



Cinnamon C10

Dale Kennedy's '71 GMC C10

By Grant Cox

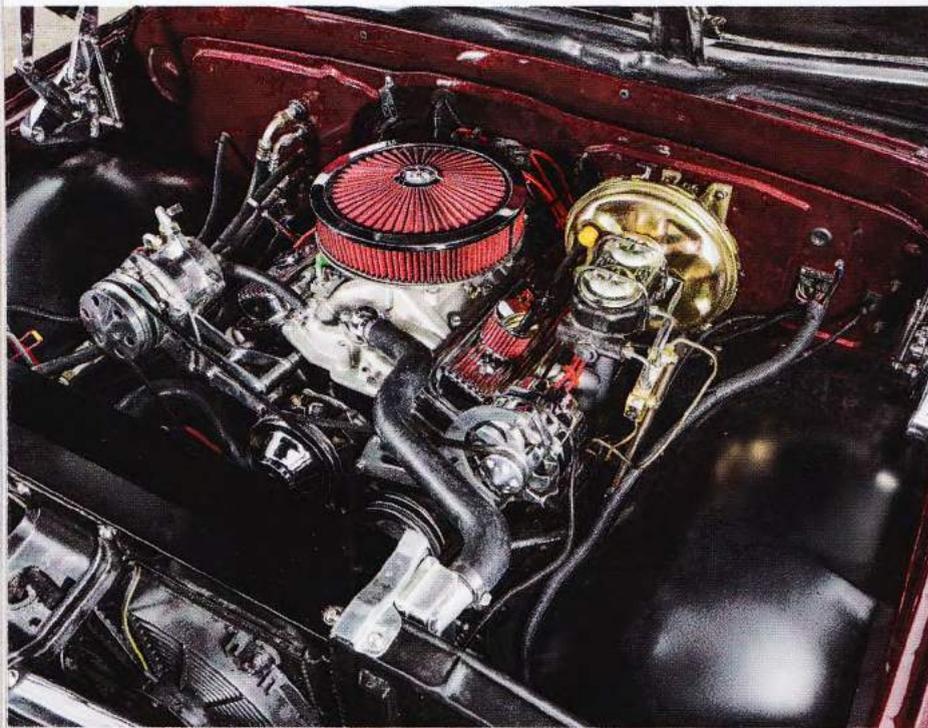
It was time in Dale Kennedy's life to start his search for a truck that he could call his own. He started his quest to find a shortbed C10 and after searching many Oklahoma newspapers' Classifieds, his project truck was found. On a small car lot his search brought him to a '71 GMC Fleetside. Although it was in pretty poor condition from sitting outside for many years and the drivetrain in need of replacement, it was a good starting point for Dale to build himself a custom truck.



Once he got the '71 back to his garage, his first thought was to just throw in another drivetrain and give it a basic paintjob to get it back on the road. That plan was scratched shortly after he began disassembling the truck. Rust was discovered, and lots of it, so the decision was clear that the truck needed to be torn down to its frame. Once that was done, the frame was sent off to get sandblasted and painted. Next, the suspension had a complete overhaul.

While the chassis was getting some love, it gave Dale a chance to rebuild the powertrain. A new 350ci 330hp Chevy crate engine was chosen to power the beast, with the additions of Holley fuel injection and Hooker headers giving his motor extra horsepower. Coupled up to a fresh 700-R4 trans made things pair up quite nicely for a strong drivetrain. To put all that newly found power down was a posi-track rearend and new stronger axles. To make

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the truck stop without a sweat, a four-wheel disc brake setup was installed.

Dale started back on the bodywork of the truck and in no time the amount of panels with rust soon became a lot of parts that needed to be replaced. In went the new rocker panels, floor panels, and various cab patches. Once all the parts were welded in, a coating of Line-X was sprayed on the underside of the cab and the inside floor.

After a quick call to Michael Johnson with CJ Hotrods, a plan was made to

help Dale with the reassembly and finish work his truck needed. The pile of parts that Dale had collected was delivered to CJ Hotrods and so began the transformation.

The interior work was put into the careful hands of Ronnie Drummond of





1971 GMC

Dale Kennedy
MEEKER, OKLAHOMA

CHASSIS

- › **FRAME:** STOCK
- › **REAR BRAKES:** DISC
- › **FRONT SUSPENSION:** STOCK REBUILT
- › **FRONT BRAKES:** DISC
- › **STEERING BOX:** STOCK POWER
- › **FRONT WHEELS:** SHOWWHEELS STREETER, 20X8
- › **REAR WHEELS:** SHOWWHEELS STREETER, 20X10
- › **FRONT TIRES:** 255/35ZR20
- › **REAR TIRES:** 275/35ZR20
- › **GAS TANK:** CLASSIC PERFORMANCE PRODUCTS FRAME MOUNTED

DRIVETRAIN

- › **ENGINE:** 350CI SMALL-BLOCK CHEVY
- › **IGNITION:** MSD HEI
- › **HEADERS:** HOOKER
- › **EXHAUST/MUFFLERS:** FLOWMASTER
- › **TRANSMISSION:** 700-R4

BODY

- › **STYLE:** SHORTBED FLEETSIDE
- › **MODIFICATIONS:** SHAVED DOOR HANDLES, TAILGATE, EMBLEMS
- › **HOOD:** COWL INDUCTION
- › **BODYWORK AND PAINT:** CJ HOT RODS
- › **PAINT TYPE/COLOR:** DUPONT/CINNAMON RED CUSTOM MIX

INTERIOR

- › **GAUGES:** CLASSIC INSTRUMENTS VELOCITY WHITE
- › **AIR CONDITIONING:** VINTAGE AIR
- › **STEERING WHEEL:** LECARRA
- › **STEERING COLUMN:** IDIDIT
- › **SEATS:** '96 CHEVY TAHOE BUCKETS
- › **UPHOLSTERY:** HOT ROD GARAGE
- › **MATERIAL/COLOR:** LEATHER/GRAY AND BURGUNDY

“He was blown away with how it all came together and couldn’t have been happier with the results.” ★

Drummond’s Hot Rod Garage. A set of bucket seats from a ’96 Tahoe were covered with two-toned charcoal gray and burgundy inserts. Next, the door panels, kick panels, and headliner got the same leather treatment to bring the flow through the interior design.

Erin Wickizer with Wickizer Automotive helped get the electrical all wired up and installed the Vintage Air system. Once that was all completed Eric was not done. Door poppers helped out with the newly shaved door handles and electric

windows to operate the one-piece windows.

The four-year project rolled out of the shop and Dale could finally step back and take a look at what he had created. He was blown away with how it all came together and couldn’t have been happier with the results. He would like to thank all the guys at CJ Hot Rods, Ronnie Drummond, Eric Wickizer, and all Dale’s friends and family members who stood by his side throughout the build process.