

Northstar Chevelle Club

Cranberry Red '70 El Camino SS 396

August 2004

www.northstarchevelles.com

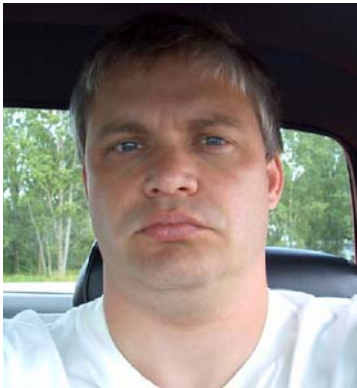


Original Equipment

- SS 396 350hp L-34 "big block"
- TH400 3-speed automatic
- Posi-traction
- Cranberry Red with White vinyl top.
- Black vinyl bench seat interior
- Air Conditioning
- Tilt steering column
- Soft-Ray tinted windows
- Bumper Guards
- AM push-button radio.

Brad Wilder Blaine, MN

I was born and raised in a rural area by Mankato, MN and went to school at Mankato Technical College to be a Machinist / Tool & Die Maker. I have lived in the Twin Cities since 1991. I currently work for Boston Scientific in Maple Grove and live in Blaine where I had my home built new.



I gained my mechanical interest at an early age from being around my dad, also a Tool & Die maker by trade. He was always working on something in his shop from tractors, snowmobiles, motorcycles, cars, and vans. I remember him parting out a smashed 1966 big block, 4-speed Chevelle. He had 2 Corvettes when I was young, a 1966 solid lifter 327 car and his "one that got away" a 1967 427-400hp tri-power car. Seeing my Dad bring home projects that looked like they were beyond repair and being their to help, I began to repair and rebuild my own snowmobiles, motorcycles, three wheelers, mini-bikes from early on.

With that type of upbringing I was bound to be into cars. My first car was a 1973 SS Nova. My first Chevelle was a 1970 that was Forest Green with a green bucket seat and console interior. It had a 307 and TH350 auto. It didn't have much for power but I had a lot of good memories with that car. After my early years I got into 4 wheel drive trucks and didn't have the space or place of my own to keep an extra car. Not until I moved to the Twin Cities in 1991 did I have my own place to keep a car. I went and looked at a 1969 SS 396 Chevelle for \$2500, Garnet red with a red interior. I ended up buying a house instead. Darn those priorities! Looking back I wish I would have purchased it.

So life went on and after purchasing the home I currently live I went to the All GM show and swap meet at Minnesota State Fairgrounds in 1998. I went there to look at other peoples cars but that's when I saw a very rusty 1970 El Camino, basically a parts car. I looked it over and it was all very original. It also had 1 build sheet, Protect-O-Plate, and some original paperwork. The rust was very bad, so continued on with the show but kept going back over to the El Camino. My upbringing helped me to see the diamond in the rough. So I took the guys number and called him after the show. I went over there with a body man for his opinion. We agreed on a price of \$2675 with an extra rust-free door.

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Current Features

- Headers, 2.5" Flowmaster dual exhaust
- Edelbrock Performer RPM Intake Manifold
- 2400 RPM stall converter
- White Hood stripes
- 3.73 rear gear ratio

Continued... **Cranberry Red '70 El Camino SS 396**

Once I purchased the car, I sent for every restoration book I could find, and I quickly discovered that there was not much sheet metal available for the El Camino. So I bought a copy Hemmings and started looking in there. That's where I first heard of the Jefferson Wis. swap meet. I went out looking for sheet metal and as I was wandering around I ended up talking to someone near another 1970 SS 396 El Camino that was for sale. He knew of a guy that had a 1971 SS El Camino roller for sale from Nevada. So I ended up buying it and cutting it up for the sheet metal. I found the front fenders in Hemmings.

So in my 3-car garage I had 2 cars tore into many pieces, and started my first frame off restoration. Everything was rebuilt or replaced. I upgraded the steering box with a 3 turn 12:1 ratio. I installed poly bushings, stainless brakes and lines, rear boxed control arms, 1 1/4" front sway bar, and a 7/8" rear sway bar. The rear end was rebuilt by Off-Road Specialties with 3:73 gears.

The engine I had machined at Wheeler to normal rebuild specs. The heads I had done at Magnum Super Chargers with increased valve sizes to rectangular port head sizes and a pocket port. I put a bigger cam in and roller tipped rockers. I topped it off with a Performer Rpm intake and Performer carb. The Transmission I had rebuilt at TSI Transmissions. I had them over-build incase I decided to get crazy with nitrous. I also put in a 2400 stall converter at that time. After installing them both in my rolling chassis I installed Coated Heddman Headers and Flowmaster exhaust.

After welding and replacing body panels, I took all of the sheet metal to LNE blasting to be plastic beaded. I primed and put the body on the frame using a hoist that I built. The paint was done by Toms Repair in Mankato, MN. I have known the owner Tom Scholtz Since high school. The seat, headliner, and vinyl top were installed by Premier Upholstery in Brooklyn Park.



After 6 years of building, my El Camino made its first show debut at the Buick show in the spring of 2004. Even missing some of the trim and other misc. stuff it still won a second place trophy. All the thumbs up while driving it, and meeting all kinds of new people has made it all worth it. Who knows what my next project will be, finishing my basement or buying another car. We all know what a true car guys answer would be.

By Brad Wilder

Northstar Chevelle Club News - "Car Craft" a success - by Derek Kiefer

For those who had the pleasure of attending the Car Craft Summer Nationals last month, thank you for helping represent our club. With a lot of coordination from Paul Siliciano, and some "mentoring" from the Northstar Camaro Club, we had a great spot roped off for us to all park together on Saturday. We had 10 Chevelles and El Caminos in our group, as well as a member's roadrunner and a trans-am in the Northstar Chevelle Club members parking area. In the shaded grassy area behind us, we had the perfect location for a short meeting, where we discussed the upcoming events. Those in attendance decided to hold off our club "race day" to Saturday Sept. 25th, for Rock Falls Raceway's "Musclecar Day" and have our August gathering at "Back to the 60's" at Treasure Island Casino Saturday, August 21st. See details in the "Events" Section. I look forward to the opportunity to legally beat the snot out of my car with you in September. *...continued*



Continued... **Northstar Chevelle Club News - by Derek Kiefer**

You may have noticed that this is our first newsletter to be sent out monthly. With all the great Chevilles and El Caminos in this club, we should have no problem finding enough content to keep a monthly newsletter interesting. Of course, I can't do it alone, and will need you to volunteer to write a story and send some pictures of your car. Also welcomed would be any technical how-to's on your latest projects and tips and tricks from the pros.

Derek Kiefer, Northstar Chevelle Club President

August Gathering **Upcoming Events:**

Saturday, Aug. 21

Treasure Island Resort and Casino, Red Wing, MN

MSMA "Back to the 60s"

We are going to have a gathering at the MSMA "Back to the 60s" show. This is a 2-day show, but our gathering will take place on Saturday. Book hotel reservations at Treasure Island if you would like to make a weekend out of it. 1-888-867-7829

Trophies awarded - Sunday 4 pm

Secure overnight parking

Sunday Brunch Cruise (Limited Space)

Vendor Row

Tow Vehicle & Trailer parking

RV parking with Hook-ups

No alcohol or pets please

August 21st: (Sat.) MSMA "Back to the 60's" at Treasure Island Resort and Casino, Red Wing, MN.

September 25th: NCC meeting / "Musclecar Day" at Rock Falls Raceway, Rock Falls, WI. Get your car ready for the 1/4 mile!

October Cruise! Northstar Chevelle Club Fall Cruise from Red Wing, MN to Elmer's Auto Museum in Fountain City, WI. Details to come in Sept. Newsletter. Will be either 1st or 2nd week-end of Oct.

Contact Derek Kiefer for shows, cruises, etc that you would like the club to attend. (507) 438-8907 or derek@northstarchevelles.com

Free Classifieds: *call or email Derek Kiefer to list your items.*

72 Chevelle SS - #s matching 402, A/C, complete unmolested original, rusty.

69 El Camino SS - very nice body, no engine or transmission

70 El Camino - has nice front clip, rear tub not very nice

71 Malibu Convertible - needs floors and trunk floor, has new top

71 Chevelle 4-door - California car

Bruce Tscheida, 651-459-9194

Hoosier Drag Slicks - matched pair of Hoosier 26.0/9.0-15 drag slicks. *Non-D.O.T.* approved and have only 5 runs with very light burnouts on them. only been mounted once, do not have any rim screw holes, and have never been exposed to freezing temps. OVER \$315 new. Will sell for \$250

Tony Hoffer, 651-578-6893 (h) 763-228-1493 (cell)

Wanted: 70-72 SS or Monte Carlo dash insert. (do not need cluster), SS "bulge" hood, and hood hinges

Harlan Kemper, 651- 674-8360

15x7" Cragar "Street Star" chrome steel 5-spoke wheels excellent condition \$400 obo

Derek Kiefer, 507)-438-8907

Crystal Lake Automotive

16055 Buck Hill Road, Lakeville MN, 55044, phone 952-435-9800

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