

Feature Story

# Something Wicked

This Way Comes ... and Goes!



## THE CPP WEEK TO WICKED C10

**T**hough it wasn't the first of its kind to unfold beneath the roof of TEN: The Enthusiast Network's Santa Ana Tech Center, our inaugural Week to Wicked Presented by Classic Performance Products was in nearly every single aspect a complete success:

deadlines were met (save for a few impatient onliners waiting for that anticipated Friday-night burnout), the C10 was completed in a week's time, including the goal of driving it straight to SEMA fresh from its build and subsequent tuning session at Westech in Ontario, California.

✦ By Rob Fortier | Photography by Rob Fortier & Ryan Manson





In short, any perceived "smoke and mirrors" that some associate with various magazine projects were immediately put to rest, thanks to the continual "real time" coverage via Facebook Live, including the truck's maiden voyage across the desert from SoCal to Las Vegas ... without ever having to pull out the AAA card or call in for roadside help! Following the 2016 SEMA Show, the C10 was driven straight to Memphis, Tennessee, where our friends at the COMP Cams group have had it, to test and have some fun with, ever since. (As this was being written, we were already underway with another Week to Wicked build—a

'52 Chevy with Speedway Motors—and we'd barely gotten the tools cleaned up and put away, let alone had any time to really enjoy the first one!)

But for many of us, that's what it's about—the build process. And quite a process this one was, as many of you witnessed if you followed the series online or via the daily Facebook Live feeds. Granted, a week's deadline is not something the average guy and a few of his buddies regularly submit themselves to—but with all the right components lined up, the right people on deck committed to long, labor-intensive days with little incentive other



## ◀ Something Wicked This Way Comes ... And Goes ▶

which to build off of, it can be accomplished. And that's exactly what it took to see the C20 long-wheelbase hay hauler through to the shorty C10, uh, "hind-end" hauler we wound up with in the course of five days.

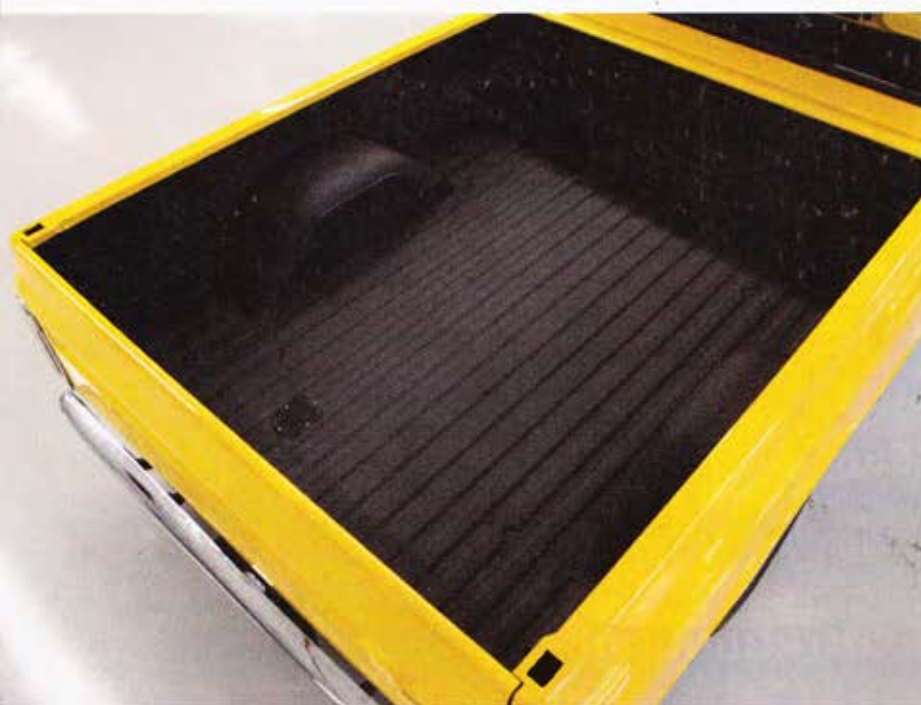
Last month we broke it down for you in a day-by-day format documenting the Week to Wicked build from

start to finish, from the shortening of the frame to the installation of the chassis and drivetrain components, the intensive wiring chores, to the final day of thrashing, getting the interior in place as the brakes were being bled and the engine management computer programmed prior to that first burnout that broke loose the asphalt in our back lot just before the clock hit midnight on the

**"The first Week to Wicked was a bit nerve racking and exciting, but I really didn't know what to expect. The overall build was a success ... there were some roadblocks and a little drama, but overall it went pretty smooth, mainly because of the team of people we had working on it. Working along the different personalities was fun and the accomplishment of the end product was great—but we weren't done until the burnout, and that was fun!"** ★ -Jason Scudellari, Tech Center Manager







“Week to Wicked has been a real roller coaster for me—all positive—and I have gained much experience on the builds we have done so far. The C10 build was a new challenge for me because I have never been on a truck build, but driving it across the country was amazing, and I would do it again anytime in a heartbeat.” ★

—Christian Arriero, Tech Center Technician

fifth day. But with so much material devoted to that, it was kind of hard to really illustrate the Week to Wicked C10 in all its completed glory ... so this month, we're blowing things up, visually speaking.

We'd once again like to thank Jim Ries and everyone from CPP on hand the entire week, giving us the help needed to “gitterdone,” Brothers

Trucks for their support with the shortbed conversion; Jeff from Painless for his “tireless” marathon wiring job; the folks from MAST Motorsports for final-day engine prep and tuning; and all of our in-house video and social media crew for testing the build team's patience levels and still managing to produce some outstanding content. We'd also like to thank all of sponsors

## 2016 WEEK TO WICKED Presented by CPP

### C10 SPONSOR LIST

#### AMERICAN LEGEND WHEELS

(714) 524-3100  
www.americanlegendwheels.com  
♦Cruiser Wheels, 18x8s and 18x9s

#### BROTHERS TRUCKS

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www.brotherstrucks.com  
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♦Front and rear suspension, disc brakes, Hydra-Stop system, power steering box, steering column, 9-inch Ford rearend

#### DAKOTA DIGITAL

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♦HDX series instrument cluster

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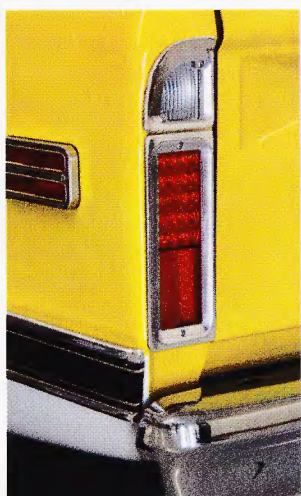
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♦Bucket seats





who came on board with product (and the support to back it up) needed to create the good-looking and even better performing C10 we envisioned transforming the old farm truck into in the first place.



## 1970 CHEVY C10

### Week to Wicked

PRESENTED BY CLASSIC PERFORMANCE PRODUCTS

#### CHASSIS

› **FRAME:** STOCK, LONGBED TO SHORT CONVERSION KIT (BROTHERS TRUCKS), CPP DROP CENTER DRIVE LOOP CROSSMEMBER, CPP TUBULAR REAR SHOCK CROSSMEMBER AND RELOCATORS, CPP TRANSMISSION CROSSMEMBER WITH POLYPLUS MOUNTS (INCLUDED IN CPP'S DELUXE CHASSIS UPGRADE KIT)

› **REAR END / RATIO:** CPP 9-INCH FORD CRATE REAR, 31-SPLINE AXLES / 3.70:1

› **REAR SUSPENSION:** CPP DROP COIL SPRINGS WITH DUAL ADJUSTABLE SHOCKS, CPP 1½-INCH SWAY BAR WITH BILLET ALUMINUM MOUNTS, CPP DELUXE TRAC BAR KIT, CPP LOWERING BLOCKS AND U-BOLT KIT, CPP C-NOTCH KIT (INCLUDED IN CPP'S DELUXE CHASSIS UPGRADE KIT)

› **REAR BRAKES:** CPP 12-INCH DISC

› **FRONT SUSPENSION:** CPP FRONT DROP SPRINGS WITH DUAL ADJUSTABLE SHOCKS, CPP TOTALLY TUBULAR CONTROL ARMS, CPP 2½-INCH MODULAR DROP SPINDLES, CPP 1½-INCH SWAY BAR KIT WITH BILLET ALUMINUM MOUNTS (INCLUDED IN CPP'S DELUXE CHASSIS UPGRADE KIT)

› **FRONT BRAKES:** CPP 13-INCH BIG BRAKE KIT

› **MASTER CYLINDER:** CPP HYDRA-STOP HYDRAULIC ASSIST STREET BEAST SYSTEM

› **STEERING BOX:** CPP 500 SERIES POWER STEERING BOX, CPP STEERING LINKAGE KIT

› **FRONT WHEELS:** AMERICAN LEGEND CRUISER, 18X8S

› **REAR WHEELS:** AMERICAN LEGEND CRUISER, 18X9S

› **FRONT TIRES:** FALKEN 275/40ZR18

› **REAR TIRES:** FALKEN 275/40ZR18

› **GAS TANK:** CPP ALUMINUM EFI-COMPATIBLE 20-GALLON TANK UNDER BED WITH HOLLEY IN-TANK RETROFIT FUEL MODULE WITH HYDRAMAT

#### DRIVETRAIN

› **ENGINE:** MAST MOTORSPORTS LS7 427 HO 703 HP / 603 LB-FT OF TORQUE

› **HEADS:** MAST MOTORSPORTS BLACK LABEL

› **VALVE COVERS:** MAST MOTORSPORTS

› **MANIFOLD / INDUCTION:** FAST LSX RT 102MM BIG MOUTH THROTTLE BODY / FAST XFI SPORTSMAN

› **ACCESSORIES:** EDDIE MOTORSPORTS S-DRIVE

› **IGNITION:** FAST EZ-LS IGNITION CONTROLLER

› **PLUMBING:** EARL'S PERFORMANCE-FLEX STAINLESS BRAIDED HOSE AND SWIVEL-SEAL HOSE ENDS

› **REGULATOR:** HOLLEY HP BILLET EFI 15-65 PSI

› **FUEL FILTER:** HOLLEY 100 MICRON

› **FUEL PUMP:** HYDRAMAT

› **HEADERS:** HOOKER CAST-IRON GRAY CERAMIC FINISH

› **EXHAUST / MUFFLERS:** HOOKER HEADER BACK KIT IN STAINLESS STEEL / HOOKER VR304 STAINLESS STEEL

› **RADIATOR:** FROSTBITE PERFORMANCE COOLING FOUR-ROW ALUMINUM

› **TRANSMISSION:** PERFORMANCE AUTOMATIC 4L80E WITH SMART SHIFT PACKAGE

› **SHIFTER:** CPP UNIVERSAL LINKAGE KIT

#### BODY

› **FENDERS FRONT / REAR:** STOCK / BROTHERS TRUCKS

› **HOOD:** STOCK / EDDIE MOTORSPORTS BILLET ALUMINUM HINGES

› **GRILLE:** BROTHERS TRUCKS

› **BODYWORK AND PAINT:** SUPERSTITION RESTORATION

› **PAINT TYPE / COLOR:** AXALTA / OCHRE

› **GLASS:** BROTHERS TRUCKS

› **HEADLIGHTS / TAILLIGHTS:** EDDIE MOTORSPORTS LED

› **BUMPERS:** BROTHERS TRUCKS

› **BILLET DOOR HANDLES:** EDDIE MOTORSPORTS

#### INTERIOR

› **DASHBOARD:** STOCK, BROTHERS TRUCKS

› **GAUGES:** DAKOTA DIGITAL HDX SERIES

› **STEERING WHEEL:** CPP LEATHER RIM STEERING WHEEL KIT

› **STEERING COLUMN:** CPP CLASSIC FIT TILT/SHIFT

› **SEATS:** CLASSIC LOWBACK PROCAR BY SCAT ENTERPRISES

› **CENTER CONSOLE:** BROTHERS TRUCKS

› **UPHOLSTERY BY:** BROTHERS TRUCKS

› **CARPET:** BLACK LOOP BROTHERS TRUCKS

› **WIRING:** PAINLESS PERFORMANCE 10206 - 28 CIRCUIT CLASSIC-PLUS CUSTOMIZABLE '67-'72 GM PICKUP TRUCK CHASSIS HARNESS