

# Pickups 'n Panels In Print

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# ATTRACTION To 4x4's

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**E**VER since I was old enough to work on and drive cars, I always had an attraction to four wheel drives. I guess it's because I have always been an outdoors man and a hunter.

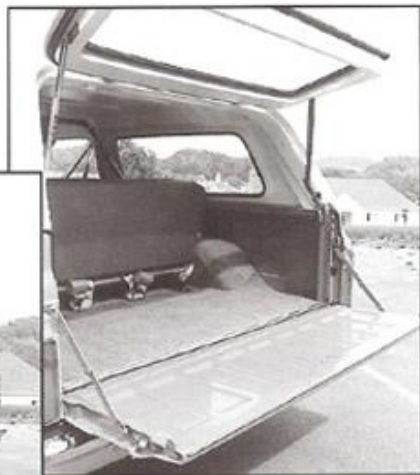
Having worked at a Chevrolet dealership for over ten years, it truly has been baseball, hot dogs, apple pie and Chevrolet. I may have stayed once or twice with an occasional military Jeep restoration or something like that, but I am born and bred Chevrolet.

I have owned over fifteen Blazers. It's

butcher up and make into a hunting truck. The truck had belonged to a very old dealership owner in Georgia, and sat in a barn most of the time with occasional use and was in very good condition. I ended up traveling to Tennessee three weeks later and purchased another 1970 Blazer for \$2,500. My hunting truck project was well on the way.

I left my new Blazer project on the back burner for about a year. One time I even thought about selling it, but instead I decided to do a partial restoration. But I am a fanatic and once I start something it

When the truck was completed in August of 1995, we entered the first show around The NOPI 1 Nationals. We could not believe we won 1st in our division. Then we went to the World of Wheels, which is invitation only and won there too.



has to be as close to perfect as I can get it. So a simple paint job turned into a four and a half year frame off restoration. I was also driven by the fact that you rarely see a 4x4 Blazer bone stock original. There are not many left.

I disassembled the truck at my shop (which is a transmission shop). Then I rented a local storage building for three and a half years to store all the parts. Then our business went through the roof. I had no time to work on the Blazer, but I was always buying parts for three and a



amazing to ride down the road and still see them running and say to myself: "hey that was one of mine." I have owned some very functional 4x4's, unlike the one featured. They were raised up, had winches and mud tires.

The body on my hunting Blazer was rusted out very badly. It was a 1971 4x4. Since it was the off season for hunting (summer), I went in search for another body to put on my chassis. I started asking around. A friend who

worked at the local car auction, said he had seen a very clean early model Blazer that was going through Friday night. I put a bid on the truck and it became mine. When I brought it home, it had 62K miles and I was the second owner. I quickly realized what I had was much too nice to

half years. Most all of the parts are OEM. Blazer parts are very hard to find that do not interchange with the pickup truck. The remainder parts came from Golden State Pickup Parts and Cheyenne Truck Parts. Everything is new from stainless fuel and brake lines to new glass, weather strips and wiring harnesses. The chassis is just as detailed as the engine and interior. That's why we always use mirrors under the truck at the shows. We did keep an old rusted out original junker around for reassembly, that's how everything is so exact, right down to the right color hose clamps.



But the ultimate was to come to the all Chevy/GMC Truck Nationals, get picked for a photo shoot and then go on to win 1st place in a category where all Blazers '69-'94 2wd and 4wd and modified were all combined, is just unbelievable. I guess all the hard work and the money spent did pay off. I also owe a lot to Dink and Ernie for their help and support while building the truck and showing it. I know I could not have done it alone.

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*Phenix Motorsports Park  
Phenix City, Alabama  
April 29, 2001*

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Phenix City Drag Strip  
Phenix City, Alabama July 30, 2000

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