Speedway Motors G-Comp Coilover Rear Suspension and a frontend kit that included dropped springs, spindles, and disc brakes.

5. We opted for some budget-friendly firepower in the form of a junkyard 5.3 with an upgraded cam and valvetrain that made 430 hp on the dyno.

Our freshly LS-swapped rolling chassis made the 2022 SEMA show in the Speedway Motors booth and we vowed to be back the following year with a complete truck. But we knew that what lay ahead would be a long and difficult battle with the rust monster. When it came back from the blaster, our cab was found to have rust in all the typical places and was going to require some major surgery. Fortunately for us we had a couple aces up our sleeve. One was the huge selection of C10 sheetmetal on the shelf at Speedway Motors. The other was our friend Ben Vaneperen and the talented crew at No Coast Custom and Rod Shop across town here in Lincoln. Vaneperen helped us replace the entire floor, rockers, cab corners, and lower doorsills and posts. Then a fresh bed floor, front panel, tailgate, and a pair of bedsides was pulled from the Speedway shelves and assembled to give our old C10 a box for the first time in who knows how long. The dented and rusted front sheetmetal and hood were also replaced with new parts.

6. The interior uses mostly stock reproduction components with some extra flash thanks to NVU gauges and some custom Procar by Scat bucket seats bolted up to a Speedway Motors 1967-1972 C10 Seat and Console Mount.

5.



6.



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7.

SpeedwayMotors/52

8.

9.

7. The custom decals were made by Jess Gasper to resemble the “Custom Camper” emblem on the later trucks, and the “52” represents the year Speedway Motors was founded.

8. The Speedway Motors Side-Detent Shifter allowed for the use of the slick billet shift arm and vintage-looking shift knob.

9. The US Mags Roadster wheels were staggered with 18s in the front and 20s in the rear to emphasize the truck’s hot rod rake.

10. We love the way the satin gray paint accentuates the C10’s naturally beautiful shape. The gloss white top provides a bit of contrast and a nod to the factory two-tone paint commonly seen on the 1967-1972s.

After taking a minute to mock up our truck to get a preview of the finished product and some high-fives to celebrate our progress, it was back to No Coast to get everything straightened out and ready for paint. The gaps were dialed, stake pockets filled, and panels massaged to something way better than the GM factory ever dreamed of. Our old truck was shaping up to be a knockout, but there wasn’t much time for us to pat ourselves on the back. The SEMA 2023 deadline was coming up fast. By the time Ben sprayed the custom-mixed dark gray, satin clear, and gloss white top, we were only a few weeks away from the show.

10.



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11. A reproduction steel bed floor and bedliner was chosen to allow us to actually do truck things with our C10 without fear of damaging the paint or a fragile wood bed floor.

12. Inside the Speedway Motors Museum of American Speed, our C10 looks right at home under the lights in the company of automotive greatness. It's come a long way from that snowbank next to the barn.

13. As tempting as it is to sit back and relax in the shop with our freshly restyled truck, we're already making plans to make it better. A TREMEC TKX is waiting in the wings, along with a turbo and a few other upgrades to make it even better.

What followed was a whirlwind of late nights and early mornings as things really started to come together. In these final days, the custom Highlander-inspired Procar by Scat buckets, NVU gauges, and fresh carpet were installed inside the cab. Outside, reproduction trim and brightwork was bolted up along with a fresh set of 18x8 front and 20x9.5 US Mags Roadster Wheels. Assembly came right down to the day the truck needed to be in the trailer, but we made it. You can see what this all looked like on the Speedway Motors YouTube channel.

Now that we've caught up on our sleep from the SEMA thrash, we're plotting what's next for our C10 project. Cars in the Speedway Motors stable don't lead quiet lives. Instead, we're constantly upgrading and changing things on our project cars to test new products and try new things. We're already contemplating a manual transmission swap and maybe a turbo for the 5.3. Additionally, we're planning to finally live out those road trip dreams that we had when we first spotted the old truck next to that barn, so you can also look for us out on the road! **CTP**



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Old Flame



Brent Mivelaz of Temecula, California, is one lucky guy. Not only does he have one of the raddest unibody Fords this side of the Mississippi (honestly, we're too lazy to check the other side of the Mississippi so he may very well have both sides on lock), but he has the full support of his family when it comes to working on his projects. And it's that support that made this 1963 F-100 possible in the first place.

Way back in 2010, Brent had been thinking about getting another project since he missed his old custom 1963 C10 (which, unfortunately, got totaled in a head-on collision), but he wanted to go with a Blue Oval this time around. After lots of searching, Brent had a solid lead on a truck but it was located in Missouri—which, mind you, is west of the Mississippi River, but we digress. Brent's wife, Rabekah, while

enthusiastic about Brent's endeavors, wasn't exactly excited about the logistics of a cross-country trip to pick up an old truck. She encouraged her hubby to think things over a bit and try to find something local, to which he agreed.

Now, we all know how hard it can be to find the perfect truck, and to be honest at this point in Brent's retelling of the story we were assuming that he ended up buying the truck he found in Missouri. After all, what are the chances of finding something local when you've already been searching for a while? But Brent kept to his word and kept his search local, and wouldn't you know it he found this Unibody the very next day while out on a drive with his wife. After leaving a note on the windshield, he struck gold when the owner called him up a few days later and agreed to sell it!

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Brent learned from the seller that the truck was originally purchased by the City of Orange fire department, possibly as an incident support vehicle considering it'd had toolboxes in the bed at one time. With history like that, Brent wasn't about to cover up the truck's awesome patina, although he did eventually have Dave Tumino (of Dave's Crew Cab fame) do some touchup work here and there. But why would someone have to touch up patina? Well, for one, there was the big window conversion that Sean Ramage of Empire Fabrication grafted into the cab, and then there was the tailgate, which had completely faded over the decades. And just to make sure the finish lasts another few decades, SK Ridez also sprayed on some Vintage Pro 3820 matte clear to seal everything up after also laying down some glossy paint inside the cab.





But while those were mods that Brent wanted for himself, there were others that he did for you and us, the custom truck lovers of the world. Luckily for everyone, PB Fab had long ago developed front and rear air ride frame sections for slick-body Fords, and Brent was fortunate enough to score a matching set for his truck. With the help of Mitch Howe at Mitch's Fab, Brent got everything set up correctly and working as it should. In fact, according to Brent, hitting 90 to 100 mph is no problem for this truck (don't worry, it's equipped with CPP disc brakes all around), and we're going to have to just trust him on that. These well-made components also laid the truck out nice and low, allowing the already tiny wheel arches to absolutely swallow up the custom-built 22-inch smoothie wheels and making our collective jaws drop.

Covering up the rear rollers and suspension was a matter of raising the bed floor and factory wheeltubs, but Brent had a different idea for the front and he knew just who could pull it off. Once again, he called on Ramage to whip up some custom tinwork in the engine bay to keep things nice and clean while skating down the highway.

If you're wondering about what's under the hood, it'll make you either extremely happy or disgusted to know that there's a 5.3L LS underhood, backed by a 4L60E automatic. Say what you will, but the truck is super reliable and starts up every time! Brent even went so far as to add some vintage Chevrolet valve covers just to drive the point home that he knows what you're staring at.

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MetalWorks Speed Shop and Todd West



The rest of the build consisted of making the F-100 comfortable to drive, which was of utmost importance since Brent would be driving his truck a lot. A Classic Auto Air climate-control system and other upgrades that have become standard fare in improving the driving experience, such as an Ididit steering column and Dakota Digital VHX series gauges, were much-needed changes that make this Ford daily driver friendly.

Additionally, the seat has been lowered 3 inches and was recently reupholstered using an LMC Truck kit with a matching headliner from Rod Doors and flooring by OC Auto Carpets finishing up the most obvious parts of the interior revamp. Hidden throughout the cab, however, is a cleverly designed stereo system by SoCal audio legends Al & Ed's Autosound Exclusive 818, ensuring that Brent's truck sounds great even when the engine isn't running.

Brent says that the build was long and slow, but he's happy to have made lots of great friends in the process. And, aside from Brent's wife, his dad is also a huge supporter of his endeavors, and hits shows with Brent every chance he gets. All this support is going to continue coming in handy, as he's started building a 1964 C10 that promises to consume most, if not all, of his free time! **CTP**



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A GOOD OLD AM-FM RADIO



Custom Autosound's 1967-1972 Slidebar Radio Install

BY ROB FORTIER ■ IMAGES BY THE AUTHOR

I remember like it was yesterday (plus a few decades or so), installing my first twin-knob aftermarket radio—a Kraco hand-me-down from Radio Shack, if I recall correctly—in my 1976 Datsun 620 pickup back in the summer of 1984. (Crazy to think that, at the time, the truck was only 8 years old and set me back a measly \$1,500!) I “boosted” that head unit with the addition of a 15-inch subwoofer stolen from my parents’ old Zenith console TV unit, which ultimately did nothing more than rattle!

Since then, I’ve progressed quite well with the car audio equipment in my various vehicles over the years, from an Alpine 7909 single-DIN (which I still have, believe it or not) to a more recent Kenwood DMX series double-DIN with all the fancy bells and whistles. But, ironically enough, when it came time to outfit my 1969 C10 with a head unit, guess what I went right back to? Yep, a good-old twin-knob AM-FM unit ... but no ordinary radio, mind you.

In order to preserve the look and feel of the C10’s dash, I opted to go with Custom Autosound’s latest Slidebar Radio (PN CAM-CHTKL-SBR) along with a pair of pre-molded kick panels (PN KCHT-67-72) with 6-1/2-inch 100-watt speakers (PN CAM-652) and factory-replacement 2000-Series 100-watt dual-dash speakers (PN CA-2008). As supplied, the system will integrate with iPhone via Bluetooth (AD2P), an iPod or similar device via USB and/or dock, and will accept an external CD/DVD player (the same AUX input will allow Satellite radio, too), which Custom Autosound also offers. The Slidebar Radio features a built-in 300-watt peak power, but with the addition of four pre-outs (as well as a single sub pre-out) it can also be used as a main control unit for high-wattage system.

As far as the actual installation goes, no previous car audio experience is required—literally, it’s a couple-hour job, tops. I enlisted the help of my buddy, Clampdown Competition’s Ryan Manson, so I could, well, take better photos of the process! **CTP**



1. The 1969 C10 project is getting outfitted with Custom Autosound’s latest Slidebar Radio (PN CAM-CHTKL-SBR) along with a pair of pre-molded kick panels (PN KCHT-67-72) with 6-1/2-inch 100-watt speakers (PN CAM-652), and factory-replacement 2000-Series 100-watt dual-dash speakers (PN CA-2008).

2-3. Before installing the head unit, we’ll take advantage of the underdash access and swap out the dash speakers first. Though the new Custom Autosound speaker bracket appears to be shaped differently than the one on the old speaker cluster, it bolted right in place without any manual coercion.



4.

4-5. Ryan Manson bundled and zip-tied the pre-soldered speaker leads nicely before squeezing up under the dash and mounting the cluster. Like the original bracket, the new one is slotted to allow for adjustment.



5.

6-7. Since the head unit mounts in from behind we could connect the supplied harness and connect the speaker leads first.

8-9. Unlike some other dual-knob radios that use two sets of post nuts to mount in the dash, the Custom Autosound Slidebar only uses one: the chrome fascia/bezel sandwiches between the unit and the backside of the dash.



6.



7.



8.



9.

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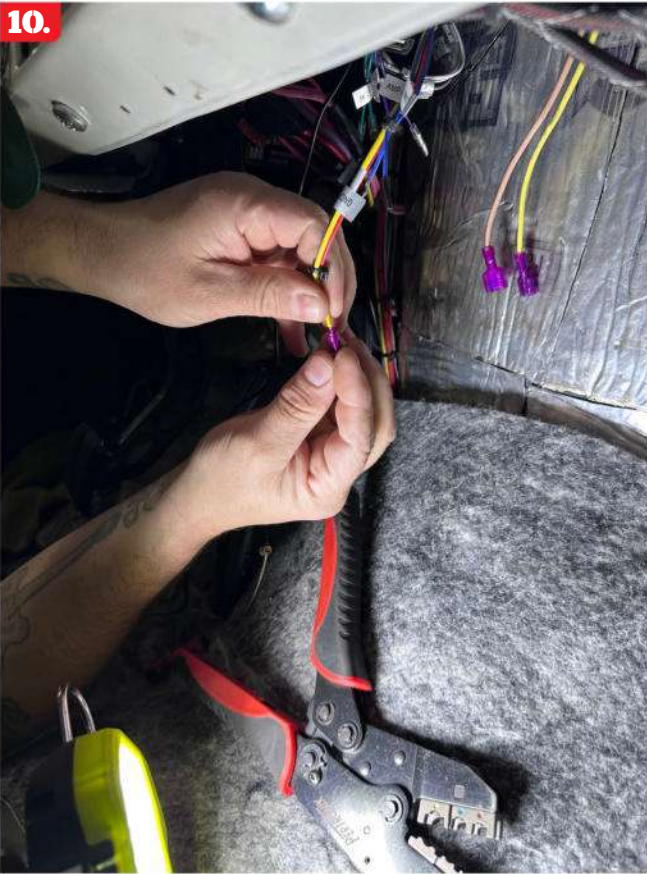
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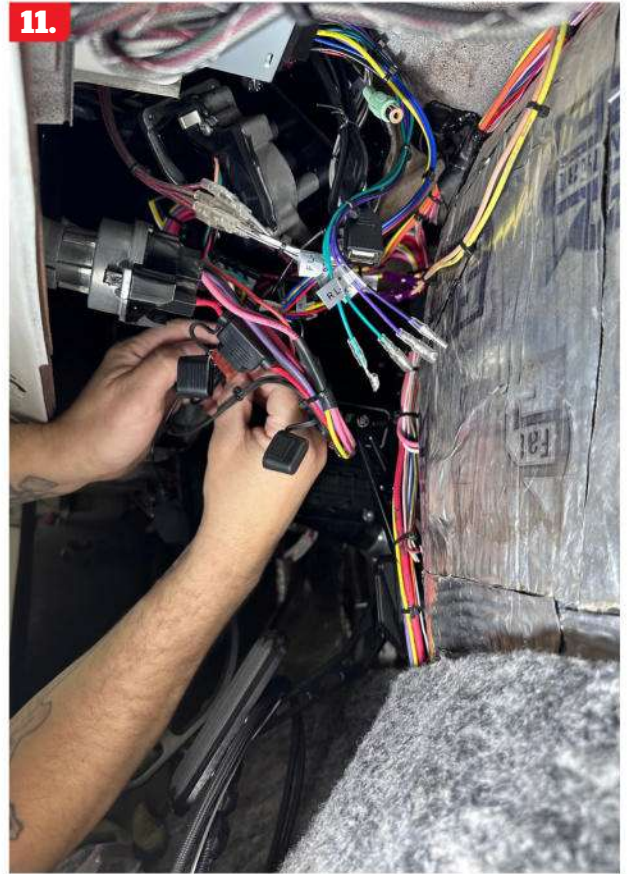


91006772
1967-68 GM/Chevy Truck
Steering Wheel, 15 Inch



10.

10-11. Once the radio unit was securely mounted, the remainder of the wiring (power/ground, and so on) was tended to with user-supplied crimp-on connectors. The rear speaker leads hanging by their lonesome on the right will be mated with the kick panel speakers next ... well, after they've been installed, which Manson's about to do now!



11.

12. The direct-fit 1967-1972 C10 kick panels come pre-assembled and ready to install—you just have to connect the leads as shown, and ...

13. ... slip in place, securing them by means of the door's weatherstrip seal, as such. Make sure the wiring is routed up toward the dash in the process—and for a more permanent fit, you can use interior self-tapping screws on the uppermost front edge if necessary.



12.



13.



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14.

14-15. Finished in textured ABS plastic, the kick panels can be run as-is, or as I will be doing here shortly, have them wrapped in interior-matching material (which TMI is working on at this very moment!). Also note that the fresh air vent levers will have to be removed and remounted if you plan to reuse them.



15.

16-17. And, before our lunch arrived, we had a working Slidebar radio in the C10! The slide function will alternate the display between standard (OG) analog and full-feature digital display (which has seven backlit color options you can select) that will show you what's playing from your remote device when enabled.



16.



17.

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THE LONG ROAD

CLASSIC TRUCK PERFORMANCE

48

VOLUME 5 • ISSUE 51 • 2024



While it's refreshing to hear about easy-going, successful builds, there is always a flip side to these "dream" projects. Nobody wants to struggle throughout the process of reaching to meet a milestone (especially when building a custom vehicle), but it's a reality that is completely unavoidable in some cases. Chalk it up to being the nature of the business because piecing a one-off truck together isn't always as enjoyable as it should be.


A prime example of this unfortunate scenario is the history behind the insane 1961 Ford F-100 unibody pickup seen here. Now, this truck has been in the works for a very long time. It has been in and out of a few shops over the years and has seen more than its fair share of dizzying high points and very humbling downs. One major highlight during the truck's past is when it spent some time with Bob Grant at GrantFab. While in his care, the truck received some impressive fabrication work, which is his calling card. It was

chopped and sectioned and was outfitted with suicide doors—true hot rod customization that Bob Grant has built his name on. Normally, anything with Bob's name on it would mean instant success, but this Ford was on a path all its own that eventually led to changing ownership and bouncing around between other automotive craftsmen before it finally found a place that would push it across the finish line.

The truck found its way to Rick Clutter in Lancaster, California. Rick made a call to Ross Logsdon of Premier Street Rod in Lake Havasu City, Arizona, to have him give it a once over so he could hopefully assess the project that had been placed on pause for far too long. Since Ross was very familiar with what it takes to transform a truck like this, he made an offer to transport it to his shop in order to give it the love it needed. Of course, Premier's legendary record speaks for itself, and very little convincing was necessary to put an immediate plan to put the Ford build back into motion.

Rick Clutter's Demanding yet Revolutionary **1961** Ford F-100 Unibody





Rick is a longtime custom car enthusiast, and with Premier having a star-studded list of previous truck builds to its credit (Snow White, Sinister, Sonic56, and Patrón, among others) his outlook for the future of his Ford shot steeply upward. The truck arrived at Premier HQ in October 2019, and the main objective set out for the project was to keep the original lines and styling of the truck throughout the process. In order to complete this all-important task, Ross and the team at Premier decided to rework the metal fabrication on every panel, and to assist in this job they reached out to the “metal master” Brandon Sisco of Sisco’s Fab. Sisco would soon play a huge role in assisting Premier with fit and finish metalwork to bring the unibody to the next level.





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Once the metal massaging was complete, Jason Deering of Premier treated this truck to a PPG Ford black paintjob that seemed to represent its troubled past throughout the years. From there, Ross called on Lucky's Auto Glass to install brand-new AM Hot Rod flush-mounted front and rear panes to give the Ford a subtle touch of restyling for good measure. Other custom flair can be found by closely examining the bumper, grille, and just about everywhere else, even though streamlining the entirety of the truck was the team's top priority.

One feature of the Ford that gets a lot of positive attention is the one-off bed. While the floor does look slick as hell at first glance, it gets way cooler once the centersection lifts to reveal even more fabrication work and well-organized air ride components for a major boost in curb appeal. Adding to that appeal is a set of front 20x9 and rear 20x12 Budnik Knife wheels that have been wrapped with 245/35ZR20 and 315/30ZR20 Michelin Pilot Sport rubber, respectively. Behind the spokes of the billet wheels lies upgraded Wilwood performance rotors and calipers to bring the unibody to an abrupt halt once it airs up and gets going.

Allowing the truck to go is a Ford 302ci small-block that has been fully painted, dressed, and souped up with some great aftermarket components to increase its cosmetic and performance values. The Jim Inglese 8-stack manifold, Holley Terminator ECU, custom 3-inch exhaust system, Borla mufflers, and custom valve covers that read "Nightmare" give the Ford the ability to reliably rip while looking as mean as can be—that's not to mention the shaved firewall and amazing network of custom metal panels and tubs that surround the engine on all sides.

Knowing that the interior had to rise to an equally epic level to keep up with the rest of the build, the truck was scheduled for an appointment at Sew Cal Rods in Ontario, California, for a complete in-cab overhaul. The Ford received a Vibro Solution lining, custom leather-wrapped Glide Engineering seats, dash, center console, headliner, and door panels that have been dyed "Motorsport Light Blue" to starkly contrast its dark exterior demeanor. Dakota Digital gauges, Vintage Air climate-control, Sparc Industries steering wheel, an easily accessible AccuAir e-Level controller, and a full Rockford Fosgate sound system wired up by Premier's own John Thomas round out the cabin's high-end amenity list. Of course, nothing but the best parts from American Autowire made the job much easier to manage.

This Ford unibody is officially the longest build Premier has even been a part of to date, but who can argue with the result? Its owner, Rick Clutter wanted a truly one-of-a-kind Ford, GT40-inspired trend-setting truck, and all those involved pulled off that lofty goal through persistence, attention to detail, but, most importantly, teamwork.

"One step forward, two steps back" was the unofficial theme all throughout the project, but builds this extensive are hardly ever a walk in the park. From start to finish, very talented hands have worked its surfaces, and the folks at Premier Street Rod are honored to have been given the opportunity to finish it off—with a respectful tip of their cap to Bob Grant and Brandon Sisco for their influential contributions. **CTP**



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CTP PERFORMANCE

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1.

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What's Hot in the World of TIG Welding Torch Cups

BY RON COVELL ■ IMAGES BY THE AUTHOR

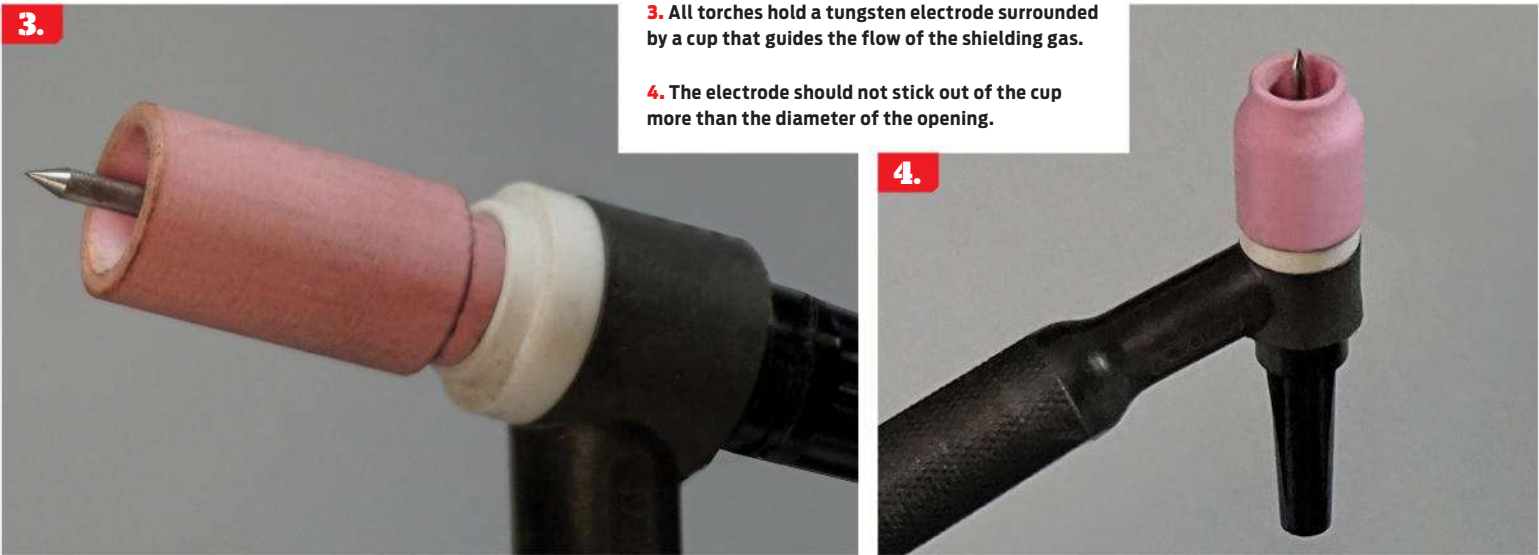
TIG welding has long been considered the premier welding process. With constantly dropping equipment prices, we are seeing it used for more and more truck builds, both professional and amateur. The reason TIG welding is so popular is because it gives you unmatched control over every aspect of the welding process. This allows a knowledgeable welder to make a strong weld with an excellent appearance on any weldable metal. One thing that confuses beginning welders is that there are so many choices to make when buying equipment, and still more choices to get the machine dialed-in properly. In this article, we'll focus on the torch, or handpiece, that you manipulate to get the welding arc exactly where you want it.

The heart of the torch is the tungsten electrode that the electric arc emanates from. This arc creates the heat needed to make a weld. With TIG welding, a shield of inert gas envelops the weld zone and the electrode, which keeps them from getting contaminated by the oxygen in the atmosphere. TIG torches have a cup that surrounds the electrode and guides the flow of shielding gas. There is a broad selection of cups available; we're going to look closely at the different types and the unique properties they have.

2. There are many different torch sizes and styles available. The most common for auto/truck applications are the #17 air-cooled torch on the left and the #20 water-cooled torch on the right. The air-cooled torch is rated at 150 amps, and the smaller, lighter, water-cooled torch is rated at 250 amps.

2.



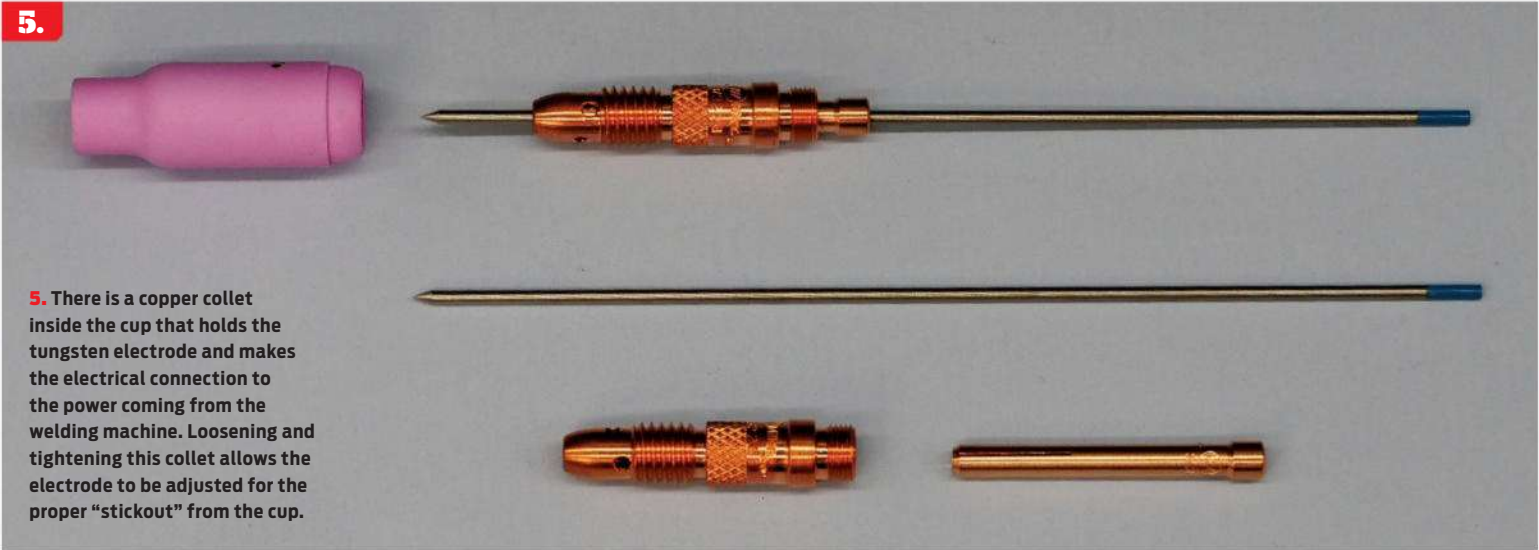


3.

3. All torches hold a tungsten electrode surrounded by a cup that guides the flow of the shielding gas.

4. The electrode should not stick out of the cup more than the diameter of the opening.

4.

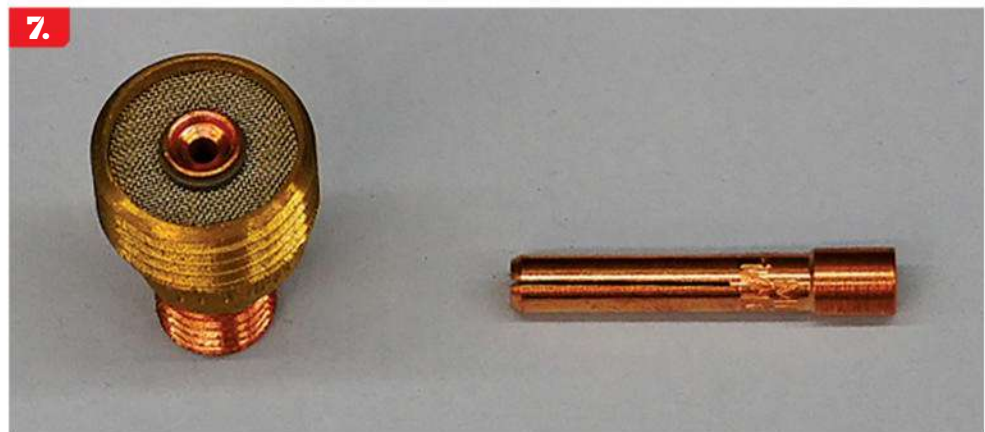


5.

5. There is a copper collet inside the cup that holds the tungsten electrode and makes the electrical connection to the power coming from the welding machine. Loosening and tightening this collet allows the electrode to be adjusted for the proper “stickout” from the cup.



6.



7.

6. The collet fits into either a standard collet body (shown here) or a gas lens. The collet body has a series of holes around the perimeter to allow the shielding gas to flow through it, and it's adequate for many welding applications.

7. For more demanding situations, such as when the electrode needs to be extended farther from the cup than normal (sometimes needed when welding in a restricted area), a gas lens will stabilize the flow of the shielding gas, providing better coverage.

There is an enormous range of work done by TIG welding—from workpieces smaller than a dime to titanium-hulled nuclear submarines. Torches are made in sizes to accommodate this broad range, but in the realm of classic truck builders most welding machines come with either an air-cooled #17 torch, which is good up to 150 amps, or a #20 water-cooled torch, which can handle 250 amps. For reference, 150 amps will allow you to continuously weld material slightly thicker than 1/8 inch in one pass, and 250 amps is good up to 1/4 inch. For short bursts, you can exceed these guidelines a little—but you can damage a torch by going over its rated capacity consistently.

The tungsten electrode is removable, and the amount it protrudes from the cup is easy to adjust. It is held in place (and electrically connected to the power coming from the welder) with a copper collet. This collet fits inside either a standard collet body or a gas lens. The collet body is quite simple, basically a copper tube with a hole through the center for the tungsten, and a few holes on the side for the shielding gas to flow through. This works well enough for most welding applications, but the flow of gas that streams through the cup tends to be somewhat turbulent, and the erratic flow may not provide sufficient coverage in certain situations—like when the electrode needs to be extended from the cup farther than normal, or when welding highly reactive metals like titanium.

For these more demanding applications, a gas lens is used instead of the traditional collet body. The gas lens is a tubular device with a contact surface for the collet, but instead of having holes on the side there is a path for the gas to flow straight through the center, and there are layers of stainless screen that further smooth the gas flow. Because gas lenses are larger than a standard collet body there are special cups made to fit them.

The cups are most commonly made of a ceramic material, which can withstand the extreme temperatures they must endure. Ceramic cups thread onto the body of the torch, so it's important to select a cup that's compatible with your torch. In general, the water-cooled torches are smaller for a given amperage rating.



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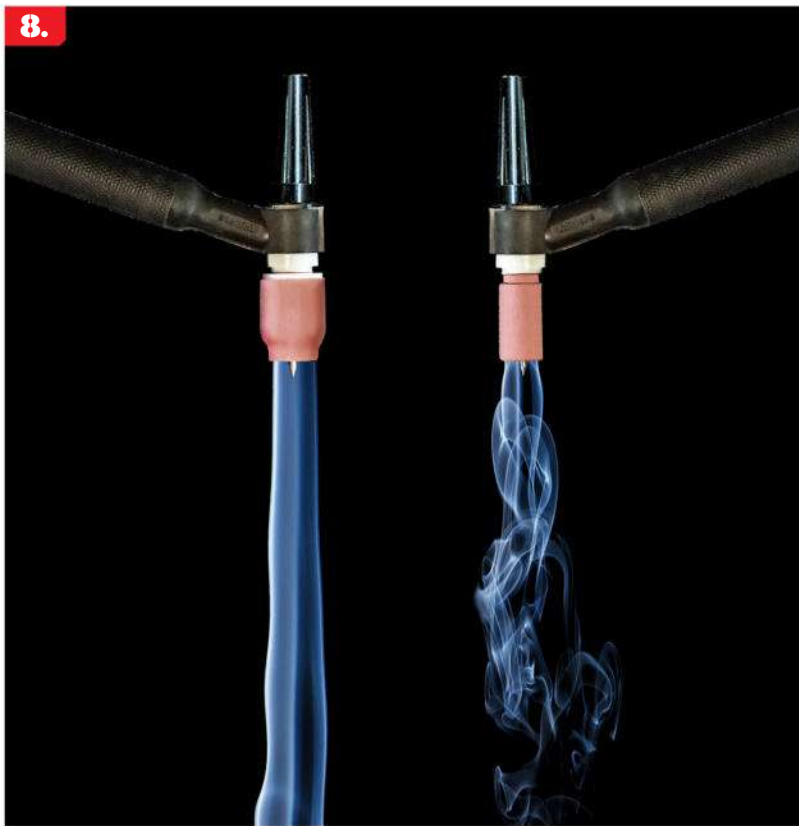
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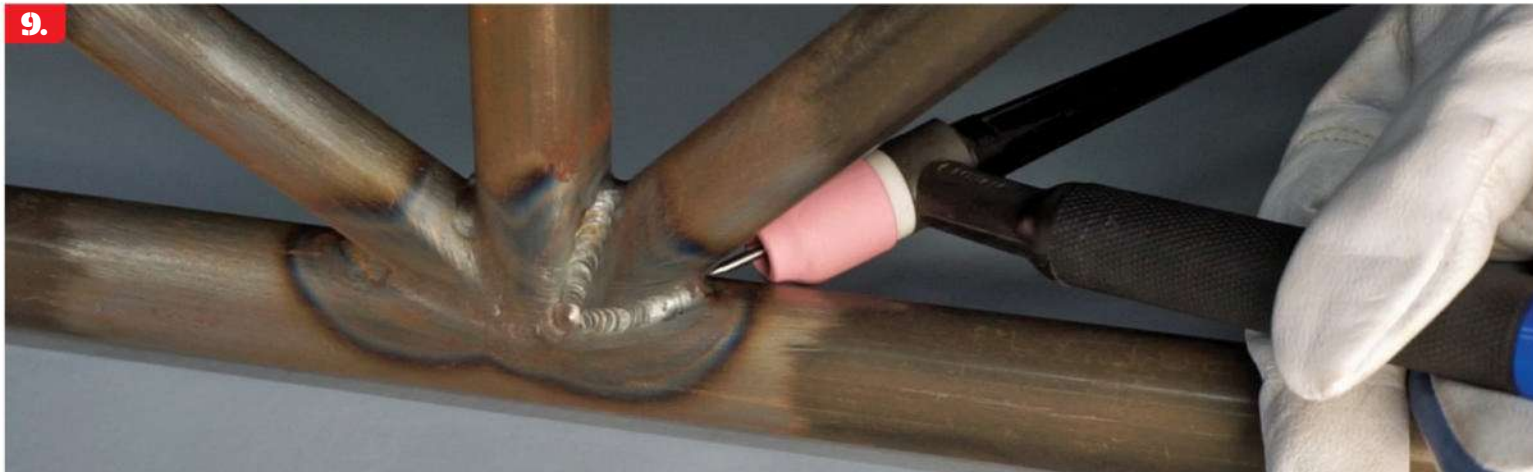


There are clear cups too, made from quartz or borosilicate glass (Pyrex), and these are helpful in certain applications. They throw a lot more light into the welding areas, sometimes making it easier to see what's happening, although there is some optical distortion if you look directly through the wall of the cup.

Cups are numbered by the inside diameter of their orifice, measured in 16ths of an inch. So, a number 6 cup would have an orifice 6/16, or 3/8 inch. A number 9 cup would have an opening 9/16 inch. In addition to the diameter of the opening, cups are available in many different lengths, from stubby to extra-long. It's best to start with the regular length and add to your collection if special situations arise.

So, of course, everyone wants to know what size cup to select for their particular welding job. In the world of welding, the demands of most truck builders are relatively simple, so there is little need for exotic torches or cups. Any size between #5 and #8 will work for the vast majority of these welding projects. While a gas lens will work perfectly, there will be little benefit unless you need to stick the tungsten electrode out of the cup more than normal. The maximum recommended "stickout" for the electrode is equal to the opening in the cup, so that's 5/16 inch for a #5 cup and 1/2 inch for a #8.

9.



8. The gas lens on the left produces a very smooth stream of the shielding gas, while the standard collet body on the right creates a more turbulent flow.

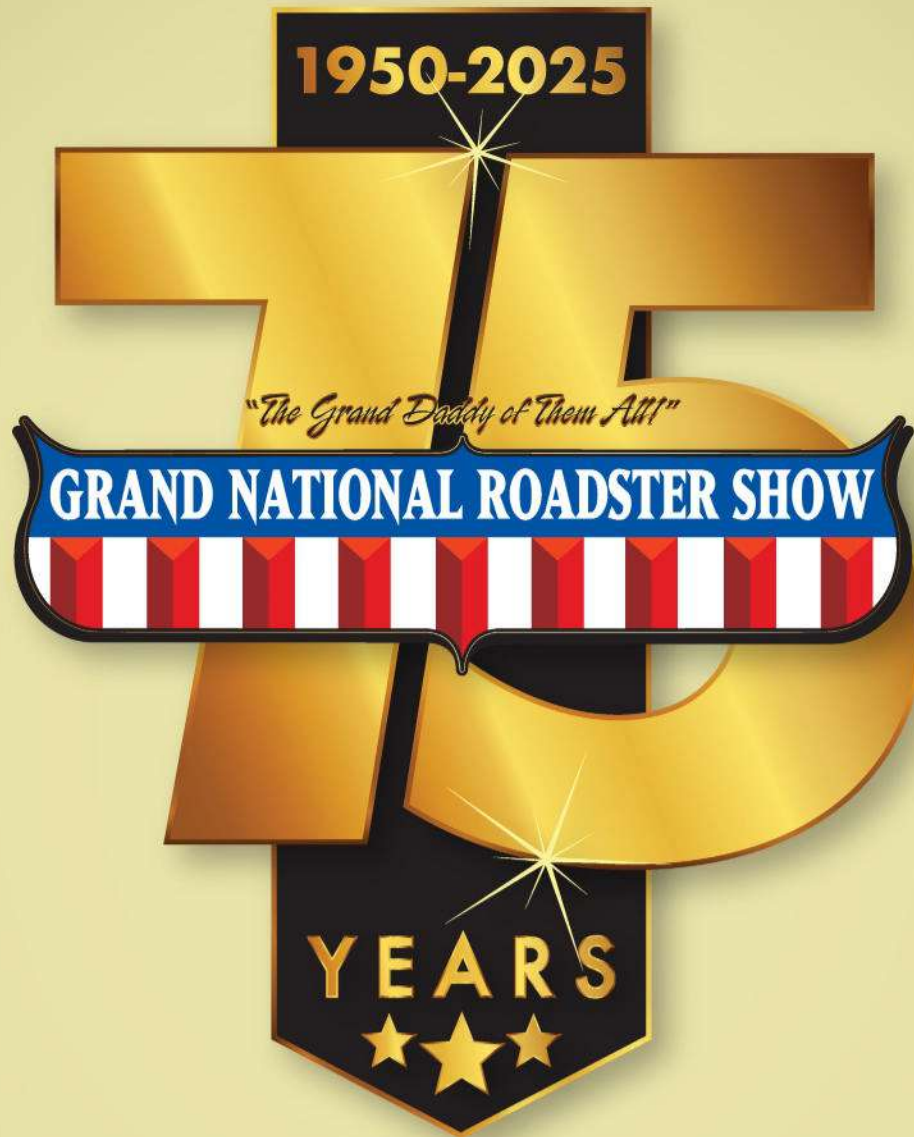
9. Tubing clusters are one situation where a smaller cup and/or longer than normal tungsten extension may be helpful.

10. These are standard cups for an air-cooled #17 torch, ranging in size from #4 (1/4-inch) id on the left to a #7 (7/16-inch) id on the right.

10.



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The larger the cup, the more gas you need to flow; argon gas is expensive, so for that reason alone, you might prefer using a smaller cup for most work. There is a very simple formula to use for gas flow: multiply the cup size number by 2 and that's the amount of gas flow you need in cubic feet per hour (CFH). So, for a #5 cup, 10 CFH is sufficient. For a #8, you can bump it up to 16 CFH.

Aluminum is more reactive than steel, so a little more gas flow may be beneficial, but you should NOT use a lot more gas flow than this formula suggests. That can induce turbulence in the gas flow, which may cause air to be mixed with the inert shielding gas. As a rule of thumb, don't use more gas flow than 2-1/2 times the cup size.

All of these considerations are geared toward properly shielding the weld pool and the tungsten electrode, and there are lots of varieties of electrodes, too—but that's a story for another time. **CTP**

11.



11. These are cups for a gas lens on a water-cooled #20 torch. They are shorter and wider than their air-cooled cousins.

12.



12. These are special "long reach" cups that aren't often needed, but they are available for special applications where the torch needs to be manipulated into deep recesses.

13.



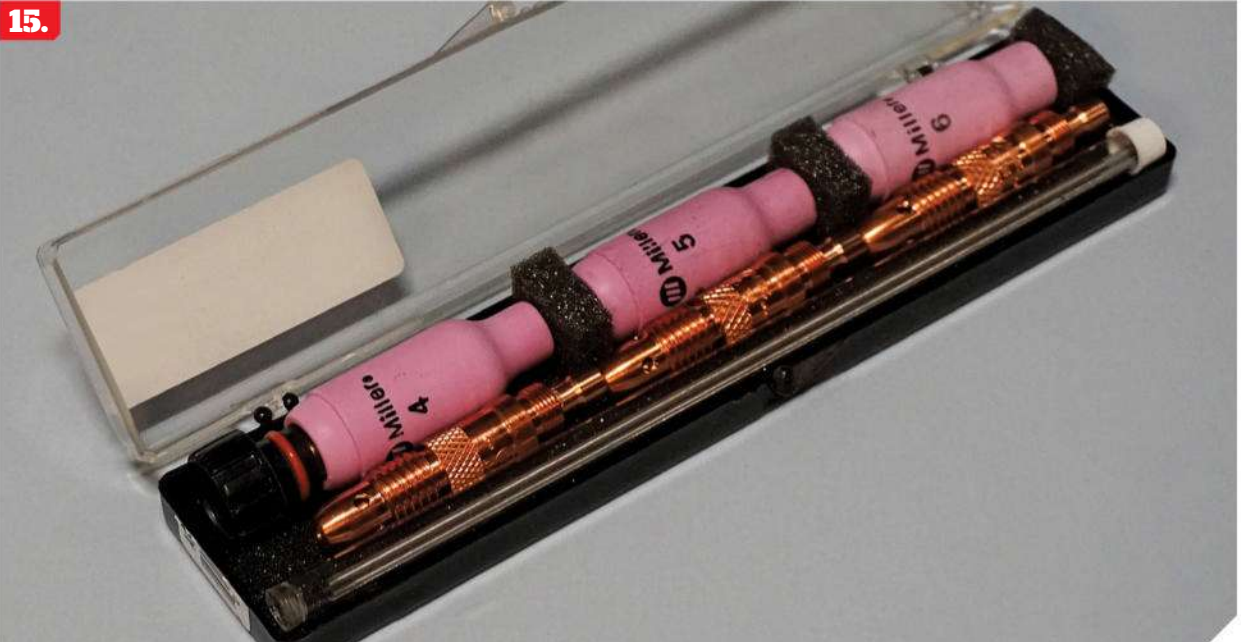
13. There are clear cups available that will brighten the weld area and sometimes give you a better view.

14.

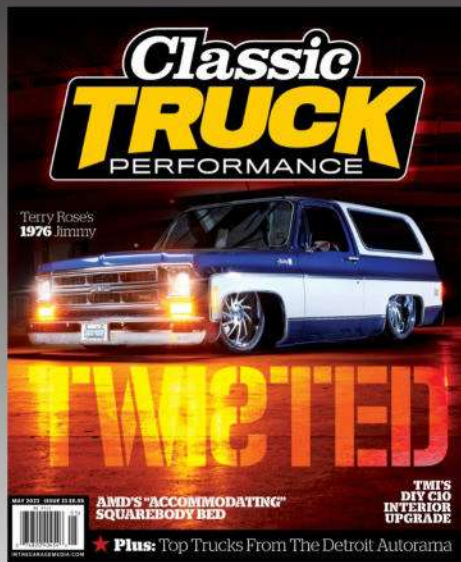
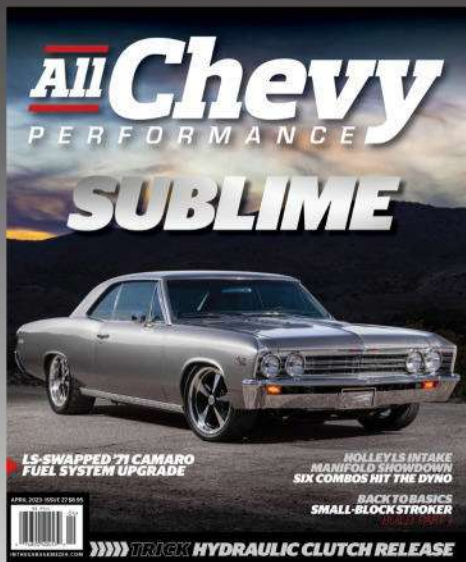


14. This is a #14 cup, which can flow very large amounts of shielding gas without creating turbulence. It's not likely you'll need a cup this large unless you are welding reactive metals like titanium.

15.



15. Usually a small number of cups will be enough to get your started, and you can add to your collection as your needs grow.



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If you're a SoCal Ford truck fanatic you know full well what the end of each June means: the annual F-100 Western Nationals at Featherly Park in Anaheim, California. But do you know much about its origins or the club chapter that started it?

This excerpt from the 1998 *Pickups Limited Orange County Newsletter* ought to help explain: "An ad appeared in a March 1968 *PennySaver* issue. It had a phone number and urged anyone interested in trucking to call. That ad was placed by a man named George Dietz and his wife, Judy, who worked at the *PennySaver*. Judy took a lot of calls, did some PR work, and gathered together a group of six or eight guys. Because of the similar body styles of the Ford F-100s from 1953 to 1956 they had decided their [then] Pickups Club would be limited to those years. They started meeting in the Dietz's garage in Garden Grove, California, on Tuesday nights and sat around discussing their trucks, getting to know each other, and deciding whether to form a club. They met two or three times like this and then decided to go

for it. The goal of the club was to promote these classic trucks, and in doing so to have a social club providing family fun. Of the original six members, four had to be board members. The president was George, the vice president was Dave Juhl, the secretary was Bob Williams, and the treasurer was Gene Davis. There were only a few other members. Of these original guys who spent much time and effort in setting up the club, only one is left today ... he's still in the club and other than one excused absence, has not missed a meeting in 20 years! This man is Lee Hill."

Hill has since retired (1998) and moved back to Arkansas, but the Western Nationals kept going strong—and in the same location at Canyon RV Park in Anaheim since 1992 (it first started in Lake Havasu back in 1983), now celebrating its 41st anniversary! We're proud to be a sponsor of *Pickups Limited's* F-100 Western Nationals and hope this successful Ford truck tradition continues on for generations to come! **CTP**



WESTERN NATIONALS



RUBY

**Chris & Paula
Tulley's 1952
Chevy 3100 ...
the Apicella Way**

CLASSIC TRUCK PERFORMANCE

66

VOLUME 5 • ISSUE 51 • 2024



BY CTP STAFF ■ IMAGES BY TOMMY KOPPINGER

Chris Tulley's love for the Advance Design Series GM trucks—specifically the 1947-1953 five-windows—began when he was a teenager. He recalls, "... when I was 16 years old, my father had a stock 1953 that I learned to drive in. I then drove that pickup as an apprentice all over San Francisco until I was 22 years old. At a point in time my father wanted to get rid of the truck but I was unable to buy it because I did not have a place to store or work on it, so I had to let it go." Fortunately, the story doesn't end there, which we're pretty sure you already knew!

"Fast-forward 40-plus years," Chris continues. "I retired and I always wanted to go to a Barrett-Jackson auction, so we went in 2019 and that's where I met Brad Apicella. My wife and I decided to build a truck from the ground up to celebrate our 40th wedding anniversary—she loves red, so we picked the color Ruby in honor of our 40th."

It turns out the fellow Chris and his wife, Paula, met, Mr. Apicella, is quite the aficionado in Advance Design pickups—that's what his company, Apicella Designs in Arizona, specializes in, so that was definitely more than simply a chance encounter. Brad was kind enough to give us the entire lowdown on Ruby, the Tulleys' gorgeous 1952 Chevy.



“This truck project started as an Apicella Designs Ultimate Series 3100. We call these the Ultimate Series because they get numerous modifications to not only make the truck more beautiful but also to function and drive better than other 3100 Series pickups. Chris had a pretty specific purpose for this project. He wanted a truck that he could hop in and drive to any show he wanted, but also wanted a truck that could hold its own with the high level of builds these days. As he explained it to us, this would be the crown jewel (aka Ruby) of his car collection.

“The most notable modification we offer is our extended foot-box package. Anyone who has ever owned or driven a first-series 3100 pickup will know the limited legroom available. It makes for

a very uncomfortable driving position, especially for any time or distance. We solved that problem by physically pushing the foot-box out to allow approximately 4 inches of additional legroom. This roughly translates to the gas pedal being placed where the original toe kick would have been. Along with moving the floor out, we also moved the seat up and back as far we could to allow people who are over 6 feet tall to comfortably drive one of our trucks. Extending the sheetmetal is the easy part of this package; it's the butterfly effect of everything else it changes that really makes this setup complicated. We have to redesign everything from the gas and brake pedal locations to physically moving the engine forward to clear the firewall so we can actually utilize the additional space gained.



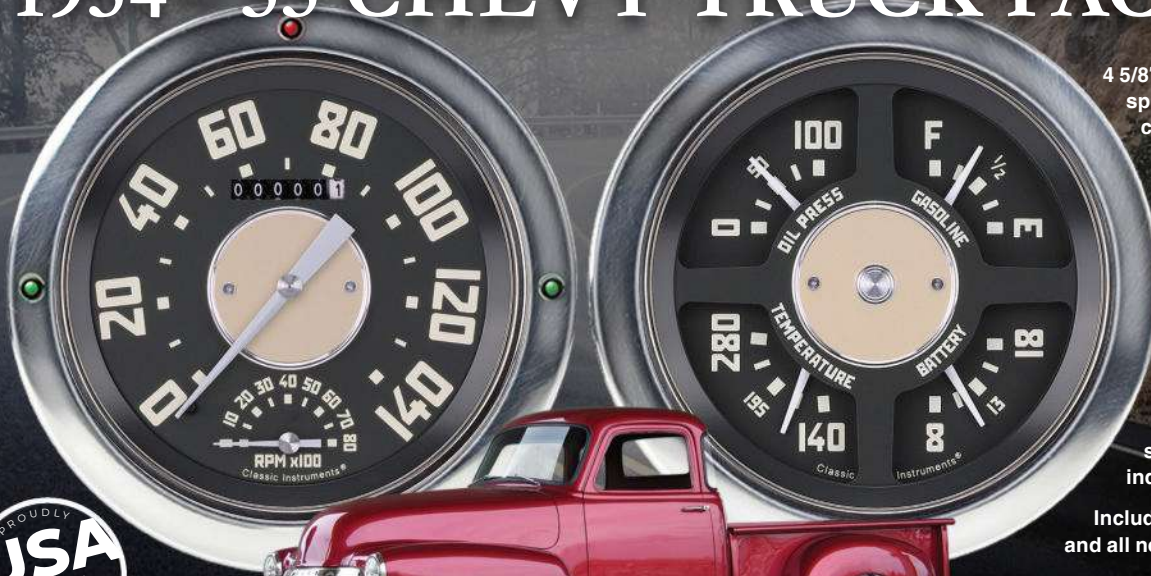




"This truck had all of the cowl vents shaved and smoothed, the firewall was shaved and smoothed out, and we used Absolute Sheetmetal core support and an inner fender kit that we modified to fit our needs. All the gaps on the truck were cut, massaged, and welded back up. The hood is another big issue on these trucks. We added billet hood hinges as the foundation and then we go through and weld the two halves together to stiffen up the flex. From there we cut the back edge to fit correctly to the cowl and then we TIG weld round rod along the complete back edge to help stiffen up the edge and prevent hood flutter driving down the road. The Mar-K bed on the truck was modified with our radius bed corners on both the front and rear. Another notable modification on the back is what we call our picture frame mod: We add pieces to the sides of the tailgate that match the angle and bends of the upper and lower rolled portions on the tailgate, effectively making a picture frame look.

"Exterior mirrors are BBT Fabrications that had the mounts modified to fit the truck. The mirror housings were painted body color and the arms were chrome plated. The Apicella Designs side emblems are machined from billet aluminum and also chrome plated. The front end, bumper, and running boards were all wrapped in PPF or clear bra to protect from paint chips and people stepping on the running boards and scratching them. The front bumper had the original splash pan removed and we fabricated one that got welded to the top of the bumper and smoothed out. The mounts were modified to move the bumper lower and tuck it back in under the grille. The rear roll pan was extended down to allow additional clearance for our blade-style taillight bar and had a body line added around the license plate cutout. Finally, paint- and bodywork was done by Nostalgia Hot Rods out of Henderson, Nevada. Dustin hacker and his crew handled all the bodywork and prep to get this truck ready for its Ruby Red paint.

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“The interior of the truck is highly modified. We cut the dash and sectioned the glovebox over to allow air vents to be mounted in the dash. The speaker grille and glovebox are custom LS fab billet pieces that were custom made to fit our needs and chrome plated. The steering wheel is a Sparc that was also chrome plated and has a leather wrap. A custom center console was fabricated to house the double-din radio and A/C controls. It also houses the Lokar shifter. The interior was finished in Moore & Giles leather and was wrapped by Ceballos Customs in Tempe, Arizona. Other notable mods are full leather headliner and wrapped back wall, auto dimming rearview mirror with compass and external temperature, and Dakota Digital HDX gauge set. It also has a Vintage Air unit center mounted behind console.” **CTP**





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NEXT-GEN COOL

BY JON BAREFOOT & JESSICA ROACH ■ IMAGES BY THE AUTHORS

Three years ago, the journey of this project had every intention of being a dependable driver. Unfortunately, like most sport trucks from the 1990s, the further we dove into the project, the more neglect we found. It is ironic that everything on our 1990 Chevy 1500 has everything modified besides the interior cooling system, making it a no-brainer to add this upgrade. With air conditioning being one of the most important aspects of a daily driver (especially here in the legendary heat and humidity of Alabama), we quickly came to realize that none of the factory air conditioning was working nor was it repairable. With 20 years of personal experience installing Vintage Air and being part of the team at Johnson's Hot Rod Shop where their products are installed in every build, we knew immediately what our solution was.

With the knowledge of Vintage Air adding new options to their injection-molded lineup, including the recent Gen5 SureFit kit for 1988-1994 Chevrolet/GMC CK1500s, it was the perfect opportunity to upgrade this project with the small challenge of adapting it around the fiberglass Slosh Tubs, a modified firewall, and custom adjustable suspension. Vintage Air SureFit kits are designed to give you the factory clean look, which is exactly what we wanted to keep, eliminating any modifications to the dash. It took us about 18 hours (modifications included) from start to finish spread out through nights and weekends right in our home garage. **CTP**

Vintage Air's Latest SureFit A/C for the 1988-1994 OBS



2-3. Disassembly was minimal. To gain access to the factory condenser, the grille, hood latch support, and core support bracing had to be removed to make room for placement of the new condenser.

4. Because the instructions are very clear we were able to assemble the condenser on the bench, including the appropriate brackets and hardlines.

5-6. Installing the hardlines includes lubricating the O-rings using the supplied lubricant from Vintage Air. Be conscious when tightening hardline fittings that all A/C parts are aluminum and can accidentally be overtightened.

7. Using the stock locations on the core support and supplied hardware, bolt in the new condenser and stock hood latch support. Placement of the condenser does not allow room for the factory core support crossbracing to go back in.





8.

8. With the supplied condenser bracket for the kit and the stock hood latch support we were able to build a simple bracket to hold the transmission cooler in its original location.



9.

9. After removing the serpentine belt, unbolt and remove the stock A/C compressor.



10.

10-11. With the original compressor removed, we took this time to clean up the original mounting locations, test-fit, and paint the new brackets. The bolt heads are indexed from the factory to make for easier removal.



11.

12. Once the compressor was mounted it was time for disassembly of the dash.



12.

13. OBS dashes are delicate. When taking this out make sure you have a friend nearby.



13.

14-15. After the dash is out, it was time to remove the stock A/C unit. The instructions explain where the bolt locations are inside and out to help remove the evaporator easily.



14.



15.



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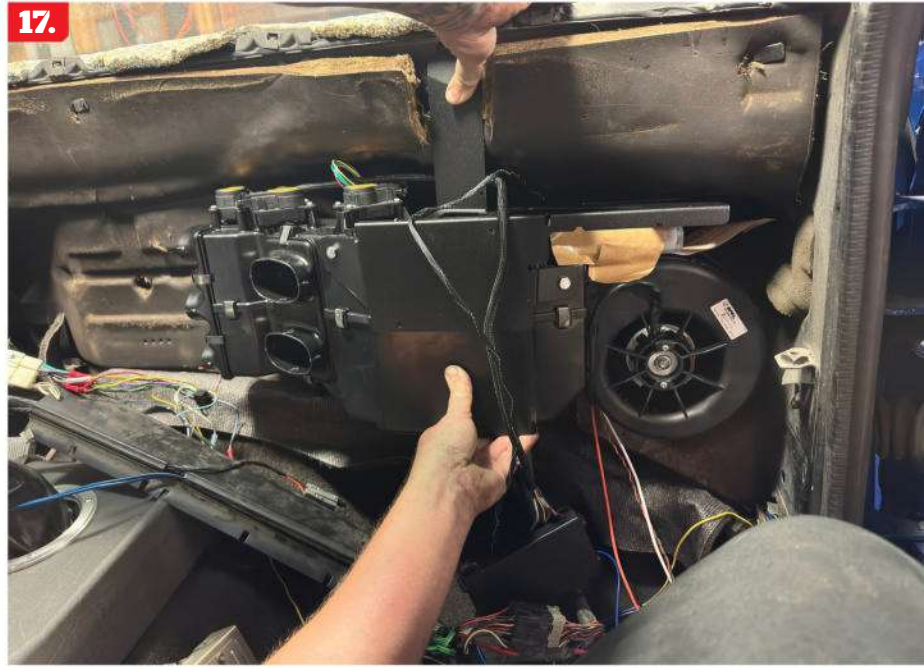
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17. Once we mounted all the accessory vents and brackets to the evaporator we were able to test-fit the unit into the truck, drilling all needed mount hole locations.



18.



19.



20.



21.

18-19. Using the supplied template, we were able to drill the holes in the required location for the hose and wire exits, despite the firewall tub and wiring harness location.



22.

20. With the evaporator removed, 3M strip caulk was the perfect sealant for the upper cowl seal supplied with the kit.

21. Now that the firewall hose exits are drilled and the supplied grommets and cowl seal are installed, we can install the evaporator for the final time.



23.

22-23. At this point, we decided to switch the crimp-style hoses supplied over to EZ-clip hoses to make our own at custom lengths. This was dictated because of the aftermarket fiberglass Slosh Tubs and adjustable suspension.



24.

24. One slight modification that had to be made was mounting the dryer. The -6 hardline had to be slightly bent to clear the wheel tub.

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25.

25. The -8 hardline from the compressor to the condenser went together as the instructions intended.

26-27. The heater control valve placement was dictated by the wheeltubs and other existing hoses. It makes for a tight package, but it all fits comfortably.



26.



27.

28. After wrapping up the plumbing and making sure everything is tight, it is time to install the supplied molded vent to the bottom of the dash with the hardware given and install the dash.



28.



29.



30.

29-30. After the dash is reinstalled, it's time to route the supplied power wires to the battery and the ignition. Always refer to the instructions, which offer detailed schematics for any confusion.

31. Using supplied cut lengths listed on the instructions, cut all duct work to appropriate size and install in sequence.



31.

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32. Mounting the control panel will be the easiest part of the whole installation—four screws in the stock location. Plug the harness off from the control to the module on the front of the evaporator.



33. It is now time to charge the unit with R134a refrigerant. Take this time to check for leaks or bring it to a trusted Vintage Air dealer to help you.

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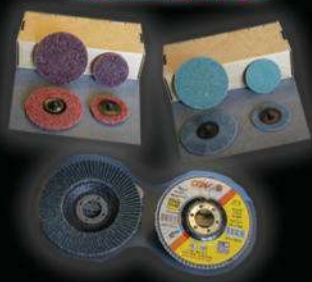
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Family Jewel
Adam Phaneuf's Decadent **1964** Chevy C10

BY CHUCK VRANAS ■ IMAGES BY THE AUTHOR

It's always an exciting moment in time when you get the opportunity to shop for a new truck. Regardless of whether your needs are to support a small business, hauling goods for the farm, construction related, or for daily transportation, let's face it, trucks are where it's at. Imagine if your purchase led you on a journey that spanned 60 years, involving four generations of your family? That in itself is a story worth telling. The decadent 1964 Chevy C10 owned by Adam Phaneuf of Southborough, Massachusetts, laid out across our pages has a deep history dating back to his grandfather, Edgar, purchasing it new from Gannon Motors in Westborough, Massachusetts, back in the day. Having never left the family, it's served them well through the decades until Adam made the decision to start a restoration that eventually took the performance path.



Through his formative years, Adam's earliest memories circulate around lending a helping hand to his dad, Peter, starting with the restoration of a rare 1936 Peter Pirsch Fire Engine at the family shop. Moving into the high school years, he stepped into the world of Chevy trucks starting with a 1948 Advance Design series 1/2-ton model. This eventually led to a 1982 K30 as a daily driver, which he'd also run at New England Dragway in Epping, New Hampshire, on a regular basis. By the time he hit college, he stepped into the performance world, purchasing a fourth-generation 1992 454SS that unfortunately fell into the hands of thieves and was never recovered. It was at this time he revisited the possibility of working on his grandfather's C10, which had been left sitting in a barn since the late 1990s. Seeing it had served the prior two generations of the family well, it was finally in dire need of a restoration to preserve its history.

Commencing the start of the rebuild eventually led to working on it with his sons, Connor and AJ, for a few years as time allowed. As with many projects, it languished in storage until being recently resurrected to decide on which path to take with it. Having always been influenced by his dad's passion for restoration it was now fused with an appreciation for engineering and design as well as modern-day performance. The path led him to a meeting with Ben Maio of Countryside Customs (CC) in New Braintree, Massachusetts, to look into what it would take to bring the truck to the next level. The pair shared many of the same visions of a classic C10, complemented by a perfect stance and a number of subtle modifications to separate it from the rest. Before long it was dropped off for the CC team to get started.





Once the C10 was disassembled, it was time to focus on updating the chassis. After the factory spine was blasted clean, it revealed a clean bill of health, making it a perfect base to build from with Perry's Mobile Welding of Gilbertville, starting by boxing the 'rails. From there, the team updated the frame with Classic Performance Products' (CPP) Deluxe Chassis Upgrade Kit, including their exclusive Drop Center Crossmember (for C10s getting a 4-inch plus drop), transmission crossmember, rear tubular shock crossmember and shock relocation kit, rear coil spring retainer kit, and C-notch kit. Out back you'll find the refreshed original 12-bolt rear packed with a Detroit Truetrac and 3.73 gears spinning 30-spline axles. It's suspended in place by a combination of CPP's Totally Tubular trailing arms matched to 5-inch drop coil springs and shocks, 1-inch lowering blocks, Deluxe Trac Bar, and 1-1/8-inch sway bar.

To nail the stance and add razor-sharp handling, the front suspension was updated with CPP's Totally Tubular upper and lower control arms deftly matched to their 2-1/2-inch modular drop spindles combined with 3-inch drop coil springs, shocks, and 1-1/4-inch sway bar. It all carves a course through a CPP 500-Series power steering box with a 14:1 ratio, mounted with their matching steering linkage kit. When it's time to shave speed, a CPP dual power master moves fluid through stainless lines to a CPP Big

Brake kit featuring zinc-washed 13-inch front and 12-inch rear, drilled-and-slotted rotors, matched to PBR C15 dual 52mm piston front calipers and single-piston rear calipers. Linking it all to the street with a dash of style you'll find a set of U.S. Mags Rambler-Series wheels sized 20x8 front and 20x10.5 rear, capped with Nitto NT555 rubber, sized P245/45ZR20 and P315/35ZR20 respectively.

Wanting to add plenty of thunder between the 'rails, Adam went straight to Chevrolet Performance for one of their stout HT383ci small-block crate V-8 engines. The fresh iron block with four-bolt mains was packed with a 4340 forged steel crank linked to heavy-duty forged steel rods capped by hypereutectic aluminum pistons getting bumped by an upgraded Howards Rattler stick installed by Kevin Labonte. For even more power, Labonte added a set of Air Flow Research (AFR) Enforcer aluminum heads matched to a Weiland Speed Warrior intake crowned by a Holley Sniper EFI system. Cool bits include Billet Specialties Streamline-Series air cleaner with Chevrolet script valve covers and Edelbrock aluminum water pump. An MSD DIS Direct ignition lights the fire with exhaust roaring through a set of Sanderson headers to a custom 2-1/2-inch stainless exhaust with MagnaFlow mufflers all by Countryside Customs. To move the goods, a TREMEC TKX five-speed trans with a RAM clutch links to a custom driveshaft by Mitchell Differential of Shrewsbury, Massachusetts.



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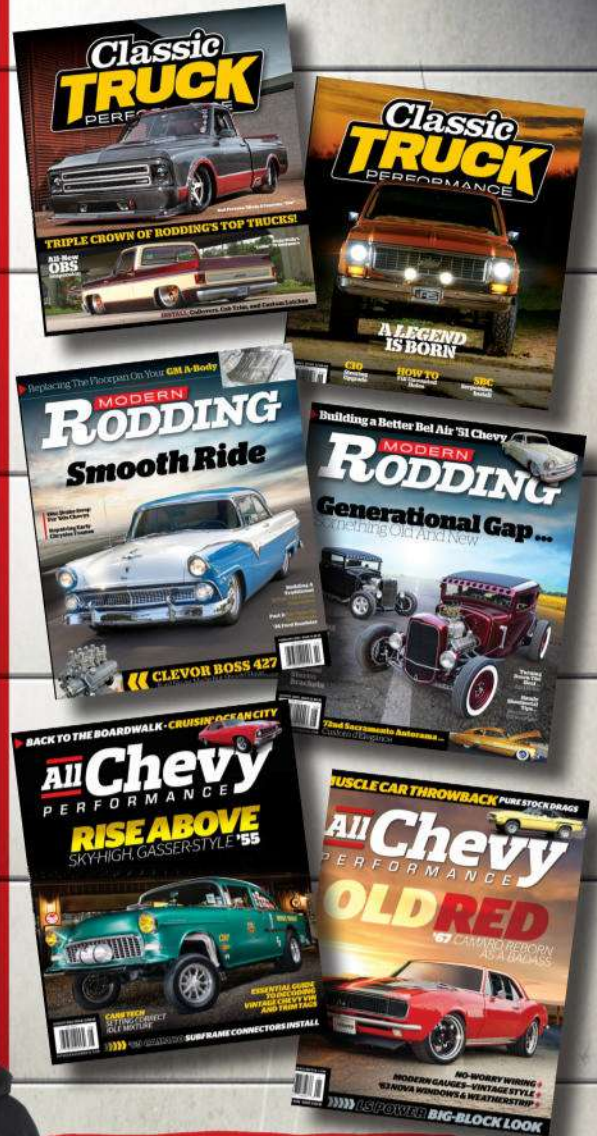
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There's nothing like restoring vintage steel that's been tortured for decades. Once the cab and related parts returned from blasting, the Countryside team got busy, first tending to corrosion damage by replacing the complete floorpan assembly and rockers with freshly struck steel from LMC Truck. From there it was time to fuse plenty of subtle updates while working with Jeff Ryder of Ryder Fabrications. They commenced with the roof by removing the skin to delete the rain gutters while also widening it and flanging it back to the 'jambs to match a stock appearance. From there they crafted new B-pillars to mirror the shape and sweep of the door and bedside while also adding Delmo Speed door handles. A one-piece cowl panel was fabricated with a smooth center complemented by all factory seams welded smooth from front to rear, lengthened headlight buckets, shaved light bezels, and frenched turn signals. A shaved and tucked front bumper and vent glass delete with one-piece rear glass from One Piece Products wraps up the cab.

Underhood, the firewall was smoothed and complemented by a custom radiator support and filler panels, hidden fender fasteners, redesigned hood latch system, and Ringbrothers hood hinges. Out back, a fresh bed from LMC Truck was widened to flush meet the cab for perfect panel match while the lower pinch welds were shaved. A custom roll pan and smooth tailgate with hidden latch features a custom free-floating cam-style support system, making it strap-free. Once all the custom work was completed, everything was metal finished and gapped to prepare it for paint. To add just the right amount of allure, Maio laid down a mile-deep coating of Axalta Porsche Gentian Blue, bringing the vibe, complemented by an LMC Truck oak wood bed stained in satin black.

To bring the interior to the next level, the restored factory dash was packed with a direct-fit gauge cluster from Classic Instruments to monitor the vitals, complete with an integrated tachometer and quartz clock while a 14-inch Billet Muscle-Series steering wheel from Forever Sharp carves a course through an ididit tilt column. Gears pull through a Hurst stick while cool breezes are compliments of Vintage Air, with tunes from Rockford Fosgate. It all comes to life through a Painless Performance Products wiring system installed by Ron Phelps of Old School Services. For plenty of comfort on the long haul, the factory bench was redesigned by Atomic Autoworks of Middlefield, Connecticut, utilizing Relicite leather and their own special custom stitching complemented by black loop carpeting. This is one C10 that will see plenty of miles on the road as the future generation of Adam's family take the wheel of their granddad's truck, and to us that's as good as it gets! **CTP**





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BY TOMMY LEE BYRD ■ IMAGES BY THE AUTHOR

When summer rolls around, folks in the Southeast battle heat and humidity on a daily basis. Escaping to a nearby shade tree or air-conditioned building is commonplace, but when it comes to truck shows the heat doesn't seem to keep anyone away. Such is the case with the Southeastern Chevy/GMC Truck Nationals, held annually at the Wilson County Fairgrounds in Lebanon, Tennessee, just East of Nashville. The venue offers ample space for trucks and spectators, as well as new parts vendors, merchandise, food, and even a swap meet. Shade trees, pavilions, and buildings are plentiful.

The Southeastern Chevy/GMC Truck Nationals is in its 14th year and continues to grow. Bryan Ashley and his family and friends put this event together and always find ways to make it better each year. For the 2024 rendition of the event, a total of 1,648 participated in the two-day show and thousands of spectators filed in each day for a jam-packed weekend of truck action.

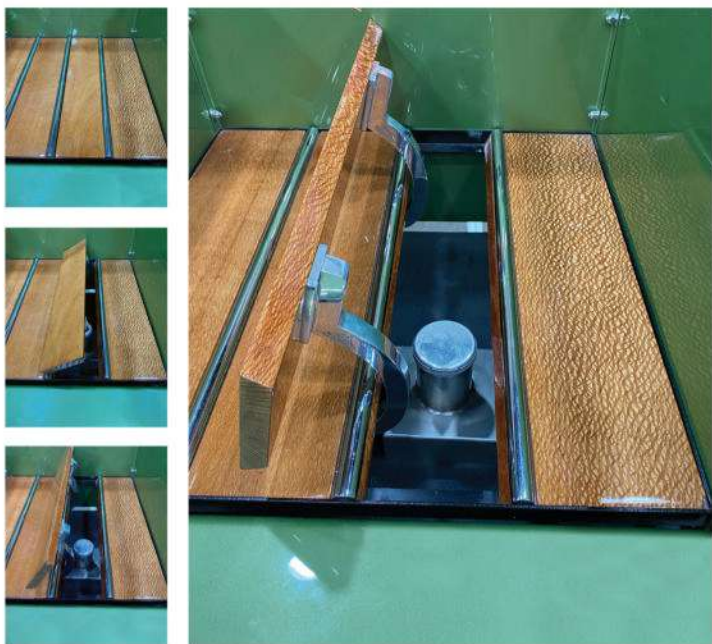
Blazing Hot Action at the 14th Annual Southeastern Chevy/GMC Truck Nationals





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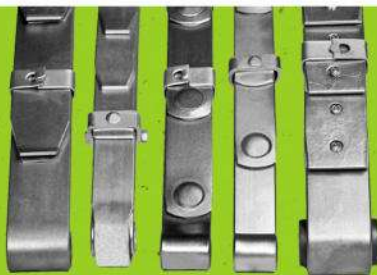




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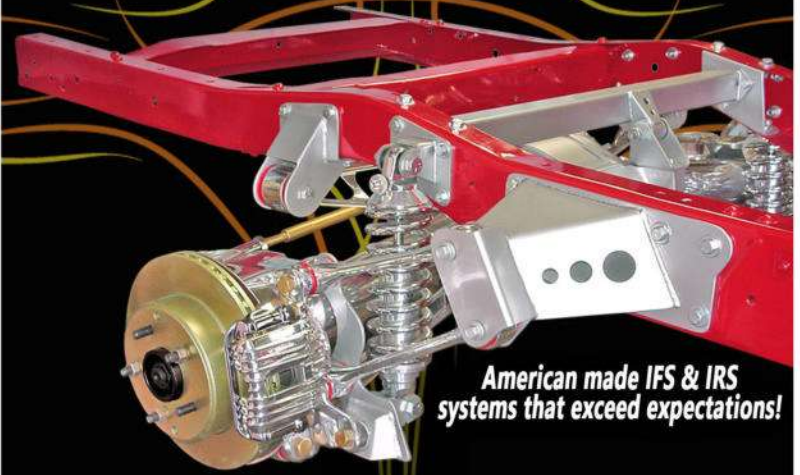
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CTP★AD INDEX

ADVERTISER	PAGE	ADVERTISER	PAGE
AFFORDABLE STREET RODS.....	79	HEINZMAN STREET ROD SHOP.....	97
AJE SUSPENSION.....	71	HOLLEY.....	47
ALL AMERICAN BILLET.....	19	KUGEL KOMPONENTS.....	97
AMERICAN AUTOWIRE.....	39	LEGENS HOT ROD.....	93
ART MORRISON ENTERPRISES.....	37	LMC TRUCK.....	100
AUTO METAL DIRECT.....	31	LOKAR.....	2, 45
AUTOMOTIVE RACING PRODUCTS.....	29	NATIONAL STREET ROD ASSOCIATION.....	55
BEDWOOD AND PARTS.....	81	OLD AIR PRODUCTS.....	73
BOESE ENGINEERING.....	97	PERFORMANCE DISTRIBUTORS.....	93
BOLING BROTHERS EARLY IRON.....	53	PHOENIX MACHINE PRODUCTS.....	91
BORGESON UNIVERSAL CO.....	27	POWERMASTER PERFORMANCE.....	73
CHEVS OF THE 40'S.....	79	PREMIER STREET ROD.....	6
CLASSIC INDUSTRIES.....	21	PRO'S PICK.....	95
CLASSIC INSTRUMENTS.....	71	ROADSTER SHOP.....	9
CLASSIC PERFORMANCE PRODUCTS.....	4-5, 93	ROD SHOWS.....	61
DAKOTA DIGITAL.....	99	SCHWARTZ PERFORMANCE.....	91
EATON DETROIT SPRING, INC.....	95	SCOTT'S HOTRODS.....	77
FITECH EFI.....	81	SPARETIME BILLET.....	91
FLAT OUT ENGINEERING.....	97	SPEEDWAY MOTORS.....	43
FRONTIER SHOP SUPPLIES.....	83	STEELE RUBBER PRODUCTS.....	11
GEARSTAR PERFORMANCE TRANSMISSIONS.....	95	THERMO-TEC AUTOMOTIVE.....	93
GOLDEN STAR CLASSIC AUTO PARTS.....	59	TMI PRODUCTS.....	91
GRANATELLI MOTOR SPORTS, INC.....	77	VINTAGE AIR.....	7
HAYWIRE.....	95	WILWOOD ENGINEERING.....	25
HEIDTS SUSPENSION SYSTEMS.....	83		

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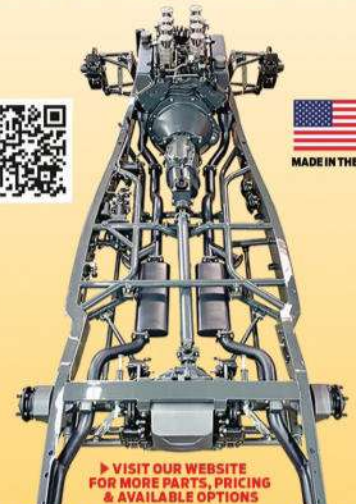
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The event features a wide variety of Chevy and GMC pickup trucks, going back into the 1930s and reaching into the modern era. There is a great mixture of patina'd shop trucks and show-quality paintjobs and a nice selection of lowered two-wheel-drive and lifted four-wheel-drive trucks on hand. SUVs are also a big part of the crowd, with hundreds of Blazers, Tahoes, and Suburbans scattered around the fairgrounds. No matter your preference, there is a GM truck to suit your style at this event.

This year's Southeastern Chevy/GMC Truck Nationals was a hot one, but that didn't deter an outstanding turnout. You can find out more about the event at gmtruckshow.com, and plan for next year, as the Southeastern Chevy/GMC Truck Nationals comes back to Lebanon on July 11 and 12, 2025. Hopefully we'll see you there! **CTP**



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