

For those who are interested in my work the following is a short history with pictures of trucks and cars I have restored.



One of my early restorations. This truck came from California with only 16,000 miles on the odometer. Literally the brake drums were not rusty. I removed the 6cylinder engine and installed a police special 360 and an automatic. Dual exhaust. After restoration I drove it for about 5,000 miles. On April 4 1995 a guy in a hurry turned left in front of me, with no time to stop the result is next.



This next truck was in second to the poorest condition of any of the trucks I have ever restored. Most of the doors and the cab were gone. My father in law wanted a Studebaker pickup. I gave him a choice of 4 trucks. He financed the restoration. The 169 champion 6 was removed and a 245 commander engine with an overdrive were installed. It was a great little truck. When my father in law was no longer able to drive he gave the truck back to me. I drove it for almost 70,000 miles when it broke some rings and started to burn oil. I installed a 170OHV full flow engine with a model 35 automatic transmission. My daughter and son in law now have the truck and it travels the roads of Minnesota.





This is one of my favorites. I first saw this truck in Farber, Missouri. I drove through this little town and out of the corner of my eye I saw a Studebaker. Drove around the block to find the door to the shop open and several Studebaker trucks and cars in side. I found the owner and admired the empty frame and noticed the box standing in the corner and the cab sitting on top of the office. It was the most rust free Studebaker pickup I had seen in years. I tried to buy it to no avail. Four years later I am on a call to a shop in St. louis and see the same truck sitting looking like it was about to be assembled. Two years after that the family of the shop owner called me to say their father had died and the truck was for sale. I made them an offer which they refused. Two months later when they had not sold the truck and needed to remove it from the building that had been sold they accepted my offer. I hauled it to New York when moving there and did a full frame off restoration. I installed a full flow 289 and a T85 transmission with a floor shifter. I also took the axles springs, brakes and wheels from a ¾ ton Champ and installed them under the truck. That made it a 2R5 short box into a 2R12 short box, a truck Studebaker should have but did not build. I drove the truck for over 16,000 miles and one day a lady stopped me in the parking lot of a tire shop and asked if she could buy the truck. That was 17 years ago and she still drives it. When ever I need to use a truck and do not have one ready she encourages me to use hers. I put so many miles on her truck that in 2023 I install d for her a new engine. This is a real fun truck to drive, it has dual stainless exhaust, hydrovac boosted brakes. Mercedes Benz power steering and seats from a Chevrolet Suburban, and is full 12 volt system with 12,000 lb rated trailer hitch. With a 4 barrel carburetor it consistently will



deliver 19.99 miles per gallon if it is kept under 80MPH.



This truck is a true survivor. I was getting ready to move from Missouri to New York when calling on customers I drove by a salvage yard where I had never stopped. Talking to the owner he admitted he had two Studebakers. The first one would not have even yielded windshield wipers. I asked to see the second one which he reluctantly agreed to. Before the door was fully open I knew I had to buy this truck. I asked if I could look at it for a while to which he agreed. It was totally rust free except where the sun had burned the paint away. This was in 2003. I walked behind the truck and it had 1976 Arizona license plate. The tires were flat. Someone had driven it from Arizona to Jefferson City, Missouri. The truck sat inside at a salvage yard all of those years. It must have been burning oil or running poorly. It is a 2R11 with a T9 transmission making it a 45 mile per hour truck on the highway. Pushing it harder will only cause lots of problems. The head was off the engine. It was obvious they were trying to do a frame in overhaul. For some reason they had pulled the two middle main bearing caps and when they attempted to reinstall them they placed them on the wrong journals. One rod and piston was in the cab. When I pulled the engine to rebuild it, I noticed the rings were new. But the pistons had been hammered with a ball peen hammer to substitute for knurling and make them fit tight in the cylinders. From all appearances the rings were .010 oversize. Needless to say the engine would not turn over. I brought the truck home, rebuilt the engine repaired the wiring, installed tires. I drove the truck for about 2,000 miles and gave it to my son who lives in Canton, NC and drives it with enjoyment.





If you attend an International Studebaker meet you will see John and Dian Crooks, watching over Studebaker pocket watches. This truck belonged to John's father, and John drove this truck in his younger days. I purchased this truck, brought it home, restored it and my youngest son having just finished 3 tours of duty in Iraq and Afghanistan determined he wanted a truck like his older brother. He will take possession probably in 2025. This truck has a balanced 245 and overdrive. 60MPH doesn't bother it.







I always wanted a Diesel pickup, they were out of reach financially. I had an 85 Mercedes diesel that we had stopped driving at around 500K miles. I had three champs. The three champs made one drivable truck. I used the Mercedes engine for mock up on a clean frame, finished all the body restoration and looked for a Mercedes with fewer miles on it. When found that car offered a lower mileage 5 cylinder diesel and a working automatic transmission. My friend made a 3 inch stainless exhaust system with no muffler. Mercedes power steering was made to fit the frame. Turner disk brakes with Hydrovac boost was added.. I drove this truck all over the US often pulling a loaded trailer. In 2022 getting ready to leave a swap meet a fella came and asked if he could buy the truck. Two weeks later he picked up the truck, called me two hours after leaving my place to say, I am going to have a lot of fun with this truck”.



In 1960 my dad bought a 1960 champ just like this one. When I found this one in New Jersey It was a keeper. The owner could not make the truck run properly. Turned out he had the plug wires on the wrong plugs. This truck received a full frame off restoration, as ALL of my trucks have had. This is a standard short box champ with a 245 engine and T98 transmission. It now resides in Montana. This is the only truck I restored that had less than 100 miles on it before it was sold.





One day my wife came to the shop. She said, "each of the kids have a Studebaker, I want that one, put an automatic transmission in it." This truck was the most labor intensive truck I have ever done. Even the door posts were gone. I placed a 170 OHV engine in the frame with a cast iron Borg Warner automatic. In 2011 I drove this truck to Montana, where the two of us helped a friend get his farm equipment ready for the season. Then drove to the Studebaker International meet in Springfield, Missouri where I met my grandson. We spent our time at the meet and drove him home to North Carolina. Then on to New York. Read the article "6000 miles in a 3R5." Listed above.

This truck was purchased and given as a gift to his girl friend. She is a known potty mouth late night comedian. She sold it a couple of years later and it resides in Florida.

A couple of years ago this ad appeared in Hemmings.





## **1954 STUDEBAKER 3R5**

Reserve: \$7,000

Selling Price: \$10,763

Recent Market Range: \$6,540-\$10,320

Early postwar Studebaker pickup trucks like this 3R5 were genuinely rare compared to their Ford and GM competitors. It was the type of work vehicle that could still be used as such, or be the basis for a comprehensive restoration, considering its seller-described "fair" paint over bodywork with minor rust and dents. The bench-seat interior appeared comfortable and tidy, with a promised-functioning "Climatizer" heater. A non-original two-speed automatic backed a straight-six engine,



Driving through the New York Country side this is what I saw. It was parked in a little town by a restaurant that had been closed for years. I found a person at a local bar that knew who owned the truck. They gave me a telephone number for a guy in Florida. I called him about the truck. He was on his way to New York to clean up the yard the truck was parked in. The truck would be at the salvage yard the next day. I asked him if he would sell it. He said you be there with cash tomorrow and you can take it home. I was and I did. Someone had stolen the radiator, the engine would turn over but hesitated at on cylinder on top dead center. It needed a carburetor, fuel pump and gas tank. When ready a new battery was placed in the box and the engine turned over and started, but misfired on one cylinder with a lot of tappet noise. Pulled the valve cover to discover two stuck valves and two bent push rods. After playing with the valves for a while they loosened, new push rods and it ran great. I found a fuel tank with mounts from an Isuzu box truck, installed on the frame ahead of the dual wheels. This truck now resides in PA.









This was one of my favroites. 1959 NAPCO 4WD factory equipped with a cloverleaf 289. During restoration the only changes I made was to add a 4 barrel carburetor a large rear bumper and 3:31 gears in the differentials. It made a nice road truck.



This is what I saw when I came to the lot where the truck was sitting. This truck now belongs to a lady in Cincinnati, Ohio who purchased it because her deceased father owned one similar. She drives it proudly and regularly.





This was my first 4 wheel drive. It came with a 245 commander engine. It was comfortable to drive but with 4:88 gears it was slow. Before it was finished a guy came by my shop to see if there was anything for sale. He saw this truck ordered it painted this color. Asked how much it would cost him to purchase it finished. I told him it was not for sale as I wanted to keep it. He said how much? I said you will need a lot of money to buy this truck, He told me not to worry about the money, give him a solid price. I did and by the time all was said and done I was short \$11,000. But I had a contract. He turned out to be a high priced attorney in Manhattan. Later he was riding his Motor Cycle and was hit by a car, lost his leg and could no longer drive the truck. He asked me to sell it for him. It now resides in the Pheonix area. Close to where it was shipped to from the factory.





As a farm kid I drove this truck many miles, hauling grain, hay and wood. This is the last of my fathers farm trucks I have had. It received a full frame off restoration, I installed a 289 engine with 4 barrell carburetor. I purchased a 1959 tow truck that had more modern brakes and tubeless wheels. Placed the front and rear axles from the tow truck along with a 5 speed overdrive transmission, electric wipers, and power assist brakes. I had in inventory a new diesel side mount tank and brackets. I mounted the tank one side in front of the duals and a tool box on the other. My friend had an electric over hydraulic lift bed he no longer wanted so that was installed. Vintage air was also installed. Put 200 miles on the truck deemed it road worthy and left for Chicago to pick up engines and transmissions from a shop the was selling everything after the death of the owner. Stopped at Studebaker International, and at Fairborn Studebaker on my way home. When I got home I was informed that my storage would no longer be available so I placed an ad for this truck and the green 4WD This one sold first. With Mercedes Power steering power brakes and an extra tank this truck was a great road truck. It now resides in California, Pennsylvania.







Before my father died I purchased all his trucks and this tractor a Massey Ferguson 65 diesel. I was not aware of how badly this tractor really was worn until I determined to restore it. The hour meter had a broken glass but registered 9999.9 hours. Every part of the tractor need to be repaired. Now it is quite usable.







I put the word out that I was looking for a short bed  $\frac{1}{2}$  ton with a single piece windshield and a large back window. The truck had to have an automatic transmission., YUP that is the truck. It was beat up but rust free, I wanted something easy. Because this was to be my last restoration, or second to the last depending on whether this truck or my Avanti were finished first. I wanted to build a truck that would be fun to drive, be cool and have the get up and go if I wanted give some competition.

An Avanti engine and transmission package was built for the truck. A second fuel tank where the spare tire used to go. Fitec fuel injection and Vintage air were installed. An Avanti swinging pedal system with booster and dual master cylinder were added along with Turner disk brakes.  $\frac{3}{4}$  ton axles springs and wheels from a Champ were fitted to the frame. At this writing I am waiting for fenders hood and doors to be painted. Seats from a Chrysler Sebring Convertible were installed because they have an integral seat belt system. The spare tire was moved to the side of the box, A tac, boost gage and electric wipers finish it off. The hood will be from a 1959 Scotsman and the grill from a 2R. Large bumpers front and back and a 12,000 lb trailer hitch. The rear lights will be LED inside the kit from Classic enterprises. Power steering from 1985 Mercedes 300SD. The water pump pulley is too close to the radiator to run a fan so an electric fan with a full shroud will keep it cool and more quiet. It has R3 exhaust manifolds with stainless steel dual exhaust. Should be fun.







