

**S**ometimes it's an old photo, a pocket watch, a military service medal, or some other memento that serves as a reminder of people we will never forget. For James Otto, it's this '66 Chevy C10.

"My grandfather, Pete Lee, bought this truck at a farm auction in the '80s," James told us. "I grew up driving it on our family farm in Finley, North Dakota, and riding back and forth to town with my grandpa in it. He loved this truck, so it was pretty well cared for. When my grandpa had to move off our family farm due to failing health, he gave the truck to me. At that point it had been sitting for a decade or more in an old barn." When James moved to Nashville to pursue his country music career, the Chevy went with him. His plan was to get the C10 roadworthy and just drive it as is; that all started to change when he attended an American Street Car Series event at the Nashville Fairgrounds. "I was instantly hooked. My plans for the truck completely changed."

Switching gears from mild custom California cruiser with wide whitewalls to full Pro Touring meant making the best component choices



# One To Re

Feature Story

James Otto Took His '66 Chevy C10 From the Farm to the Autocross

✦ By Tim Bernsau | Photos by Robert McGaffin





to make the truck competitive. Bodyman Brent Buttrey gets credit for transforming the truck from a longbed to shortbed roller with the cab in place and for injecting street machine style into the C10 body. A big step toward making the truck competitive was converting it from a longbed to a shortbed. GM shortbed 'rails were reinforced with a Porterbuilt inner frame stiffener and upgraded with new suspension parts. Now the C10 rolls through the cones—and city traffic—on RideTech triple-adjustable coilovers. The frontend features tubular A-arms and CPP spindles. Rear trailing arms and Panhard bar locate a 3.89:1 Ford 9-inch with a Detroit Truetrac differential. The 14½-inch discs with six- and four-piston front and rear Brembo calipers have no problem stopping 345/30ZR19 and 295/30ZR19 Michelin Pilot Super Sport tires on 19x12 and 19x10 Forgeline RB3C wheels.

"Driving a six-cylinder three-on-the-tree farm truck in Nashville traffic at modern highway speeds became unbearable," James says. "I pulled the motor and had it rebuilt with a hotter cam and all the performance parts available for a 250ci inline-six. I backed that up with a T5 transmission and drove it that way for about a year." With Pro Touring in mind, James



# remember





## 《One to Remember》



replaced the straight-six for a 6.0L Chevy LQ4 truck engine. Building these potent LS-based engines into 400-500 hp and torque territory is not uncommon, with well-chosen performance components. Franks Ofria did the machine work and John Bouchard Engines in Goodlettsville, Tennessee, built the engine. The iron block was bored 0.020-over, balanced, and blueprinted. A Holley HP EFI system handles induction. Gibson Exhaust Systems performance headers draw exhaust to MagnaFlow pipes and mufflers. Bowler Transmissions built the Tremec Magnum T56 six-speed with a Centerforce Performance DYAD dual disc clutch.

The most aggressive-looking exterior mod is the pair of hot air extraction scoops added to the stock hood. *Car Craft* magazine was there when Brent Buttrey built those





scoops and added Kindig-It Design flush mount handles to the doors. See their story at [hotrod.com/articles/five-custom-body-mods-you-can-do-on-the-cheap](http://hotrod.com/articles/five-custom-body-mods-you-can-do-on-the-cheap).

LMC Truck supplied many of the replacement parts, including front quarter-panels, bumpers, bedsides, tailgate, LED taillights, and glass. Truck-Lite LED headlights flank the LMC grille, which is customized with a stainless wire mesh insert. The new bed floor features wormy maple from Bed Wood & Parts. Tri-Works Hot Rods shot the white satin pearl paint, using PPG Balloon White with PPG clear, mixed to create an eggshell finish. The side trim insert strip was sprayed in contrasting blue. Bumpers and other pieces that would have otherwise been plated were painted Meteor Metallic with a satin clear.

James looked to builders Ben Giuliano, Grant Salter,





## «One to Remember»

“The truck, which James calls ‘For Pete’s Sake,’ was named in Pete Lee’s honor, built in his honor, and serves as a reminder of him.” ★



and Jacob Edens at Tri-Works Hot Rods in Old Hickory, Tennessee, to help take the project to the finish line. The interior was built to meet the truck’s performance requirements. Autocross racer Brian Finch installed the rollcage. TMI Products provided the custom performance buckets and the door panels. The ‘66 dash was adapted for custom gauges from Classic Instruments, Vintage Air A/C system controls, and the Alpine ILX-007 receiver. An American Autowire package ensures that everything functions like it’s supposed to. Other components include the Budnik steering wheel on an ididit tilt column, Finch Performance floor shifter, Wilwood brake and clutch pedal assembly, and Joes Racing Products throttle pedal.

James introduced the C10 in the TMI Products booth at the 2015 SEMA Show. Since then, he’s been driving the truck just like he planned to—at autocross and Pro Touring competitions, on cross-country tours, and around town.

The streets of Nashville are a long way from the dirt roads of Finley. The fun James Otto is having cruising and racing his ‘66 C10 helps him remember his North Dakota upbringing and his grandfather, who died in 2015. The truck, which James calls “For Pete’s Sake,” was named in Pete Lee’s honor, built in his honor, and serves as a reminder of him.

## 1966 CHEVY C10

James Otto

### CHASSIS

- › **FRAME:** GM SHORTBED FRAME WITH PORTERBUILT INNER FRAME STIFFENER
- › **REAR END / RATIO:** FORD 9-INCH WITH DETROIT TRUETRAC LIMITED SLIP / 3.89:1
- › **REAR SUSPENSION:** RIDETECH TRAILING ARMS, PANHARD BAR, ANTIROLL BAR, RIDETECH COILOVERS
- › **REAR AXLES:** MOSER
- › **REAR BRAKES:** 14½-INCH DISCS, FOUR-PISTON BREMBO CALIPERS
- › **FRONT SUSPENSION:** TUBULAR A-ARMS, CPP SPINDLES, RIDETECH COILOVERS
- › **STEERING:** UNISTEER RACK-AND-PINION
- › **FRONT BRAKES:** 14½-INCH DISCS, SIX-PISTON BREMBO CALIPERS, WILWOOD MASTER CYLINDER, AND PROPORTIONING VALVE
- › **FRONT WHEELS:** FORGELINE CONCAVE RB3C 18X10
- › **REAR WHEELS:** FORGELINE CONCAVE RB3C 19X12
- › **FRONT TIRES:** MICHELIN PILOT SUPER SPORT 295/30ZR19
- › **REAR TIRES:** MICHELIN PILOT SUPER SPORT 345/30ZRR19

### DRIVETRAIN

- › **ENGINE:** 03 CHEVY 6.0L L04, BORED 0.020-OVER, BALANCED AND BLUEPRINTED
- › **COMPRESSION:** 10.5:1
- › **HEADS:** STOCK L04 317
- › **COIL COVERS:** HOLLEY
- › **INTAKE:** HOLLEY
- › **FUEL INJECTION:** HOLLEY HP EFI
- › **AIR CLEANER:** K&N
- › **ALTERNATOR:** HOLLEY
- › **RADIATOR:** EASTWOOD
- › **FAN:** EASTWOOD
- › **HEADERS:** GIBSON EXHAUST SYSTEMS
- › **EXHAUST / MUFFLERS:** MAGNAFLOW / MAGNAFLOW
- › **TRANSMISSION:** TREMEC MAGNUM T56
- › **CLUTCH:** CENTERFORCE PERFORMANCE

CENTERFORCE DYAD DUAL DISC

› **SHIFTER:** FINCH PERFORMANCE

### BODY

- › **STYLE:** ‘66 CHEVY C10 PICKUP
- › **MODIFICATIONS:** FILLED AND SMOOTHED HOLES, CONVERTED TO SHORTBED WITH REPLACEMENT BEDSIDES AND TAILGATE, REPLACEMENT FRONT QUARTERS
- › **HOOD:** ORIGINAL WITH CUSTOM HOT AIR EXTRACTION SCOOPS
- › **GRILLE:** STOCK WITH STAINLESS WIRE MESH INSERT
- › **BED FLOOR:** BED WOOD & PARTS WORMY MAPLE, WHEEL TUBS
- › **HEADLIGHTS / TAILLIGHTS:** TRUCK-LITE LED / LMC TRUCK LED
- › **DOOR HANDLES:** KINDIG-IT DESIGN
- › **BUMPERS:** LMC TRUCK
- › **GLASS:** LMC TRUCK
- › **PAINT TYPE / COLOR:** PPG BALLOON WHITE WITH PPG CLEAR, EASTWOOD METEOR GRAY, AXALTA HOT HUES BLUE

### INTERIOR

- › **DASHBOARD:** FACTORY, MODIFIED, ALUMINUM INSERT
- › **GAUGES:** CLASSIC INSTRUMENTS
- › **STEERING WHEEL:** BUDNIK
- › **STEERING COLUMN:** IDIDIT TILT
- › **SEATS:** TMI PRODUCTS CUSTOM BUCKETS
- › **SEATBELTS:** RIDETECH HARNESS
- › **DOOR PANELS:** TMI PRODUCTS ‘64-‘66 CHEVROLET C10
- › **KICK PANELS & UNDERDASH PANELS:** TRI-WORKS HOT RODS
- › **MATERIAL / COLOR:** VINYL / LIGHT GRAY, DARK GRAY
- › **CARPET / COLOR:** LOOP PILE / GRAY
- › **SOUND SYSTEM:** ALPINE ILX-007 RECEIVER, KICKER AMPS, KICKER SPEAKERS AND SUBWOOFER
- › **AIR CONDITIONING:** VINTAGE AIR
- › **WIRING:** AMERICAN AUTOWIRE