

THE 87TH ANNUAL DANCHUK

Tri-Five Nationals

Golden Star

CLASSIC AUTO PARTS

GIVEAWAY CAR

How many times have you heard folks saying, “GM should build new ‘57 Chevys”? Magazines have written about it, the idea pops up on social media from time to time, and it surely has been the topic of a few late night garage conversations. As car builders we have also thought about this notion of a re-release of the iconic 1957 Chevy as a new car from the folks in Michigan. Fact is, this will never happen, and there are many reasons why. One reason is new cars have to meet safety and crash standards that automatically rule out the solid steel bumpered classics we love. They have been engineered to crumble on impact, not act like a battering ram. And this is just one of many reasons why our classics should be left classic and not re-imagined new cars.

Although the reality of a re-released ‘57 Chevy will most likely never happen, we like to think about what it would look like if we could take all that was cool from the fifties and blend it with today’s latest technology. The 2020 Golden Star Giveaway car (GAW) is bridging the gap between yesterday and today. As with all of our

giveaway cars, we started with an all new OE style chassis built by Woody’s and topped it with an all new ‘57 Sedan body built by



Woody’s. From here, Chris Sondles gave his ideas to Eric Brockmeyer who put his them to paper.

“What I wanted to create was a ‘cheapie’ 150, a Utility Sedan that looked bone stock to a point, with the exception of the stance, wheels and of course the powertrain,” said Sondles. “Like with past builds, Eric nailed the look we discussed.”

The Colonial Cream and Onyx paint has been updated using all Axalta finishes. Brian Graber from Woody’s has already laid down the Spies and Hecker Permacron base coat and is now in the process of sanding and buffing the clear coat to a mirror like finish. Axalta has been the choice of all of the GAW cars finishes since day one with outstanding and lasting results.

For the needed slammed stance on this year’s GAW car, Ridetech stepped in and provided us with their Shockwave Tri 5 Air Suspension package. The package includes everything you need to get that ultra low show stance while providing excellent drivability, ride quality, and handling capability. The package contains front upper and lower StrongArm control-arms, front MuscleBar, a rear 4-Link, and 4 HQ Series Shockwave air-over-shocks for every corner of the vehicle.

The suspension choice was easy, as it’s a proven, familiar setup with the build team. Chris’s ‘56 wagon rides atop the same components and has been driven over 10,000 trouble-free miles since it was installed. “In order to get this new GAW car low to the ground and still make it very usable, I knew it had to be on air.”

RidePro-HP Ride Height Sensors are being used to control not only the ride height, but the performance of our giveaway car.

This ultimate air suspension management system measures both pressure and ride height.

With the addition of RidePro-HP, ride height and spring loads are established by comparing the position

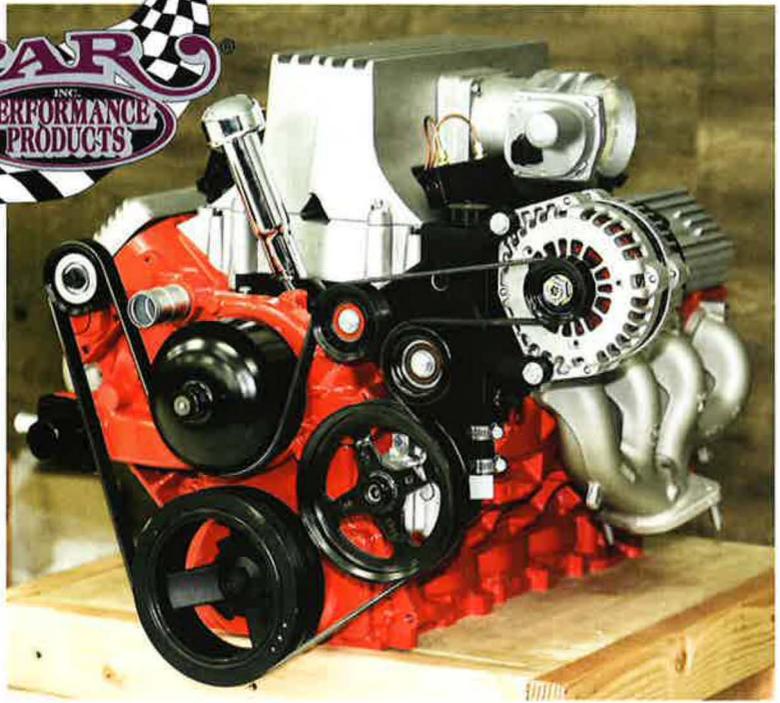
of the ride height sensor to the air pressure within each air spring. This is especially important for dynamic driving scenarios where quick transitions occur, including high performance driving and emergency maneuvers like sudden directional changes and panic stops.

Adding to our modern suspension is the modern braking system provided by CPP. The 2020 car utilizes CPP front and rear disc brakes, pushed by a CPP Hydroboost master cylinder. Front braking utilizes CPP's new C7 drop spindle brake kit as mentioned in this month's Trust the Builder article while the rear incorporates CPP's Big Brake kit mounted to the Johns Industries new 9" Ford rear end.

The look of the 2020 car is topped off by the combination of the spartan OE style 150 Utility Sedan interior, provided by Ciadella Interiors, and mixed with the striking Schott "Split Window" wheels on the exterior. The combination of old and new is carried over into the engine bay, where this car's theme comes together in perfect harmony.

This year's Golden Star Giveaway car will be powered by a 480hp LS3 provided by Rinke Performance. Rinke has supplied the driveline for the giveaway cars for years, and like us, they are very excited about how we plan to dress up the trusty and powerful Chevrolet LS3 crate engine. That said, we are proud to introduce Lokar's LS Classic Series '57 Chevy Fuelie package which includes authentic looking, cast aluminum small block Chevy finned valve covers and a '57 passenger car air cleaner. The kit comes complete with a cast aluminum two-piece intake manifold, just like the original, that is 100% made in the USA. But instead of the mechanical injection system, the Lokar unit utilizes an LS3 drive-

by-wire throttle body which is controlled by a Holley EFI system. The billet aluminum fuel rails appear to be period-correct with their antique looking brass



fuel feed lines but the fuel demand is actually handled by late model LS3 fuel injectors.

Further enabling their "wolf in sheep's clothing," Lokar outfitted our Fuelie with a billet aluminum valley pan complete with an original appearing and fully functional front breather/oil fill tube. And, if all of this vintage goodness hasn't completely left you to wax nostalgic, the stock GM points-type distributor mounted behind the intake surely will. Genuine in appearance and bolted to the rear valley pan bolts, the cast aluminum distributor body is actually hollow and acts as a simple pass-through for an extended set of plug wires that will allow us to remote mount the stock LS coils out of sight and out of mind.

Finishing up the engine package and allowing it to function like a modern-day driver is the LS Classic serpentine belt pulley system from Lokar. Utilizing brackets manufactured from high quality billet aluminum, the kit employs a single six rib serpentine belt to smoothly and efficiently operate a high amp GM alternator and Maval GM type II style power steering pump. Although it can also be provided with an AC compressor and bracket, our "cheapie" 150 will only have a basic heater for cold weather driving. Lokar out did the competition by incorporating a high capacity remote mount power steering tank within their system's bracketry. We won't have to spend time and money trying to run extra power steering lines or clutter up our car's engine compartment to mount a bulky reservoir.





Additional LS Classic Series kits offered by Lokar include '62 and '63 Corvette Fuelie systems as well as a single throttle body 14" Classic and a dual throttle body Tripower version. Packages come with your choice of Small block, Big block, or 409 Chevy valve. All of the LS Classic components are also sold separately; however, Lokar can also provide their new LS Series "Classic in a Crate" engine ready to run. All Lokar LS Series "Classic in a Crate" engines are based on Chevrolet's 480hp LS3 engine dressed with one of their five different vintage intake systems and dress-up bundles. We will show the engine transformation in an upcoming Tech Talk article soon. Stay tuned!

We will be showing the buildup of this car over the next few months and will chronicle its travels prior to being given away at the 6th

Annual Danchuk Tri-Five Nationals this coming August. We wish you luck.....this is going to be one fun ride!

Thank you to our 2020 Golden Star Giveaway Sponsors

