

Slammed

Delmo's Goes Low With a Sweet '66 Chevy C10

✦ By Tim Bernsau | Photos by Tim Sutton

After riding around in the sky for a while, cruising close to the ground must have seemed like a new experience. Prior to driving this cool pavement-scraping Chevy C10, Felix Lee owned an up-in-the-air Kelderman-lifted Ford F-250.

Felix first saw the Chevy at Delmo's Speed & Kustom in Burbank, California. The '66 C10 was half finished and half unfinished, and had been that way for about a year when Felix saw it. At that time, it belonged to Del Uschenko, owner of Delmo's. Before that, it belonged to Jim Reis, owner of Classic Performance Products (CPP). When he started working on the truck, Del's goal was to make it his personal daily driver, but more urgent projects got in the way.

After expressing interest in the truck, Felix shook hands with Del on

a deal. The plan was that Felix could drive the finished truck out of the shop in a couple of months. The plan included no major departures from the direction the project was already taking. The finished product includes the classic Delmo's combo of old truck looks with new truck performance. We're talking about a stock-styled body, big 'n' tall wheels and tires, modern suspension for a belly-crawler stance, modern engine for off-the-leash energy, and traditional touches peppered all over the place.







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Felix and Del understand that a great classic truck should look classic. In the case of this '66 C10, the popular body style is not going to be improved by a whole lot of cutting and camouflaging. The characteristic brightwork—handles, badges, and exterior trim—was retained.

The same philosophy went into the selection of the paint color. Felix wanted a fresh finish with a nostalgic look. The two-tone combo of turquoise and white is a perfect choice to achieve that. At Starlite Rod & Kustom in Torrance, California, shop co-owner and painter Jack Fields used PPG paint to shoot the truck. A custom whitewash finish was applied to the oak boards in the raised bed floor, which matches the paint on the

top of the cab, side trim, and wheels. Stainless steel runners separate the boards and reflect the blue sky.

The truck sits as close to the ground as possible, a position achieved with suspension components from Porterbuilt Fabrication, Bilstein, AccuAir, and CPP. If you're going to go this low, you ought to go big too, so Felix's '66 is stuffed with some upsized rolling stock. A pair of 315/30R22 Falken radials, mounted on 22x12 wheels, pack the rear tubs up front; 255/30R22 tires are wrapped around 22x8.5 wheels. The dimensions are not exactly traditional, but they look great, and the narrow sidewalls show off the painted Delmo Specials smoothies and clip-mounted '64 Chevy hubcaps. CPP disc brakes were

installed in the front and rear to stop the truck fast.

Delmo's uses LS3 crate engines from Chevrolet Performance Parts in many of his project trucks, and has even developed a "DEL S3" package that blends current technology with classic small-block looks. If you missed that story in *CLASSIC TRUCKS*, you can read it online at hotrod.com/how-to/engine/1506-you-wont-believe-this-traditional-chevy-engine-is-an-ls3. For this application, the engine was kept close to stock. Del added his signature by replacing the factory coil covers with 327 valve covers, installed with custom adapters and modified with air breathers, PCV valve holes, and DEL S3 plates. Exhaust is drawn through stock



headers to MagnaFlow pipes and mufflers. The 4L70E transmission is column-shifted and backed up by a two-piece driveshaft.

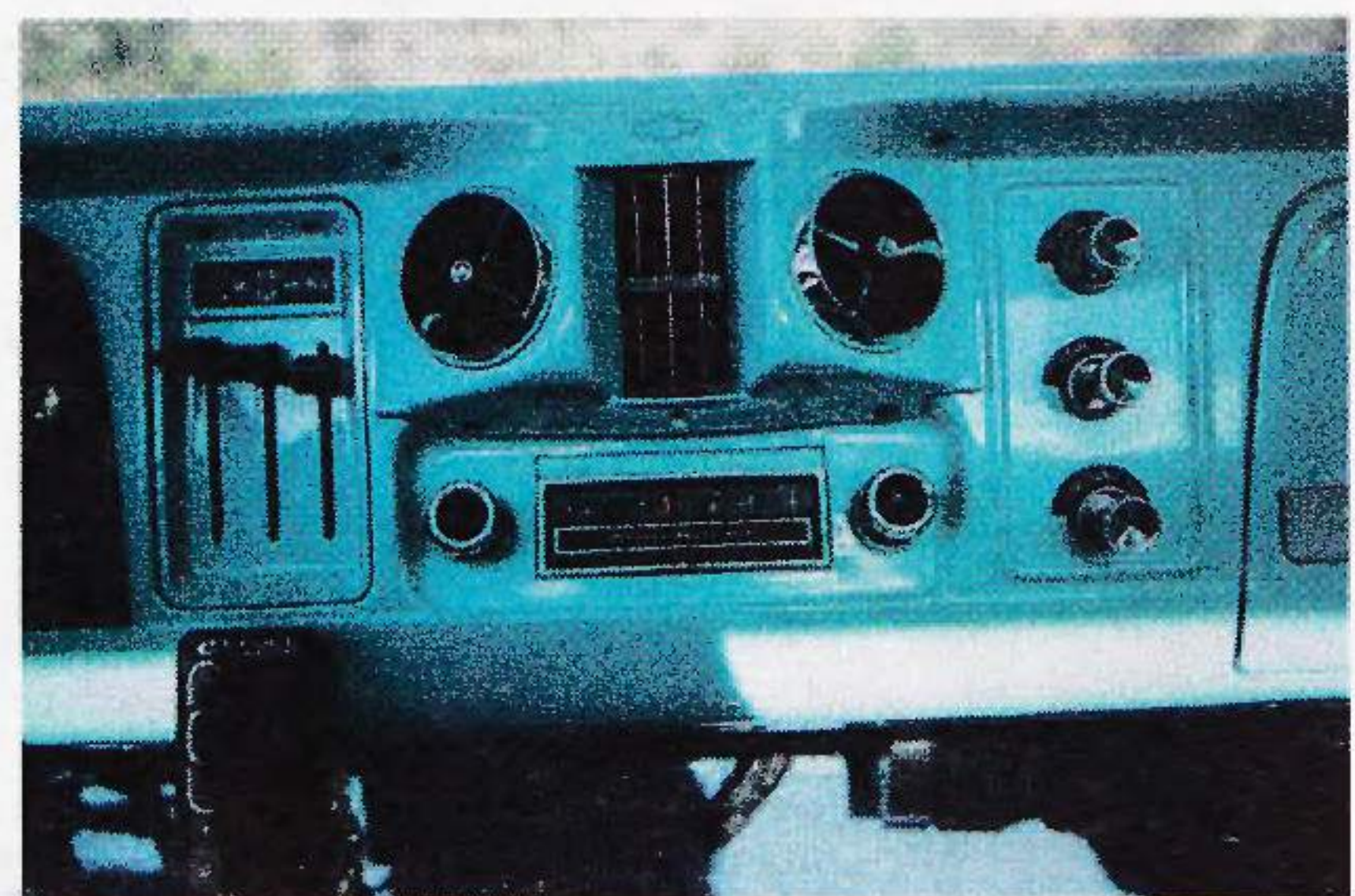
At first glance, the interior looks entirely stock, but look close and you'll spot some nice custom modifications. For starters, there's the Dakota Digital universal six-gauge set mounted in the stock dash. Electronic controls for the AccuAir e-Level air suspension system are mounted below



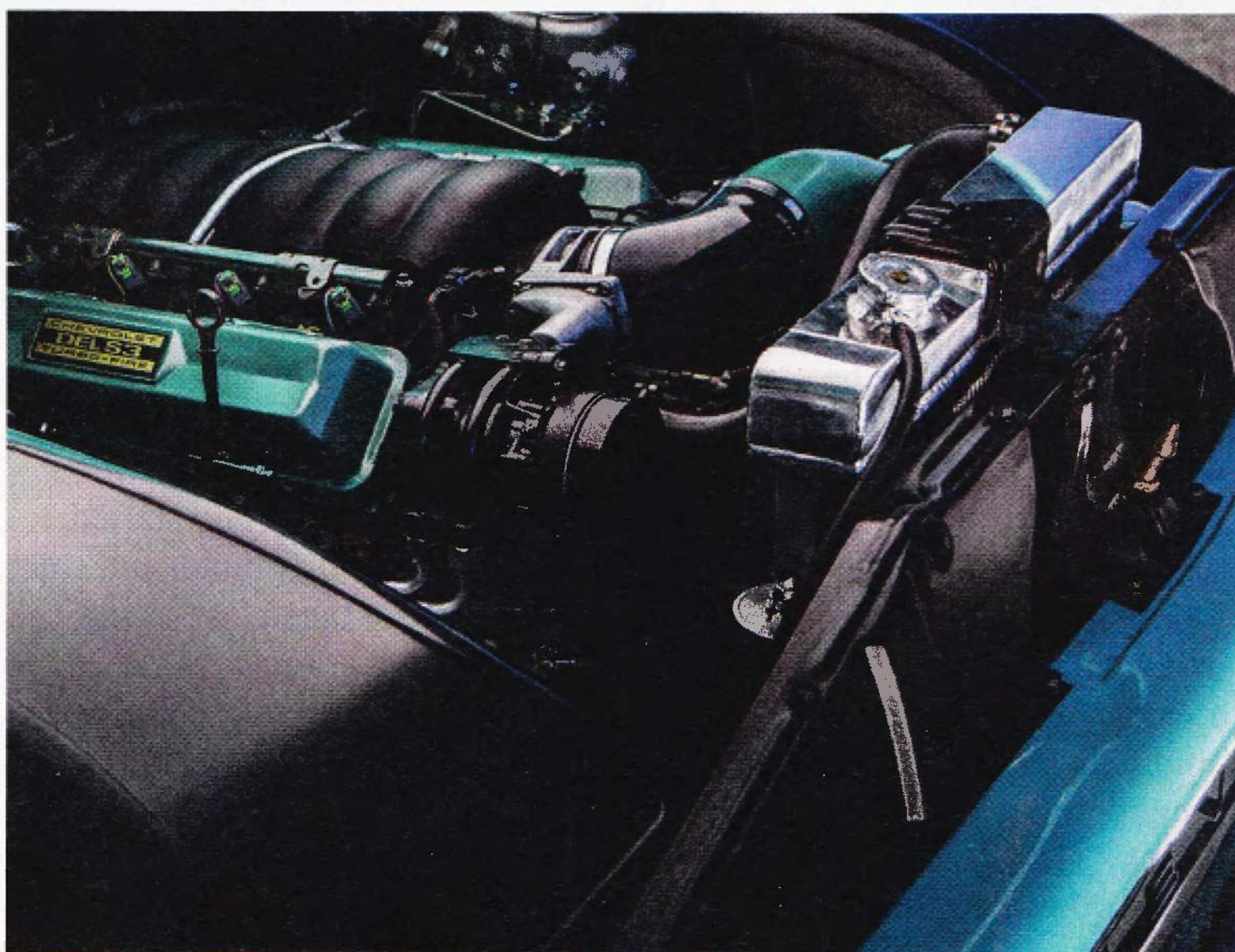
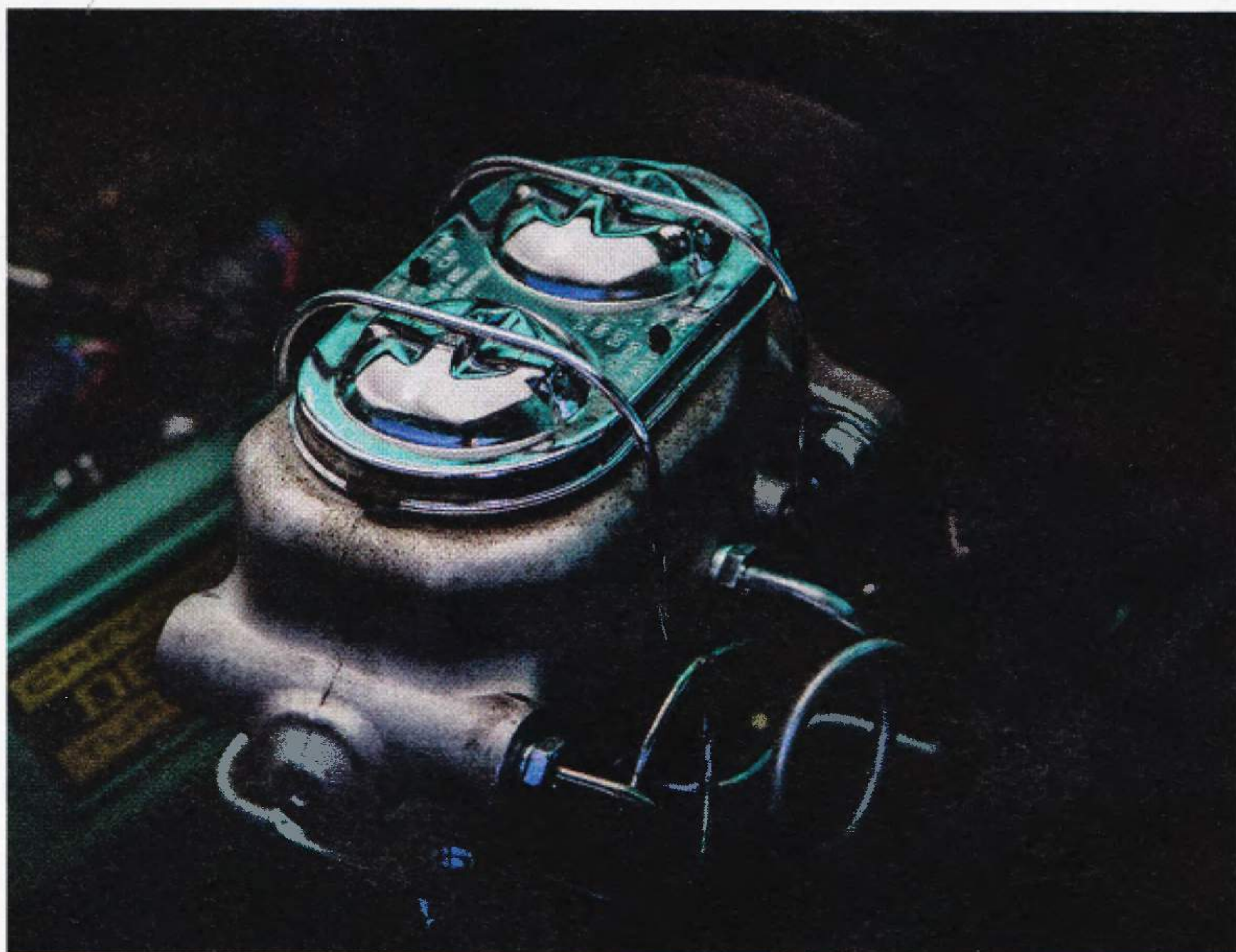
the heater slider switches for the Vintage Air A/C system. Felix steers the C10 with a Chevy tri-spoke wheel atop a CPP column.

The original bench seat was treated to new upholstery installed at Fat Lucky's in Austin, Texas. The turquoise vinyl is contrasted by seat inserts created from new old stock '62 Impala fabric—a cool design we've seen on other Fat Lucky's jobs.

When the C10 was finished, Felix



put it to use as his daily driver, just like Del had intended to do when the Chevy belonged to him. As often happens in this hobby, Felix started thinking about another build, and since these photos were taken last spring, the C10 was sold. From what we hear, Felix and Del have been talking about teaming up for a new project: a Chevrolet K5 Blazer built with the same type of Delmo's style that makes the slammed '66 C10 so cool. ■



1966

CHEVROLET C10

Felix Lee

CHASSIS

FRAME: STOCK

REAR END / RATIO: GM 12-BOLT WITH LIMITED SLIP / 3.70:1

REAR SUSPENSION: PORTERBUILT FABRICATION '63-'66 CHEVY DROPMEMBER LEVEL 3 EXTREME SYSTEM, PLUS TRAILING ARMS, BILSTEIN SHOCKS, AIRBAGS WITH ACCU-AIR AIR MANAGEMENT SYSTEM AND VIAIR COMPRESSORS

REAR BRAKES: CPP 12-INCH DISCS

FRONT SUSPENSION: PORTERBUILT FABRICATION '63-'66 CHEVY DROPMEMBER LEVEL 3 EXTREME SYSTEM, BILSTEIN SHOCKS, AIRBAGS, ANTISWAY BAR, CPP SPINDLES

STEERING: RACK-AND-PINION

FRONT BRAKES: CPP 13-INCH DISCS, FACTORY MASTER CYLINDER

FRONT WHEELS: DELMO SPECIALS 22X8.5 WITH '64 CHEVY CAPS

REAR WHEELS: DELMO SPECIALS 22X12 WITH '64 CHEVY CAPS

FRONT TIRES: FALKEN 255/30R22

REAR TIRES: FALKEN 315/30R22

DRIVETRAIN

ENGINE: '10 GM 6.2L LS3

HEADS: STOCK

VALVE COVERS: MODIFIED CHEVROLET

RADIATOR: BE COOL

FAN: SPAL

HEADERS: STOCK

EXHAUST / MUFFLERS: MAGNAFLOW / MAGNAFLOW

TRANSMISSION: GM 4L70E

SHIFTER: COLUMN-MOUNTED

BODY

STYLE: FLEETSIDE PICKUP

FENDERS: STOCK

HOOD: ORIGINAL

GRILLE: STOCK, CHROMED

BED: STOCK WITH TUBS, OAK BED FLOOR WITH WHITEWASH AND STAINLESS RUNNERS

PAINT: STARLITE ROD & KUSTOM, TORRANCE, CA

PAINT TYPE / COLOR: PPG / CUSTOM MIX TURQUOISE

HEADLIGHTS / TAILLIGHTS: STOCK / STOCK

INTERIOR

DASHBOARD: STOCK, MODIFIED WITH CENTER GAUGE CLUSTER

GAUGES: DAKOTA DIGITAL

STEERING WHEEL: CHEVY CUSHION GRIP TRI-SPOKE

STEERING COLUMN: CPP TILT

SEATS: STOCK BENCH

UPHOLSTERY BY: FAT LUCKY'S, AUSTIN, TX

MATERIAL / COLOR: VINYL WITH N.O.S. '62 IMPALA FABRIC / TURQUOISE

CARPET / COLOR: LOOP / BLUE

AIR CONDITIONING: VINTAGE AIR

WIRING: CUSTOM, INSTALLED BY DELMO'S