

# THE 37-YEAR ITCH

*Charlie builds his dream truck—  
for the second time*

By Kevin Whipps • Photography: Kevin Aguilar

Charlie Randa of Doylestown, Pennsylvania, isn't the typical truck builder found in the pages of *Sport Truck*. That's because for most of his life, he wasn't one of those guys. He didn't like lowering his trucks, he didn't want to build anything cool, and he just wanted to do his own thing. And trucks just weren't his thing. Frankly, that's OK. Not everyone is cut out to be a custom-truck guy.

Let's back up for a moment. It's 1970, and a younger Charlie decides to buy himself a shiny new pickup truck. After searching around for a bit, he decided to purchase a brand-new Chevrolet C10 shortbed. The truck was loaded with a factory big-block and four-speed, and a month after he bought the truck he bolted up a set of Corvette-style side pipes to add a bit more flair.

The truck was used for a bit and restored a touch in the '80s, but it wasn't set to become the product on these pages for a few years later. That's because somewhere along the way, Charlie did decide to get into custom trucks, building himself a '96 Chevrolet extra-cab 4WD that sported a Vortech supercharger and custom paint. Once that was done, Charlie looked around and saw that the C10 not only needed a redo but also was a perfect candidate for a custom touch. Time to get to wrenchin'.

This time around, the truck was torn down to its bare frame. Box upon box was filled with bolts, parts, and suspension pieces and sent off to the powdercoater for new gold-vein protective coating. The result is an immaculate frame and suspension that's so clean it's time to get out the utensils. The truck was reassembled with all of the typical new parts like

bushings and ball joints, but a few custom touches were installed around the same time like a set of 2-inch-drop springs up front and a pair of Belltech Nitro Drop shocks that were painted with a black and gold candy to match the suspension. The details don't end here though because the driveline, transmission, and axle were painted black with a gold candy, and even the brake lines were redone in stainless steel just for that extra touch. Who were the magic men who did all of the hard work? That would be Jerry, Joe, Tim, and Ted at Trick Works in Telford, Pennsylvania.

The level of detail extends to the cab and bed of the truck, where everything was meticulously lined up and gapped so that the body lines are straighter than most luxury cars. The firewall was smoothed, and all of the wiring and hoses for the engine were hidden for an extra-clean look. Speaking of the engine bay, the truck came with a big-block but it was a little tired. Gas prices be damned, Charlie wanted a big-block again, so in went a GM Performance crate

engine with 502 cubic inches of beefy horsepower, and behind that he mated a built Turbo 400 trans with a Gear Vendors overdrive to keep the ponies to the ground. It's a powertrain most people could only dream of, but Charlie's the guy who's got it.

The House of Kolor Gold base with Pagan Gold Kandy paintjob makes this truck stand out in a crowd, and the perfectly gapped doors and cab are really cool. But, it's the interior job that really finishes the look. The whole thing is done in leather and suede with painted accessories throughout. Modern accessories like air conditioning and a full stereo make the truck as functional as any new Chevy on the road today. It's so clean and detailed, that it's amazing.

If this truck were sitting at a show, gleaming in the sunlight, most people would probably stop and take a look at the body-dropped truck parked nearby. It's not glitzy, and it's not airbagged. But, it is one of the most detailed trucks ever featured on these pages, and that's worth more than any trophies for "lowest truck." ☺



THE 411

ENGINE/DRIVETRAIN:

502 GM Performance crate engine / chrome-plated Street & Performance Ram Jet intake / aluminum GM heads / Aeromotive fuel filter / Holley EFI fuel pump / stainless steel fuel line / MSD Pro-Billet distributor / MSD 6AL ignition box / Taylor ignition wires / custom 3-1/2-inch driveline painted black and gold candy / custom 3-inch exhaust with dual Flowmaster mufflers / original '67 Corvette side pipes / Turbo 400 automatic transmission / TO 1800 torque converter / Gear Vendors overdrive unit  
 BY: Trick Works, Telford, Pennsylvania

RIMS:

FRONT: 18x7 Billet Specialties Vintec with 4 inches of backspacing  
 REAR: 18x10 Billet Specialties Vintec with 6 inches of backspacing

TIRES:

FRONT: 255/55ZR18 BFGoodrich g-Force T/A  
 REAR: 285/60ZR18 BFGoodrich g-Force T/A

SUSPENSION:

FRONT: 2-inch-drop springs / Nitro Drop shocks painted black and gold candy  
 REAR: Stock

ACCESSORIES: Stainless steel brake lines / disc brakes front / drum brakes rear  
 CHASSIS: Powdercoated frame and all suspension parts and accessories in gold vein finish  
 BY: Jerry at Trick Works

BODY MODS:

All body panels gapped / bed lowered 3/4 inch to match cab / CheckMate tonneau cover with custom billet hinges and latches / smoothed firewall / chrome grille and surround  
 BY: Trick Works

CUSTOM PAINT:

House of Kolor Gold base with Pagan Gold Kandy topcoat  
 BY: Ed Trimbur / Trick Works

INTERIOR:

Factory bucket seats with jump seat, refoamed and wrapped in leather and suede / leather dashpad / custom-sewn carpet / custom door panels with Brazilian rosewood inserts / leather headliner / Vintage Air A/C / custom center A/C vent / carpeted bed  
 BY: Xtreme Auto Interior, Telford, Pennsylvania

AUDIO/VIDEO:

Custom Autosound head unit / Pioneer mids and highs / Pioneer subwoofers / Stinger wiring / CD player hidden in jump seat  
 BY: Joe at Trick Works

CLUB:

N/A

SPECIAL THANKS:

Ted, Jerry, Joe, and Jimmy at Trick Works and Paul's Plating for the chrome

