

UNLEASHED - THE PRO-10 IS ALIVE!

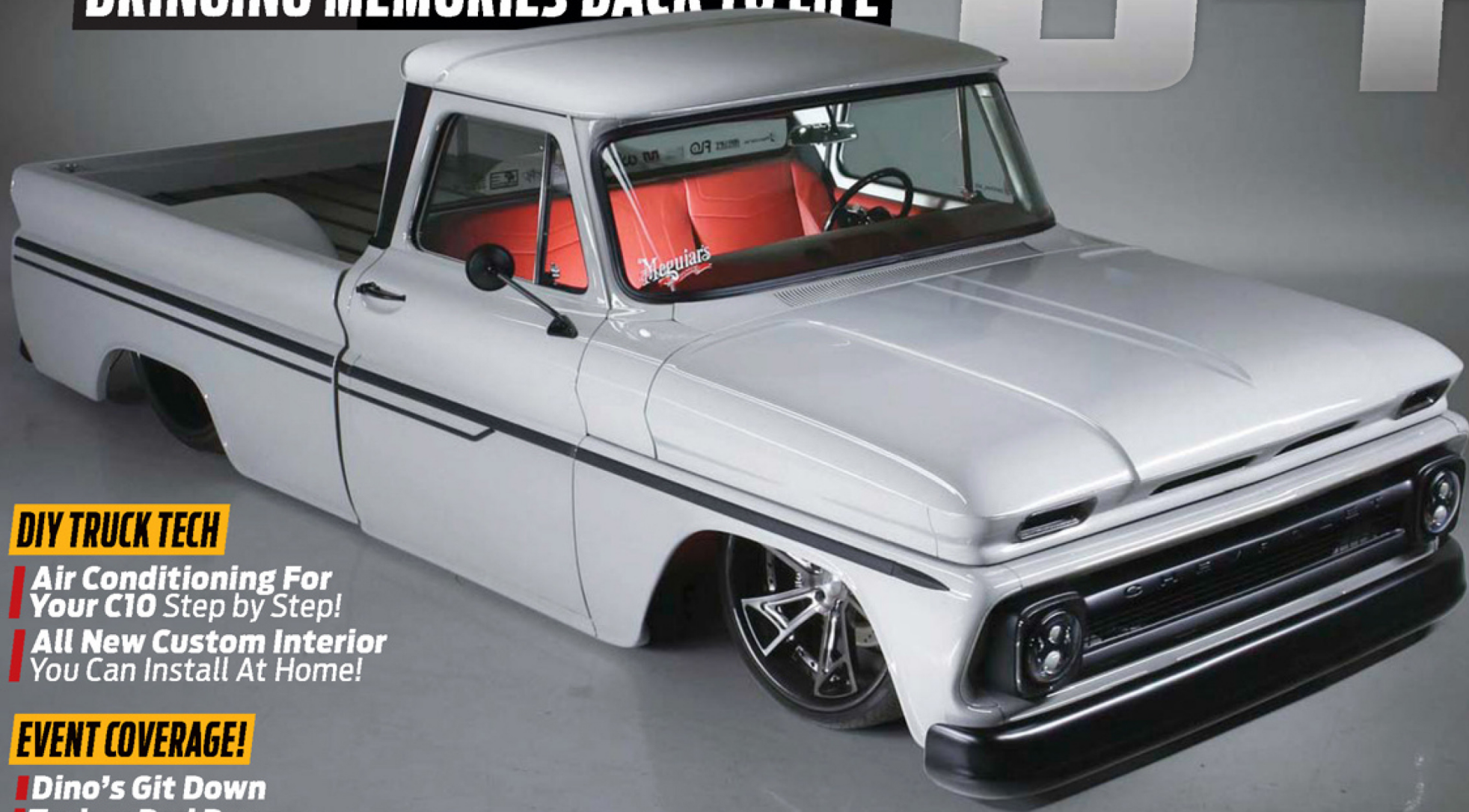


C10 **BUILDER'S** GUIDE

FROM THE EDITORS OF *Street Trucks*

SLAMMED 64

BRINGING MEMORIES BACK TO LIFE



DIY TRUCK TECH

**Air Conditioning For
Your C10 Step by Step!**
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64



HIP 2B SQUARE
PROVOST MOTORSPORTS '74 CHEVY C10

SLAMMM

SUPER-TRUCK



RED 64

Not Just Another C10

Text by **Mike Alexander**

Photos by **John O'Neill at Icon Media Studios**





WHEN YOUR CUSTOM VEHICLE resume is as impressive and extensive as Tony Leal's roster, the problem generally becomes what to do next—and how do you top your

previous builds? Leal's shop, now known as Slammed64s, specializes in the lowest of the low and the baddest of the bad and just so happens to generally revolve around the year 1964.

Why '64? Tony's answer came quick and easy: "Because pretty much everything built in 1964 was badass!"

He has knocked out a handful of 1964 truck builds before (featured in these pages and others), including both Chevy and Ford versions. But for this build, there was quite a bit more on the line than just topping his previous personal builds. This one would be entirely different and mean much more, as this 1964 C10 would be dedicated to the memory of Tony's father and hero, Manuel A. Leal.

Tony's pops is the reason why Tony got into custom vehicles and custom trucks in particular. Some of Tony's best and earliest memories revolve around going for long drives with his dad and learning to drive the family truck before he could even properly see over the dash. These are the memories that Tony wanted to preserve and pass on to his boys as they got older, and that's exactly what led him to start wrenching on custom trucks of his own.



For this particular 1964 C10 build, Tony knew he wanted to do something truly unique, something special that would be timeless and push the boundaries well past the standard “cookie cutter” C10 builds. Something deep down told Tony that THIS build would be different, but he didn’t quite know why until he got the call that would change everything. The hardest thing anyone can endure is the loss of a loved one, but Tony took

the news standing upright, as his father would have wanted. He pushed forward shifting all his focus and energy into building the baddest C10 anyone has ever seen to honor his pops and keep the good memories alive.

With the love of his pops guiding his hand, Tony decided that he would go all-in on this build. He soon met Jason Noel at Fat Fender Garage in Gilbert, Arizona, and the two devised a game plan that

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would put this C10 build undoubtedly straight to the top of anyone's "best of" list. The foundation: a full bumper-to-bumper frame from Porterbuilt Fab. But this wouldn't be just a standard LS Powered/Porterbuilt combo rolling on 22s. Tony decided that the rolling chassis would be the foundation and direction for where this "super-truck" build would head. A 2018 Chevy Performance 6.2L direct-injected LT4 supercharged V-8 mated

with the 8L90E would do the trick and absolutely quiet the competition. With the brand new LT4 stuffed between the Porterbuilt frame rails, there was no turning back. Every square inch of this super-truck now had to scream BADASS to match the caliber that the rolling attire had set forth.

Speaking of rolling attire, no standard set of billets would do the trick here, so Tony selected an aggressive 22x9 and 24x16-inch

BUILD SPECS

OWNER

TONY LEAL
Orange, CA
1964 C10 Fleetside
Slammed64s

CHASSIS & SUSPENSION

- Shop: Atlas Performance, Loveland, Porterbuilt Fab complete chassis bumper to bumper
- Powdered full frame and suspension red to match interior and powdered twice with a satin clear for ultimate protection and longevity
- CPP power rack
- Currie Enterprises shortened modular rear end
- Air Lift Performance 3H air management system
- FLO Airride custom carbon fiber billet air tanks, billet rail mount system, and custom Bluetooth air compressors
- Wilwood Modular spindles
- Wilwood 6-piston brakes front and rear
- Wilwood billet master and booster

WHEEL & TIRES

- 22x9 and 24x16-inch custom Avant Garde (AGL24) wheels with Brushed Grigio gray centers, real carbon fiber overlay hoops, with 4-inch front lip and 11-inch rear lip
- Pirelli Pzero 255/30/22 and 405/25/24 big ol' meaty rubber

ENGINE & PERFORMANCE

- 2018 Chevy Performance 6.2L LT4 supercharged V-8
- Chevy Performance 8L90E
- DriveJunky front runner
- Matson's custom radiator
- Derale trans cooler
- Fat Fender Garage custom heat exchange tanks
- Boyd Fuel cell with Aeromotive pump
- Custom FFG oil catch can, intake and overflow
- Custom 2-piece driveshaft
- Borla Stainless Steel exhaust built by FFG

- Built, wired, and installed by Fat Fender Garage

EXTERIOR & PAINT

- Custom smoothed and shortened bumpers with satin black paint
- Exterior Mar-K moldings satin black
- Headlights: JW Speaker 8700 Evo 2 series
- Munsey Speed Carbon Fiber bezels for front and rear lights
- Custom front and rear wheel tubs
- Shaved wipers, gas door, and some emblems
- BASF Porsche Chalk paint
- Custom wood bed floor with Mar-K quality stainless strips
- Handcrafted bed wood by Jason at FFG (African Iroko wood hand-stained with onerkcuf custom mixed stain)
- Dakota Digital actuators for bed floor
- Precision Rubber provided all weather strip and glass
- Body and paint by Fat Fender Garage

INTERIOR & SOUND

- Full custom interior by Ceballos Customs
- Custom bench wrapped in Bordeaux Red leather
- Custom door panels, kick panels and enclosure behind rear seat
- Dakota Digital HDX gauges
- Ididit Steering column
- Billet Specialties steering wheel and door hardware
- Restomod Air with black ano vents with Bluetooth control (no knobs)
- Restomod Air Membrane heat and thermal dampening
- Alpine ILX-107 head unit
- Two JL Audio 10TW3 subs with JL HD750 amp
- Two sets of Focal PS 165 FX separates powered with JL HD600 4-ch amp

SPECIAL THANKS FROM THE OWNER:

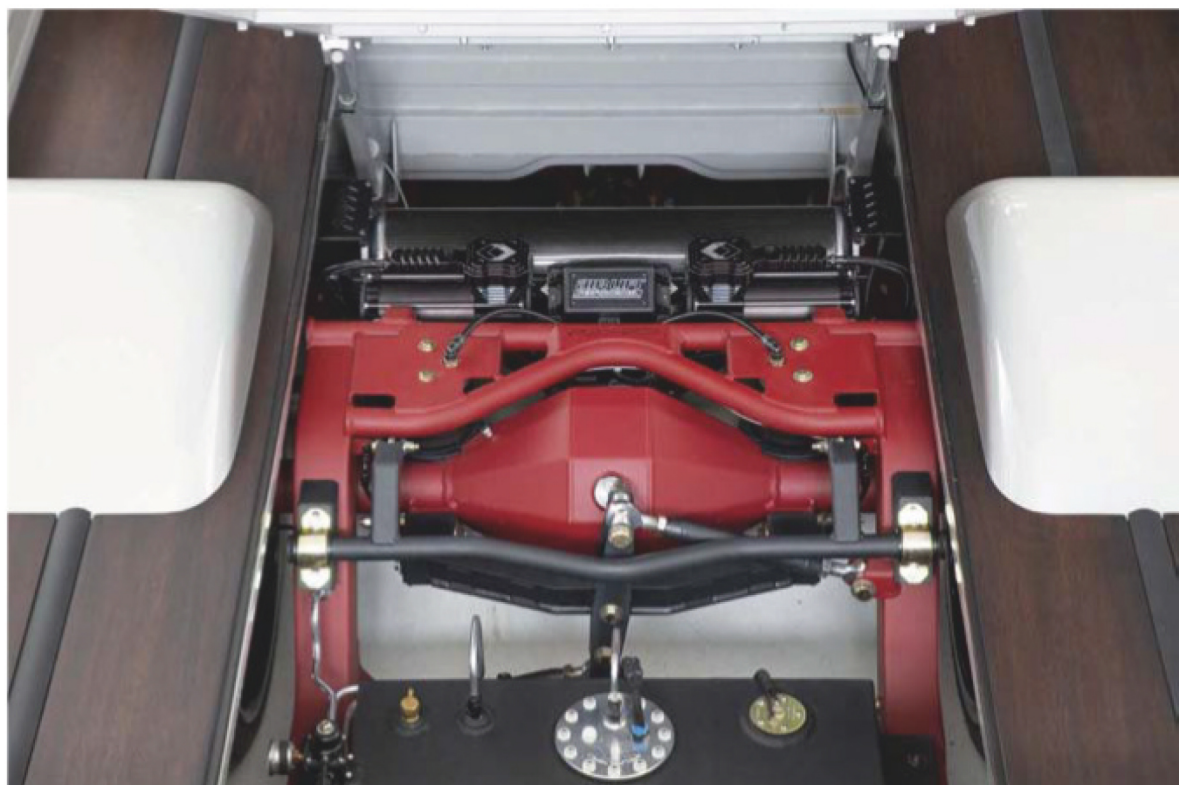
"Porterbuilt Fabrication, FLO Airride, BASF Refinish, Fat Fender Garage, Precision Rubber, DriveJunky, Air Lift Performance, Wilwood Brakes, JW Speaker, Advanced Car Stereo, Currie, Restomod Air, and Munsey Speed."





custom combo from Avant Garde. The AGL24 wheels feature Brushed Grigio gray centers, real carbon fiber overlay hoops, a 4-inch front lip and a massive 11-inch rear lip. Wrapped with Pirelli Pzero 255/30/22 and 405/25/24 meaty rubber, the super-truck rolling chassis was now complete, and the rest of the amazingly smooth work from Fat Fender Garage could continue. Moving to the body, Jason and the FFG team took great care in smoothing and massaging every gap and seam to ensure that the BASF Porsche Chalk color would look timeless against the satin black and carbon fiber accents adorning the body lines. Even though this was a “SEMA Build” featured in the FLO Airride booth, no corners would be cut despite the impending time crunch of the build.

The custom doesn’t stop at the exterior touches, as Jason truly pulled out all the stops. A handcrafted custom wood bed floor features African Iroko wood hand-stained with custom mixed stain and satin black Mar-K quality stainless strips. The entire center section was framed and built with Dakota Digital actuators to access the beauty hidden beneath. The Porterbuilt



ABOVE. THE FOUNDATION: A FULL BUMPER-TO-BUMPER FRAME FROM PORTERBUILT FAB. BUT THIS WOULDN'T BE JUST A STANDARD LS POWERED/PORTERBUILT COMBO ROLLING ON 22S.

BELOW. GOODIES FROM DAKOTA DIGITAL, BILLET SPECIALTIES AND RESTOMOD AIR TAKE CARE OF THE CREATURE COMFORTS WHILE THE ALPINE, FOCAL AND JL EQUIPMENT HELP YOU FORGET THE EXHAUST NOTES EVER EXISTED.





chassis was powder coated a bright red to match the full Ceballos Customs red leather interior. The access floor allows accessibility to the Carbon Fiber FLO Airride tank, FLO hybrid compressors, and Air Lift 3H management along with access to the batteries and fuel cell should anything ever need maintenance or replacement. A true beauty with both form and function from top to bottom.

Inside the well anointed cab is a host of modern technology paired with classic custom hot rod styling. Goodies from Dakota Digital, Billet Specialties, and Restomod Air take care of the creature comforts while the Alpine, Focal, and JL equipment help you forget the massive LT4 and Borla exhaust notes ever existed. Ceballo Customs hand-built the door panels, kick panels, and enclosure tucked behind the custom bench wrapped in Bordeaux Red leather. That “new car smell” puts the performance to

the nose rounding out all four senses in one punch. Mating a performance super car like the Porsche GT3 with a classic truck is exactly what you would picture when this caliber of build rips down the road. Hands gripping the Billet Specialties wheel, a perfectly tuned engine and suspension, and this super-truck lays down that Pirelli rubber—all 405 millimeters of it!

As you can see from the insane detail captured here in these photos (thanks Johnny O!), a build of this caliber is no easy feat. Tony really wanted to bring to life all of the bench

CEBALLO CUSTOMS HAND-BUILT THE DOOR PANELS, KICK PANELS, AND ENCLOSURE TUCKED BEHIND THE CUSTOM BENCH WRAPPED IN BORDEAUX RED LEATHER.



racing ideas that he and his pops had shared over the years and put them into one ultimate build. We know Manuel A. Leal is proud of the son he raised, and he’s looking down smiling seeing his boy Tony’s dreams come true landing the cover spot and showing his grandkids what it’s like to truly live life to the fullest as no one is promised tomorrow. Tony and his build have taught us some life lessons along the way as well, we love you buddy and can’t wait to see what’s next! 