

1965 **CHEVY C10** CREW CAB!



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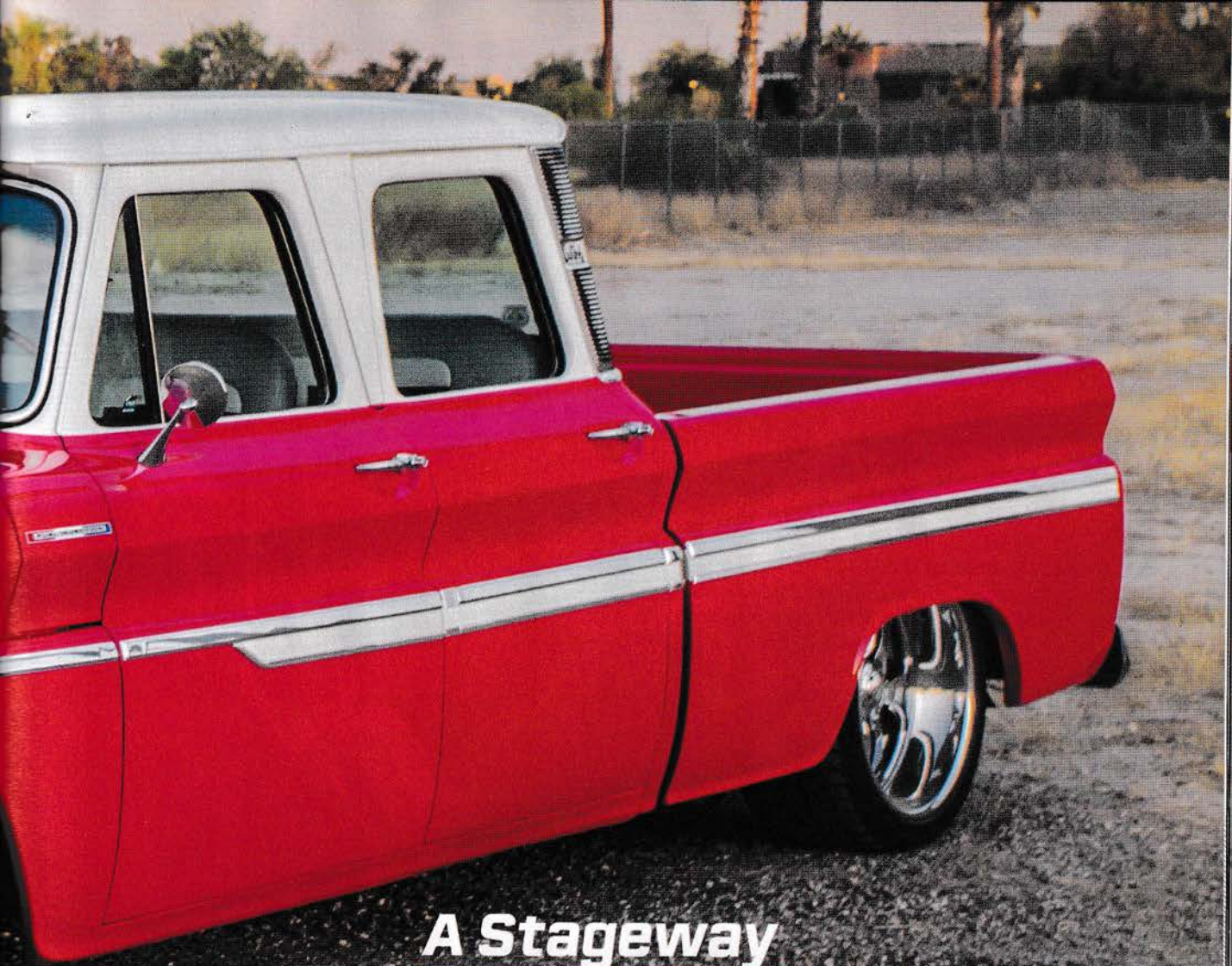


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THE GOOD



A Stageway Masterpiece

WORDS BY **CHRIS HAMILTON**
PHOTOS BY **SOLOMON LUNGER**

CREW





ROGER

GLEAVES OF SAINT JOSEPH, MISSOURI, HAS CREATED SOMETHING TRULY UNIQUE WITH HIS 1965 CHEVY C10, A RARE STAGEWAY EDITION COACH CREW CAB. As an automotive parts manager, Roger wanted to build a truck that no one else had. With only a few original Stageway crew cabs left, he dedicated seven years and over \$200,000 to bring this dream to life, though he jokingly insists, "Don't tell my wife."

The exterior of this truck is a nod to its roots, thanks to Classic Parts of America. The grille and bumpers came from Classic Parts, while the custom bodywork included reworking





the Stageway coach conversion. This involved remaking the rear doors and adding factory-looking metal with new rear door hinges. Painted in Rally Red from a '67 Corvette and PPG Glamour clear with Wimbleton white trim, the truck shines brilliantly. Will Keimig from Keimig Body Shop in Hutchinson, Kansas, handled the stunning paintjob.

Under the hood, this beast packs a punch with an LX 454 crate engine from Chevy Performance Parts. It's equipped with an LS7 intake, front accessory drive pulleys, and a custom wiring harness and controller. Chevy LS Z28 factory-style headers and a custom-built 3-inch exhaust with

Flowmaster 40 series mufflers make it roar. The ignition is all GM electronics, and the custom intake cover, fabricated from sheet metal with a Lokar LS classic cast aluminum fin cover, is painted black for a sleek look.

The drivetrain features a Chevy Performance Parts 4L85E transmission, adapted using a Classic Performance Products crossmember for proper exhaust clearance. It has a factory column shifter from Ididit, an ATI custom torque converter with a 2,500 stall speed, and a Derale transmission cooler under the bed floor. The rear axle is a GM 12V with a 3.42 gear ratio and an Eaton Posi unit. Stopping power comes from 14-



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inch Baer brakes up front and 13-inch Baer brakes in the rear, both drilled and slotted. The truck's stainless steel brake lines and silicone-based fluid ensure reliable performance.

The original 1965 chassis was modified and lengthened for the 6-foot bed, giving it a 145.5-inch wheelbase. The suspension features Classic Performance Products drop springs, providing a 3-inch drop front and rear, with a rear notch for axle clearance. Roger did all the frame modifications himself, and the steering box is from a '68-'87 Chevy C10, with a factory reproduction steering stabilizer from Classic Performance Products. The truck rolls on 20-inch staggered fit Schott Americana wheels with BFG GForce tires, ensuring no rubbing



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when turning or hitting bumps. A stainless steel fuel injection tank from Rock Valley completes the setup.

Inside, the truck boasts 1964-1966 Chevy Corvette factory seats wrapped in leather, with all the upholstery done by the late Will Keimig. New gauges from Classic Parts of America and a teakwood steering wheel from a 1965 Corvette add a classic touch. The

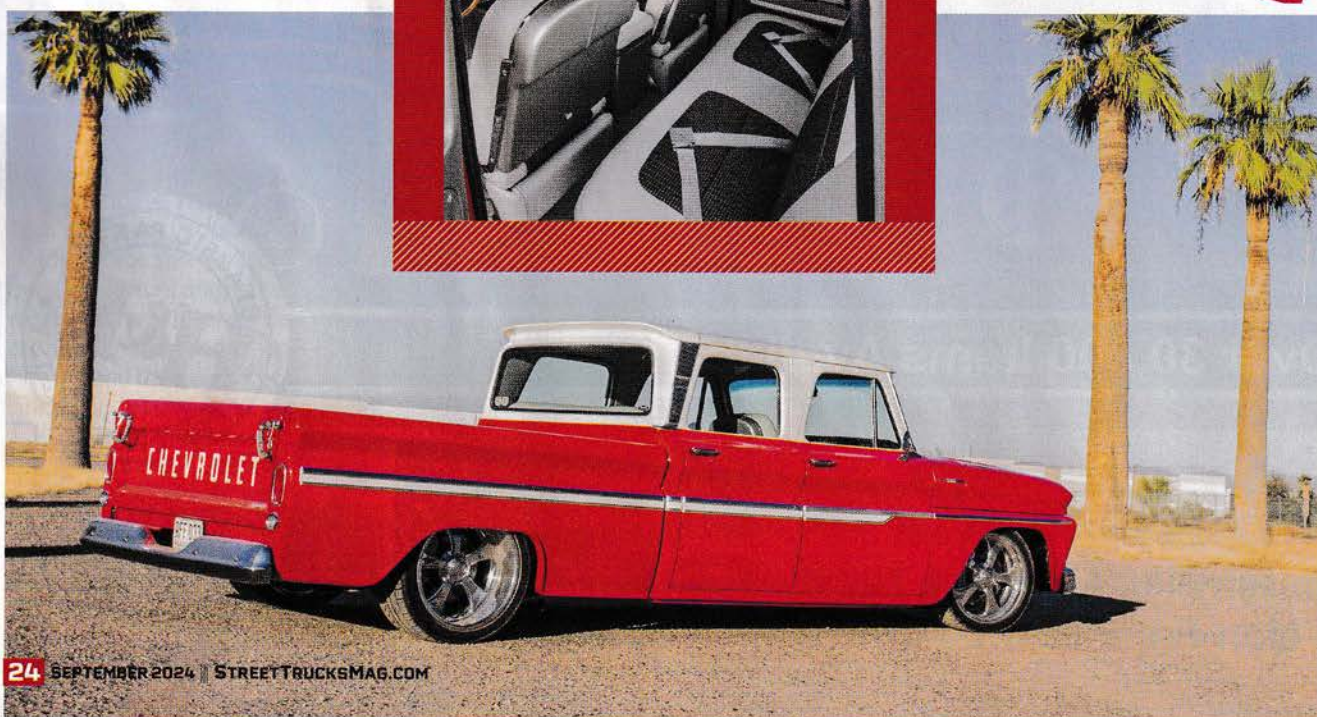
Stagway headliner and rear door panels made from Masonite were cut down to look factory.

Roger takes this beauty to Goodguys shows in Des Moines, Iowa, Fort Worth, Texas, and Dino's Git Down in Phoenix. If he could change anything, he'd lighten the truck and add a 475 transmission. The easiest part of the build was installing the LX 454 engine, but



remaking the rear doors and shell to hide the Stagway barn door hinges and straightening the roof proved challenging. His advice to fellow builders? Take your time, don't give up, and remember that nothing worth having comes easy.

Roger's 1965 Chevy C10 is a testament to patience, hard work, and the pursuit of uniqueness. With its Stagway six-man cab and LSX engine, it stands out as a truly remarkable build.



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