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.
Slammed

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
REAREND / RATIO: GM 12-BOLT WITH LIMITED SLIP / 3.7:1
REAR SUSPENSION: PORTERBUILT FABRICATION 63-66 CHEVY DROPMEMBER LEVEL 3 EXTREME SYSTEM PLUS TRAILING ARMS, BILSTEIN SHOCKS, AIRBAGS WITH ACCU AIR MANAGEMENT SYSTEM AND VIAR COMPRESSORS
REAR BRAKES: CPP 12-INCH DISCS
FRONT SUSPENSION: PORTERBUILT FABRICATION 63-66 CHEVY DROPMEMBER LEVEL 3 EXTREME SYSTEM, BILSTEIN SHOCKS, AIRBAGS, ANTI-SWAY 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 6.0L LS3
HEADS: STOCK
VALVE COVERS: MODIFIED CHEVROLET
RADITOR: 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 WHITENASH AND STAINLESS RUNNERS
PAINT: STARLITE ROD & KUSTOM, TORRANCE, CA
PAINT TYPE / COLOR: PPG / CUSTOM MIX TURQUOISE
HEADINGHT / TAILIHTS: 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