

# Revisionist History

Sometimes Merely Going Back in Time Just isn't Good Enough

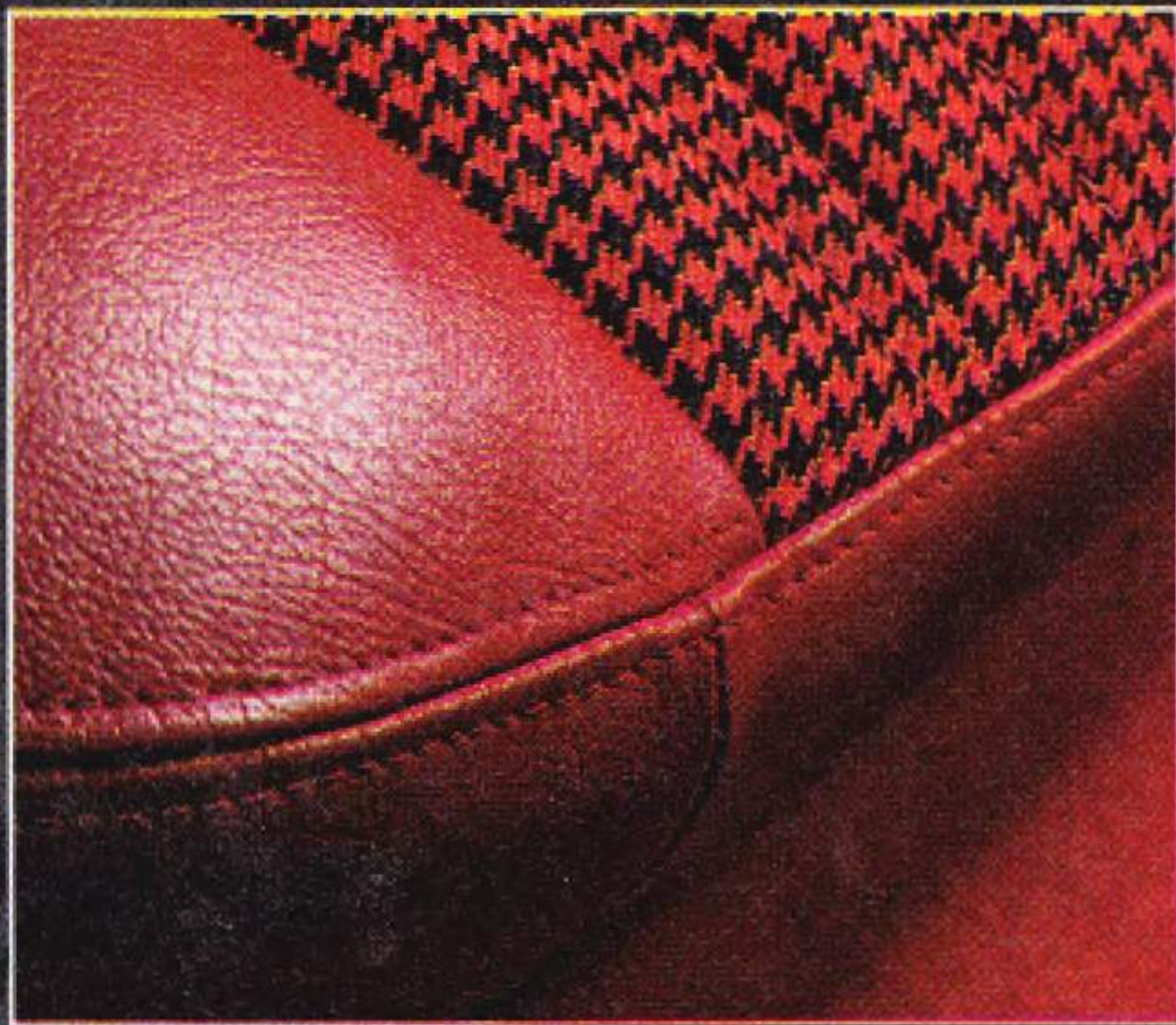
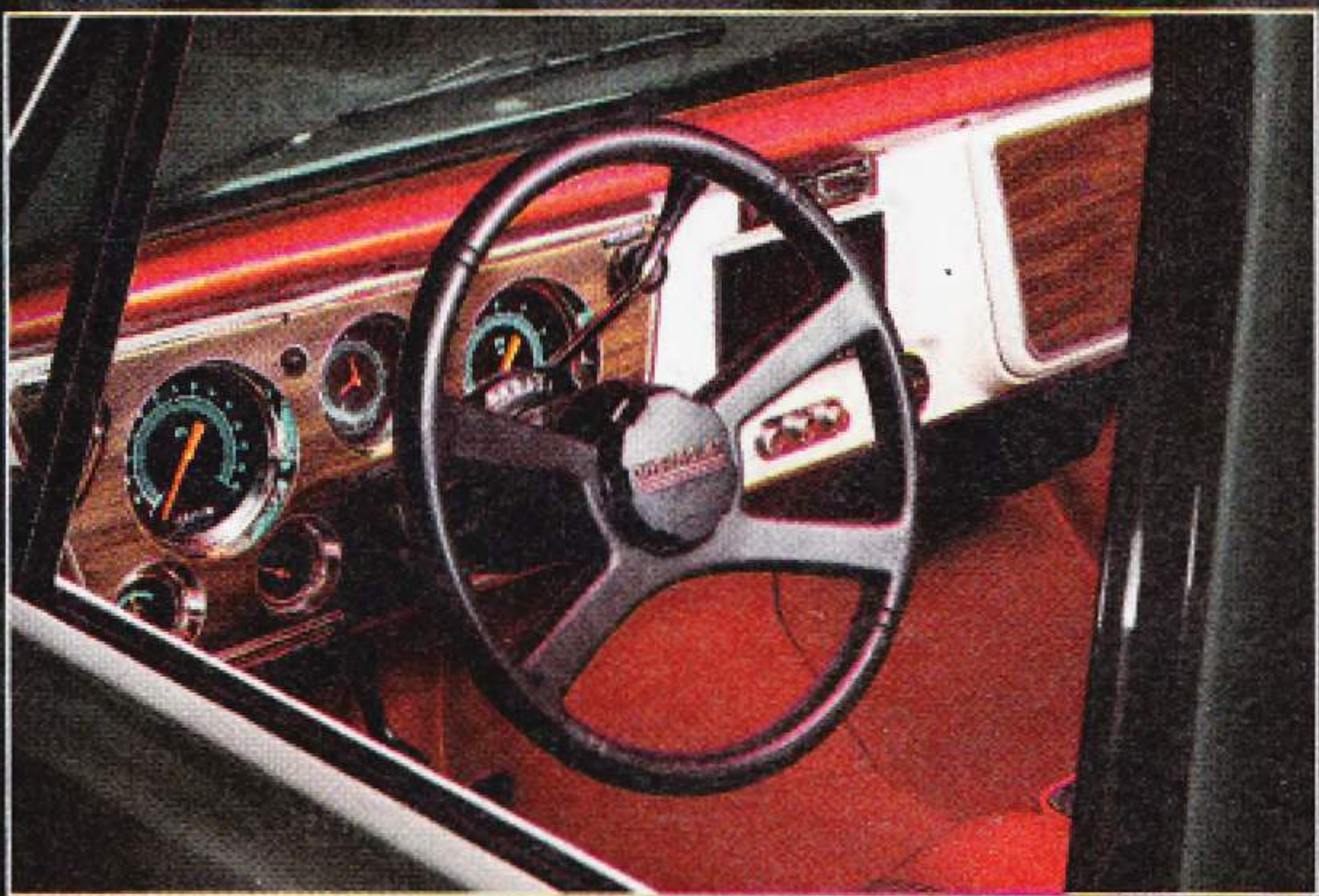
Feature Story / + By Chris Shelton

**A**uthor Gertrude Stein wrote in her biography, "There is no there, there." That's an odd thing to put in a story about a truck but we promise you it means something.

In the early '30s she went back to Oakland, her childhood hometown, a place she left in 1903. But the thing is, she couldn't find her old home. It and the things that represented Oakland to her were gone, sort of elbowed out of the way by three decades of evolution. There was no place to visit. No more home.







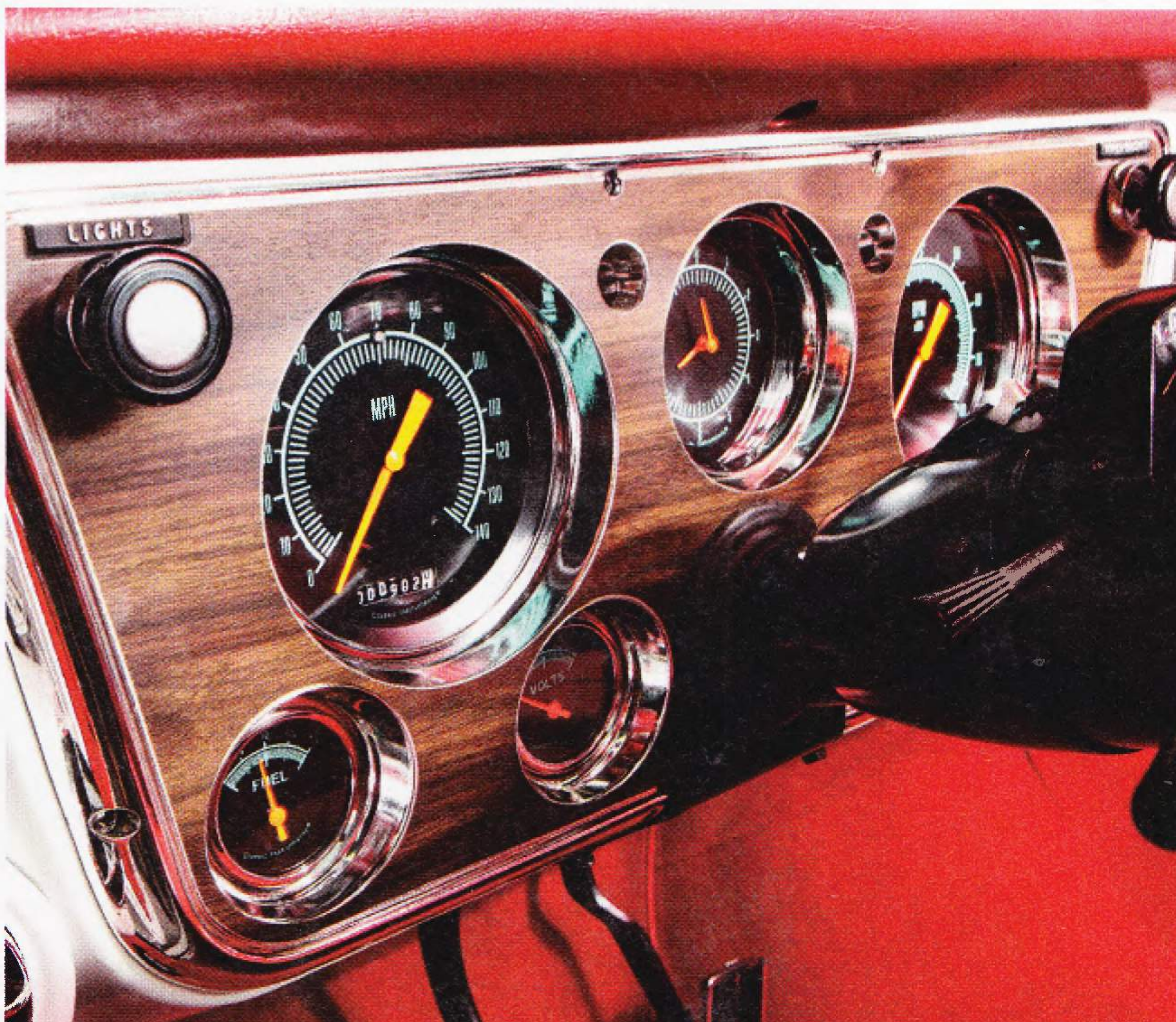




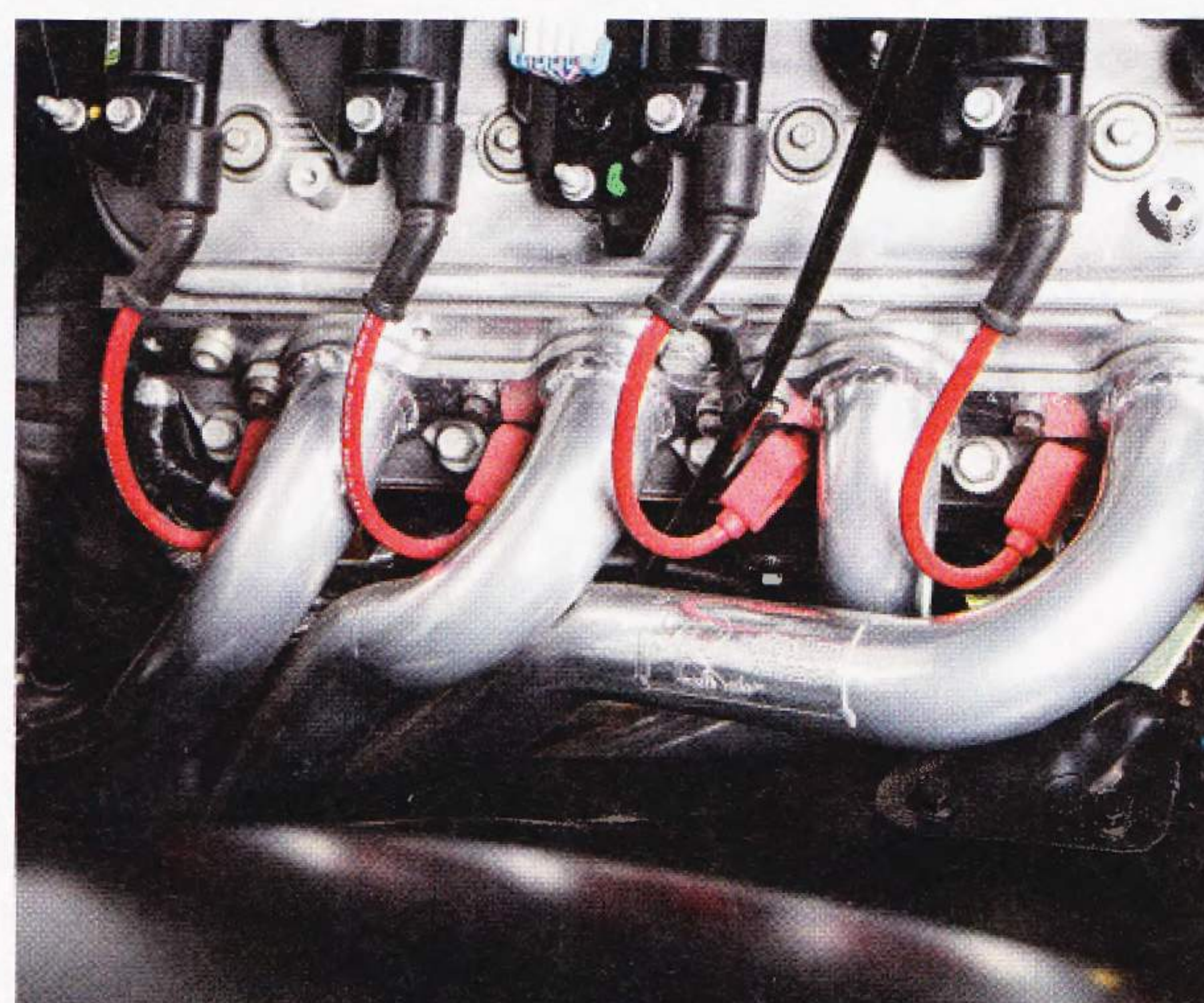
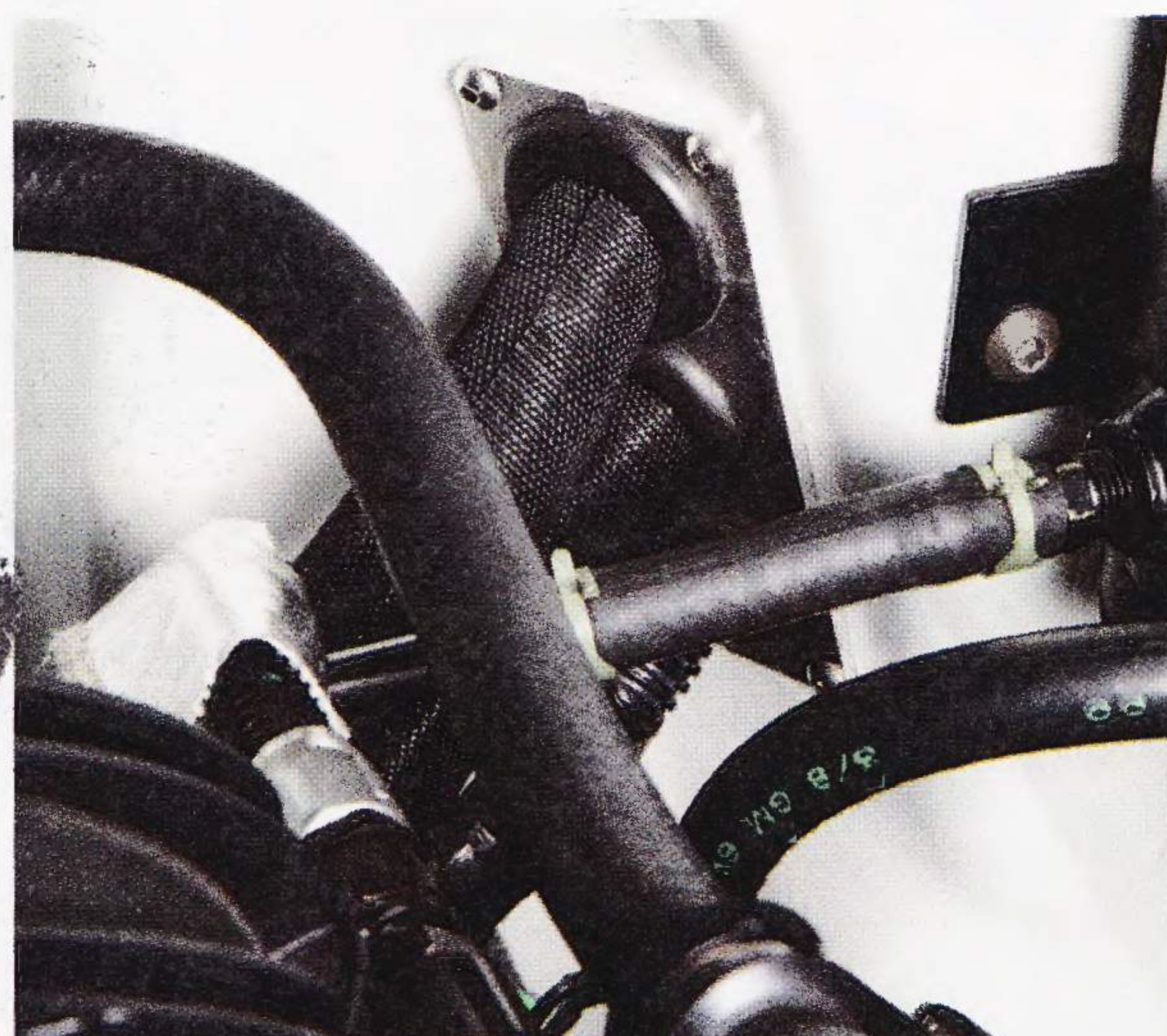
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Paul Alderman wanted to go back home. The trucks we call classics, he sold them when they were new at Alderman Chevrolet, his dealership in Ellensburg, Washington. In case you weren't there, trucks in general were pretty damn good by 1972. They had independent front suspension, efficient three-speed automatic transmissions, the largest engines ever, and disc brakes to slow it all down. A well-optioned C10 was kind of a hot rod in its time, especially in light of the ones that preceded it.

Alderman bought this '72 in 1992, sort of as a means to go back home, so to speak. And for years it took him back while taking him places. But more recently, Chevrolet's yesteryear hot rod just didn't seem to excite him the way it did when it was new. That's inevitable, of course; four decades of progress since





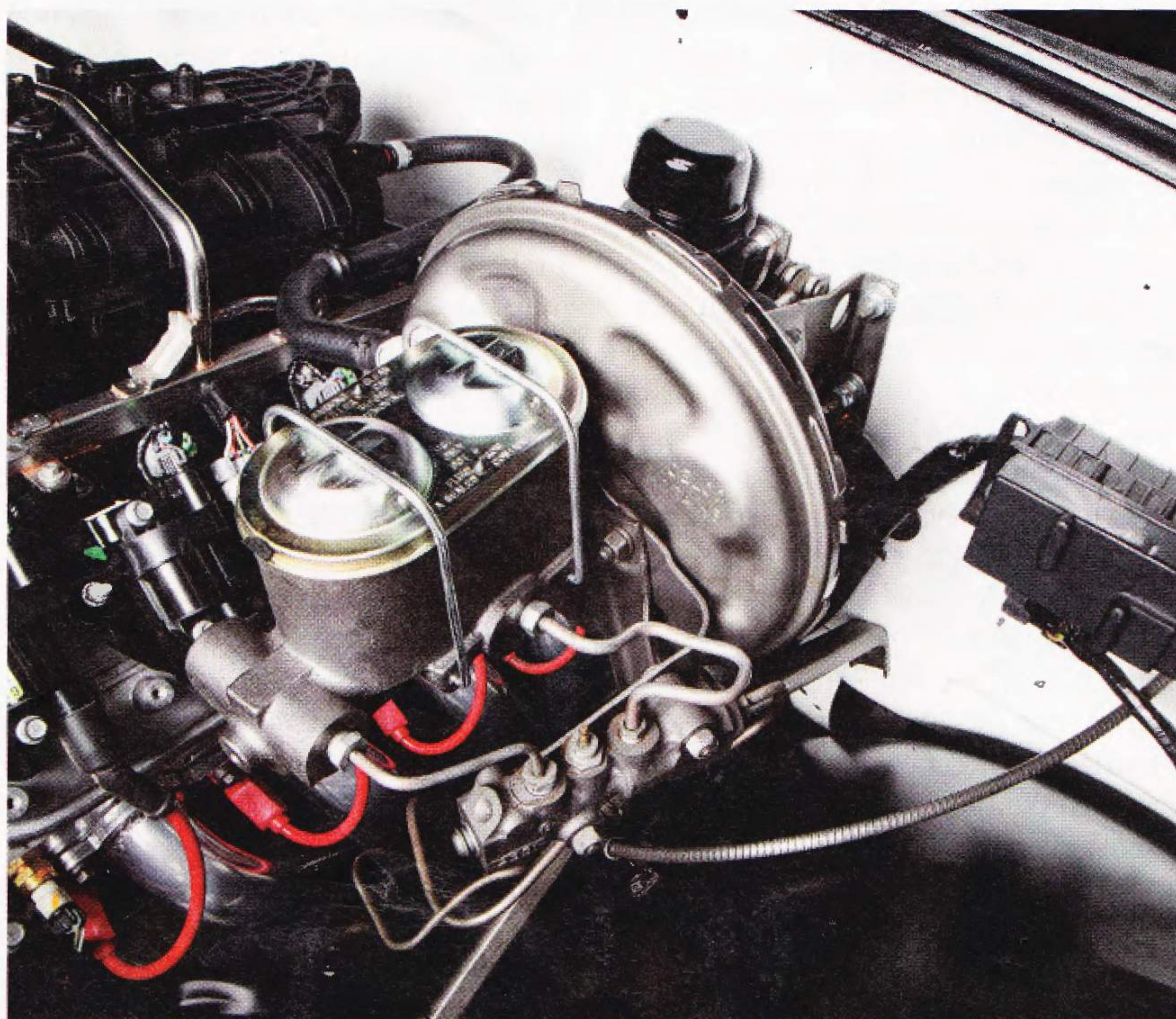


that truck's production made pretty much every new car relatively fast. I mean, you can beat an old Corvette with a modern Honda family sedan nowadays. And we're used to that kind of performance now.

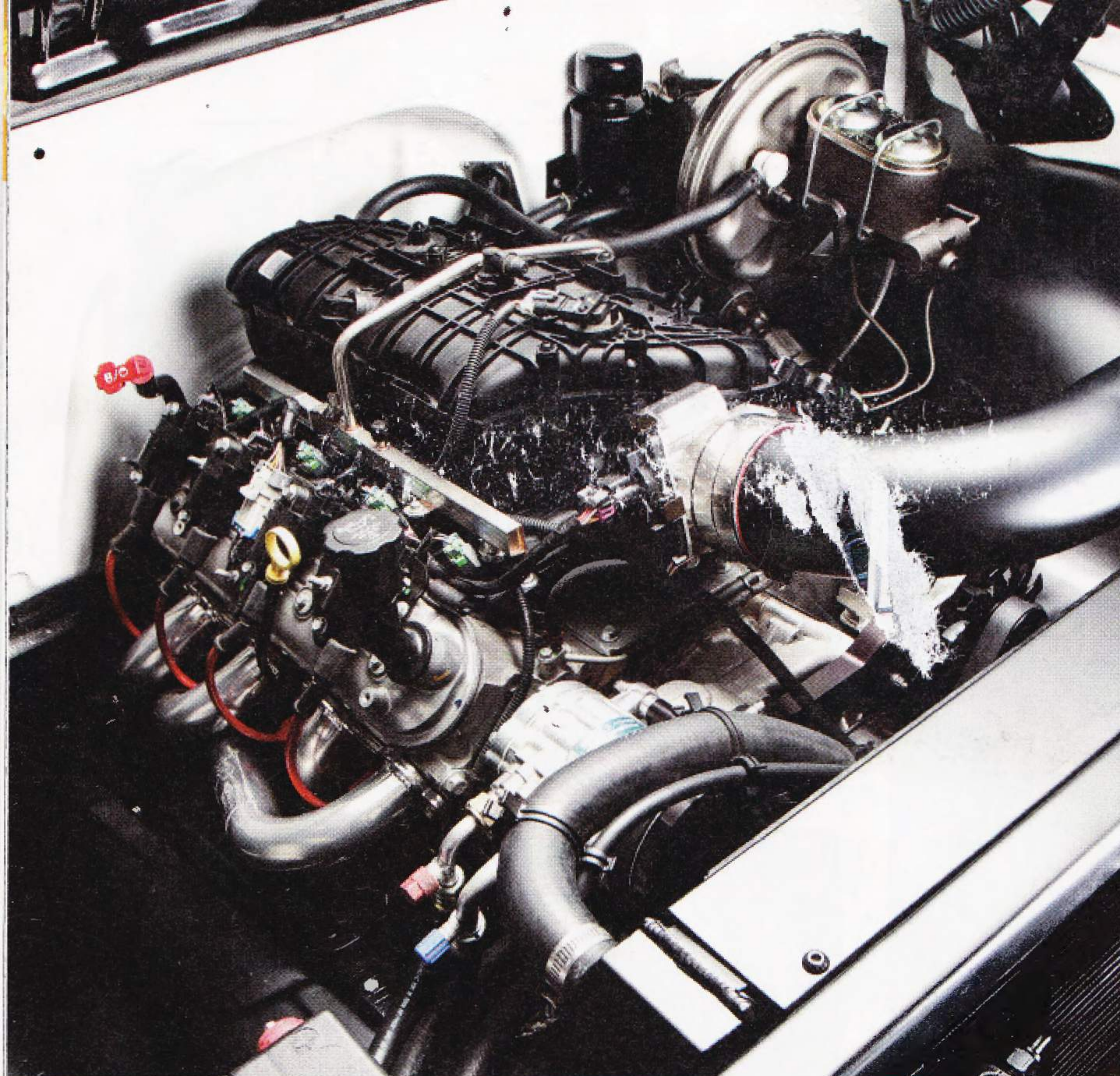
So an objective appeared: Make the truck feel the way he remembered when 255 hp felt exciting. Paul and his son-in-law Calin Tebay blew the pickup apart.

They rebuilt the front suspension with Classic Performance Products dropped knuckles, inch-drop coils, and antiroll bar. CPP also supplied the rear coils and Panhard rod. Antilock systems aside, modern pickup brakes really aren't all that different from the ones in 1972 so Paul kept these. And really there's not much better than a 12-bolt and this pickup already had one, with a Positraction carrier at that. Not even that is standard equipment on a modern truck.

For the most part the chassis is merely a supporting role to the real







# 1972

## CHEVROLET CHEYENNE

Paul Alderman

### CHASSIS

› **REAR END / RATIO:** 12-BOLT GM / 3.08:1 ON POSITRACTION GEAR CARRIER

› **REAR SUSPENSION:** STOCK ARMS WITH CLASSIC PERFORMANCE PRODUCTS COILS, PANHARD ROD, AND DAMPERS

› **FRONT SUSPENSION:** STOCK WITH CLASSIC PERFORMANCE PRODUCTS DROPPED KNUCKLES, COILS, DAMPERS, AND ANTIROLL BAR

› **WHEEL MAKE, SIZE:** INTRO HAMMER, 19X8 AND 20X10

› **TIRE MAKE, SIZE:** NITTO NT555, 245/35R19 AND 275/35R20

› **GAS TANK:** ROCK VALLEY 18-GALLON STAINLESS

### ENGINE

› **MAKE:** '09 LY6

› **DISPLACEMENT:** 6.0L / 364CI

› **ACCESSORY DRIVE:** VINTAGE AIR FRONT RUNNER

› **ECU:** MAST MOTORSPORTS M-90

› **INDUCTION:** OWNER-FABRICATED INTAKE RUNNER WITH K&N FILTER

› **COOLING FAN:** SPAL DUAL 11-INCH ELECTRIC

› **RADIATOR:** BE COOL

› **HEADERS:** HEDMAN HUSTLER LONG-TUBE

› **EXHAUST / MUFFLERS:** 2½ INCHES WITH DYNOMAX MUFFLERS BY DAVE SHARP, MOXEE, WA

### TRANSMISSION

› **MAKE:** GM 4L65E

› **TRANS MODS:** CHEVROLET PERFORMANCE SUPERMATIC CONTROLLER

### BODY

› **BODY MODS:** FUEL FILLER RELOCATED UNDERBED FLOOR

› **BODYWORK:** CHRIS MORRISON, KENNEWICK, WA

› **PAINT TYPE:** PPG SINGLE-STAGE URETHANE

› **PAINTER:** CHRIS MORRISON

### INTERIOR

› **DASHBOARD:** RADIO SLOT MODIFIED FOR DOUBLE-DIN HEAD UNIT BY OWNER AND CALIN TEBAY

› **INSERT / GAUGES:** CLASSIC INSTRUMENTS

› **STEREO:** ALPINE INA-W900 NAVIGATION RECEIVER WITH REVERSE CAMERA MOUNTED ABOVE PLATE AND IPOD CONTROLLER

› **CLIMATE CONTROL:** VINTAGE AIR

› **STEERING WHEEL:** 14-INCH LATE-MODEL CHEVROLET

› **STEERING COLUMN:** OEM TILT

› **SEATS:** STOCK WITH FRENCH-SEAMED SEAT COVERS

› **UPHOLSTERER:** JUDGE DUNNING, JUDGE'S CUSTOM UPHOLSTERY, ELLENSBURG, WA

› **MATERIAL / COLOR:** LEATHER AND NYLON CLOTH / RED

› **CARPET:** GM DAYTONA-WEAVE MATERIAL CUSTOM SHAPED BY JUDGE DUNNING

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change: the drivetrain from an '09 heavy-duty truck. It consists of an LY6, GM's 385-horse 6.0-liter, and a 4L65E. But mounting the engine was the easy part.

Living with modern OEM vehicles so long made Paul a kind of a systems guy. He found his first bit of technological comfort in a Mast Motorsports M-90 control system. It maintains full integration among the engine and the Supermatic transmission controller. It also preserves the drive-by-wire throttle feature. The Vintage Air Front Runner also consolidates the accessories into a system, not to mention go with the eventual Vintage Air climate-controller. And let's face it; you wouldn't have a modern truck without air, would you?

It's just a bone-white truck, seemingly the only modification being a fuel filler in the bed floor. In fact, you have to lift the hood to see any significant difference. He and Tebay flattened the firewall and generally shaved everything. Look closely and you'll see that they detailed the compartment the way a factory would, with plenty of matte black surfaces. Look even closer and you'll see things

like split bulkhead plates he made to pass things through the firewall. Those aren't the things you do to impress people impressed by shiny things; those are the things you do to make a vehicle functional. It's a noble cause if you're into things working properly.

The interior looks OEM but under scrutiny it reveals a few secrets. Savvy enthusiasts would likely pick up quickly on the Classic Instruments gauge cluster but not the dash. Paul and Tebay extended the radio recess to take a double-DIN head unit. And while most would pick up on the houndstooth inserts, they probably wouldn't notice the Benz leather and French seams.

Paul maintains that he had no interest in creating a custom truck. But the level of work he and Tebay invested indicates he was committed to something. Working in ways that evade notice takes a certain kind of discipline. People literally never see your best work. He did it for other reasons: to make the truck feel and operate just like a new one.

In fact you could say he wanted to make the truck just the way it would be if GM built it. You know, just like the way he remembers it.