

Northstar Chevelle Club

January/February 2004

www.northstarchevelles.com



Cortez Silver '70 Chevelle SS396



Options

- SS 396 350hp L-34 big-block
- M-21 Muncie 4-speed
- G-94 3.31 axle ratio without posi-traction. (an oversight when ordering)
- F-41 Heavy Duty Suspension
- Cortez Silver with Black Strato-Bucket seat interior
- AM Radio
- Rear Speakers
- Power Steering
- Soft-Ray Tinted Glass

Roy & Helen Janni.



We live about 10 miles southwest of New Ulm, MN on a farm that has been in the Janni family for more than 120 years. Helen and I have been married for 28 years, and both of us have been working for 3M in New Ulm for over 32 years. We have two sons, Scott and Matt. Scott and his wife Jamie live in St. Peter, MN; and Matt lives at home with us.

In 1969 I was 21 years old and in the Army. I was stationed in Vietnam with October 17 being my day to return home. I had always admired the SS396 Chevells. While in Vietnam, I saved quite a bit of my pay and I arranged to have a new 1970 SS396 Chevelle waiting for me when I came



home. The major car manufacturers had sales representatives in Vietnam that could sell you a car that would be ready to be picked up in the US when you returned. Where I was stationed, there were salesmen for Ford and Chrysler, but not GM. I checked on a Dodge Charger and Plymouth GTX, and used their advertising brochures to select the options and color choice for my Chevelle.

My brother, Ron, placed the order for me with a local dealer, Fering Chevrolet in Sleepy Eye, MN. I was told that the car needed to be ordered in early July if I wanted it by Oct. 17. The order was written up on July 3, 1969. The car was ordered using the 1969 Chevelle option and price lists, because the 1970 information was not yet available. It was built at the Leeds plant in Kansas City, Missouri the fourth week of September 1969, production #64181

After Vietnam, I had a year and a half left in the Army stationed at Fort Eustis, VA and Fort Mead, MD. The Chevelle went with me as I made three trips back and forth to the east coast. In December of 1970, I received an early discharge from the Army to attend college. The car was my transportation, being used for school, work and all other activities. In 1971, on Thanksgiving weekend, a semi-truck rear ended the Chevelle at a stoplight in Mankato, just about totaling the car. But the frame wasn't bent, so it was repaired. Helen and I were married in 1975. We took the car on our honeymoon and brought our first born son home from the hospital a year later.

continued...

Continued... Cortez Silver '70 Chevelle SS396

In 1977, the Chevelle went into storage. At that time the car had about 89,000 miles on it, and was showing wear. There was rust behind the front wheels and on the rear quarters. The engine was running poorly due to carburetor problems. The interior was still in good shape. While in storage, it was driven occasionally, but later sat for about 5 years.

Restoration

In 1992, we decided to get the car repaired enough to look good and be back on the road. We took the front clip off and pulled the motor and transmission. The engine was overhauled. Wear in the engine was minimal, so all stock parts were used except that hardened valves and seats were installed. The carburetor was rebuilt by The Carburetor Shop in Maplewood, MN. Once everything was off the front, the body was taken off the frame. The frame was stripped of all parts, sand blasted and primed. At this point, everything sat for several years.

In about 1998 or 1999, Helen and I decided that if we were ever going to drive the car again, we needed to get someone to finish the job. After checking out several shops, we chose John's Body Shop of rural Nicollet, MN. Owner John Sieberg came and looked at the car along with all the parts and said he would be willing to do the job. The frame along with all the assemblies that attached to it were rebuilt; rear axle, suspension, front end, brakes, etc. The body was stripped of all parts and dipped to remove the rust. New GM fenders were installed along with new GM Restoration Parts quarter panels. The trunk floor was replaced. The bumpers were re-chromed. Firestone Wide Oval tires, carpet, headliner, a new windshield, and many other NOS and reproduction parts were installed, keeping it looking as it looked when new. What started out to be a project to get the car back on the road looking good, ended being a complete frame off restoration to original. This is a numbers matching car.

Parts for the restoration came from many sources. Aside from the parts still available from local auto supply stores and Chevrolet dealers, parts were purchased from Ground Up, Original Parts Group, National Parts Depot, Auto City Classic, Classic Muscle, Year One, Brake and Equipment Warehouse, plus others. The brake master cylinder came from Charlie Mueller, a fellow Northstar Chevelle Club member from St. Paul.

Driving and showing

The Chevelle is now driven to shows, parades, and local "classic car drive ins". The car attracts more attention than we ever thought it would. One highlight was taking it to the Mid-America Chevelle show in Olathe, KS. on August 1, 2003. For this trip it rode in an enclosed trailer. We registered for the "participant judged class". After seeing the car, several of the sponsoring club members said they thought the car should be shown in the points judged class. We switched to the "1970 Original Restored points judged class" and to our surprise, we received third place. We enjoyed the show and plan

Northstar Chevelle Club News - Happy New Year! - Derek Kiefer

I hope everyone had a safe, enjoyable Holiday Season, and can thank Santa Claus for some cool Chevelle and El Camino parts as well. It's time to celebrate 2004, and try to keep our "New Year's Resolutions"

The New Year's Holiday is a time to review what you've accomplished in the last year, and set goals for the next year. If 2004 is as good to me as 2003 was, I will have to start playing the lottery. Aside from starting this club, I finished college, and started my drafting job the next Monday. I worked overtime all summer which wasn't very fun, but allowed me to save money for a down-payment on a new house which Jenna and I moved into on Halloween. Enough about me, lets talk about the club.

2003 was our first year as Minnesota's only Chevelle and El Camino club. We have 48 members, and a few more who plan to join at the January meeting. I learned the meaning of the saying "crawl before you walk, before you run" and I must say we're finally walking now. My duties were a little overwhelming at first, as I haven't had any previous experience as a leader of a club. Our biggest problem was communication problems, caused in-part by my own procrastination, and by issues with email newsletters. Full inboxes, wrong addresses, and junk-mail filters were the cause of most problems, and when I tried to do a more extravagant newsletter, like this one, the file size was too big, and the pictures didn't work., so a poll was taken and everyone was in favor of a printed version. Hopefully this will clear up our communication problems and promote activity in the club.

2003 was a "trial and error" year for us. Some things worked, and others didn't, but we did meet several goals. Thanks to Dean Ribich, our treasurer, for helping us achieve a "not for profit" status with the IRS. The cruise in October was a great success, and our meetings were all a good time, and informative for those who attended. *continued...*

Continued... Northstar Chevelle Club News

The October cruise was a great time. We met at Memorial Park in Red Wing, MN and cruised the scenic Highway 61 to Winona for lunch, then crossed the Mississippi to Fountain City, WI to see the amazing "Elmer's Auto and Toy Museum" where we saw many antique, classic, and muscle cars including a '69 Dodge Daytona 440 6-pack with 308 miles on the odometer. Elmer Duellman's collection of pedal cars, pedal tractors, and toys was also very cool. The most interesting part, though is that the museum is in the center of a salvage yard (which we could not enter) where we could see many muscle cars such as a '70 GTO Judge, a '68 Chevelle SS, and a '69 Biscayne with a 427 and 4 speed.

My contact information has changed, so if you have ideas for next year's events, would like your car featured in the newsletter, or have any questions you can reach me at:

Derek Kiefer
P.O. Box 75
Dexter, MN 55926

(507) 438-8907
derek@northstarchevelles.com

Upcoming Events:

January Meeting

Saturday, January 17th, 1:00 p.m.
Magnum Superchargers (763)-753-6671
2780 201st Ave NW
Oak Grove MN

Gary Heddon, owner of Magnum Superchargers in Oak Grove, MN, will be hosting our January meeting. We will meet at 1:00 on Saturday, January 17th, and conduct a short club meeting at 1:30 which will be followed by an engine assembly demonstration by Gary. He will be assembling member John Enga's 400ci Smallblock, covering the basics, and degreasing the camshaft.

Free Classifieds:

B&M HoleShot 2400 Nitrous Torque Converter for TH-400 Transmission New in the box, never used \$150.00
Holley Street Avenger 670 Used 3 months Excellent Condition - \$150.00
Holley Street Avenger 770 Just Installed - Too Small - Still on Car - \$200.00
Joe Livecchi, Bloomington, MN (952) 897-1609

'68 Steering Wheel for Chevelle SS396, black, good condition, minor cracking - \$100.00
'68 Front Bumper for Chevelle and El Camino good condition for driver or re-chrome - \$50
Derek Kiefer, Dexter, MN (507) 438-8907

For sale: Rally wheels, Set of 4, (2)15x7" and (2)15x8" with center caps, trim rings, plus spare caps and rings. These came from a 71 Chevelle

Wanted: Gages for '71 SS dash

For Rent: Heated Garage space for 2 cars \$55/month near Owatonna
Scott Steffen, Maplewood, MN 651-779-7802

Stolen Alert: '72 El Camino, project: Around 5/26 - 5/29/03 stolen from storage near St. Michael, MN Non SS, Factory A/C car. Vin# **1D801TZK661157**. Lic# CYP 005. All black, SS hood, SS emblem on grille, Has BigBlock missing AC accessories, 10-bolt, aftermarket gages, sweep speedo, Black bench interior, 15" corvette ralleys, Has a black canvass cover that was rolled up behind cab. Snaps for it on quarter panels.
Chris Reid, St Louis Park, MN (612) 396-1045

January 17th: 1:00
Magnum Superchargers, Oak Grove, MN

March 20th: 1:00
Crystal Lake Automotive, Lakeville, MN

May 15th: Undecided

July 16-18:
Car Craft Summer Nationals

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