

Northstar Chevelle Club

March/April 2004

www.northstarcheves.com



Black '70 El Camino SS396



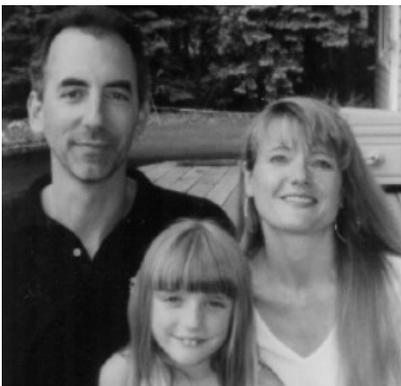
Original Options

- SS 396 375hp L-78 big-block
- M-21 Muncie 4-speed
- 3.55 axle ratio with posi-traction.
- Cowl Induction Hood
- White Hood Stripes
- Black with black bench seat interior
- Cushion Grip Steering wheel
- Auxiliary Lighting Group

Current Features

- 496 c.i. Big-block
- GM Performance Aluminum Heads
- Accel Gen 7 DFI multi-point sequential Fuel Injection
- Ultradyne 288/296F10 mechanical Flat Tappet cam
- 2" Dynomax Ceramic Coated Headers
- Viper T-56 6-speed manual transmission
- 12-bolt 3.08 axle ratio with Eaton posi
- 17x9.5 and 17x11 ZR1 replica wheels
- 275/40ZR17 and 315/35ZR17 tires
- 13" 6-piston front Disc-Brakes
- 12" 4-piston rear Disc-Brakes
- Racing Bucket seats with 5-point harnesses

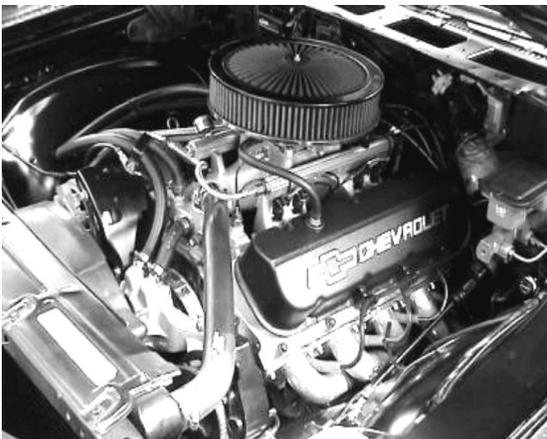
Keith Anderson.



I was born and raised in Duluth, MN in 1963. I spent 8 years in the Air Force and have been employed with Federal Aviation Administration ever since. I'm a Radar & Data Automation Systems Specialist and I work at the Air Route Traffic Control Center in Farmington, MN. I have two daughters from my previous marriage, ages 14 & 19. Valerie and I got married last July. We live in Golden Valley. She has an 8 year old daughter and is a Litigation Case Manager with Fish & Richardson P.C, P.A.

This '70 El Camino SS396 was ordered through Arrow Chevrolet Company in Duluth, MN by LeRoy "Sonny" Green, who took delivery in November, 1969. It came equipped with the special high performance 375hp L-78 396 engine, which was the highest performing engine available in the Chevelle/El Camino platform at that time, before the LS6 454 option became available. It also sported an M-21 close-ratio Muncie 4-speed, 12-bolt posi-traction with 3.55 gear ratio, and Cowl Induction. Only 2144 L-78 equipped cars were produced, and an educated guess would be that about 250 of those were in El Caminos, making this a very rare vehicle. The L-78 engine had rectangle-port heads, aluminum low-rise intake, Holley carburetor, solid lift cam, deep groove pulleys, and a bottom end consisting of 4-bolt mains, forged steel crank, and 3/8" dimpled rods

Sonny drove the El Camino on the street for a short time before turning it into a drag-car, with "Schmuck's Truck" lettering painted on the quarter panels. Full throttle drag-strip runs finally took its toll on the original 396, when a rod exited the side of the block. Sonny then ordered a brand-new L-88 crate-engine as a replacement, but never installed it. The El Camino sat for several years before Sonny sold it to Walter Peterson in 1978. Walter installed the L-88, as well as a 6-point roll cage. He stripped the interior, and kept everything but the transmission, which was sold to Steve Anderson. "Rolling Thunder" lettering was painted on the quarter panels, as well as Walter's name on the doors. Walter ran a best 1/4 mile E.T. of 11.36 at 116 mph, but wanted to go faster. Rather than cut up the El Camino, he bought a '69 Camaro on a rolling tube-chassis and put the L-88 in it. He put the El Camino up for sale to buy a trailer for the Camaro. The El Camino was always parked in front of his house, which was only a block away from me. When it went up for sale, my dad became interested.



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Continued... Black '70 El Camino SS396

In 1981, my Dad brought it home with 6034 original miles on the odometer. We spent the rest of the summer putting it back together. I still chuckle when I think back to when I installed the dash wiring harness. My learning curve was pretty steep. I got involved with the local hot rodders and cruisers, and became good friends with John Peterson. One ride in his '69 Big-Block Chevelle, and my life was changed forever. In 1991, the El Camino was restored to original with only 11,000 actual miles. A correctly built and numbered L-78 engine was installed, and the original transmission was tracked down and purchased. It didn't stay like that for long though. A 496 big-block was installed, as well as a Richmond 5-speed, and Weld Pro-Star 15x8 and 15x10 wheels.

In 2003, a complete update and modernization was done to the brakes, suspension, engine, and drivetrain. The front suspension was fitted with B-body "tall" spindles for increased negative camber-gain, Global West tubular lower control arms with del-A-lum bushings, Pole Positions adjustable upper control arms, and QA-1 coilover shocks. Custom brackets were fabbed to accept Wilwood 13" rotors, and 6-piston calipers. 12" Wilwood 4-piston discs were installed at the rear, and the 15" Pro-Stars made way for the new 17x9.5" front and 17x11" rear Polished ZR1 replica wheels, with massive 275/40ZR17 and 315/35ZR17 rubber.



An Ultradyne 288/296F10 mechanical flat tappet cam replaced the Comp Cams hydraulic roller, and the 496 was fitted with an Accel Gen 7 DFI multipoint sequential fuel injection system, and Accel 300+ ignition. The Richmond 5-speed was yanked in favor of a Viper T-56 6-speed manual transmission by D&D Performance with a Centerforce dual-friction clutch. With both Drag Racing and Road Course Racing in mind, the factory bench seat was removed for a pair of racing bucket seats with 5-point Simpson harnesses.

I get the most enjoyment driving the car. I do enjoy the occasional car show, specifically the Car Craft Summer Nationals, but this is by no means a pampered show car/trailer queen. The car will be driven to any events I participate in. I'm pretty sure I'll be doing the Hot Rod Power Tour this summer. Except for one time 14 years ago, I haven't raced it yet. But I'm sure I'll enjoy doing that when I get around to it. It ran 13.80 @ 101mph with the mild 396, and bias ply belted

Northstar Chevelle Club News - Spring is Near! - Derek Kiefer

It won't be long before all of us Chevelle and El Camino nuts will be itching to *drive* our beloved muscle cars. Spring is just around the corner, and the car-cover is just begging to be taken off, although it may be a few months before the roads are dry and salt-free enough to take the best of them out. This is the perfect time to get those last minute details fixed before summer, and put a nice coat of wax over the paint. Many of us have "winter projects" that seem to get finished in August, and temporary fixes that last for years. Last *winter*, my engine swap and under-hood detail was "finished" in July, and by "finished" I mean just good enough to be functional, and probably not very safe. I still have no fan shroud, and more importantly, poor pedal pressure in my brakes. Everything was supposed to be fixed by now, but all winter I made excuses about it being too cold to work in the garage, and I'm sure I'm not the only one. Well, now is our chance. It's finally warming up enough to "get them out" even if they never leave the driveway. Hearing the rumbling of the engine of a muscle-car, started for the first time since fall, will put a smile on your face, and a warm-fuzzy feeling in your chest, and if the weather gets bad again, you can always run 110 octane in your snow-blower. I've heard that smell will make the most miserable of days seem a little bit brighter and *warmer*.

With spring comes *change*. Scott Stephen and Willie Helms have volunteered their time and energy to take over editing and producing our newsletter. With this change, they plan to make it a MONTHLY newsletter, and possibly a color cover-sheet. Before starting this club, I was given advice from Don Lightfoot, President of the Can-Am Chevelle Club stating this, "Delegate, delegate, delegate." What seemed like a joke then, makes a lot of sense now. It takes many people to have a club, and to keep it going. We're very lucky to have such willing members to take on their responsibilities in ALL of the club's duties. You will hear no complaints from me!

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Continued... Northstar Chevelle Club News

Unfortunately, not all change is good. While the economy is slowly rebounding, some companies are still struggling. Without any work to keep us busy, 1/2 of our office was laid off, myself included. While this allows me more time to get my projects done, I have to do what I can without spending money. Anyone who's ever worked on a car knows that this is not very easy to do, and if I don't find any Mechanical Design/CAD work soon, I may have to resort to flipping burgers. On the bright side, though, I can hand out membership applications to any Chevells that come through the drive-thru. Hopefully I'll have some good news to share at the next club meeting on March 20th, and more *change* in my pockets as well. And for those who were at our first 2 meetings last year, you will see how Karl's '66 El Camino has changed too.

Derek Kiefer, Northstar Chevelle Club President

March Meeting

Saturday, March 20th, 1:00 p.m.
Crystal Lake Automotive (952)-435-9800
16055 Buck Hill Rd.
Lakeville, MN 55044

Upcoming Events:

March 20th: (Sat.) 1:00

Crystal Lake Automotive, Lakeville, MN

May 15th: (Sat.) Time TBD

Corvette Specialties, Blaine, MN

June 9th: (Wed.)

Hot Rod Power Tour comes to Davenport, Iowa's Mississippi Valley Fair.

July 16-18: (Fri.-Sun.)

Car Craft Summer Nationals

Karl Drotning, owner of Crystal Lake Automotive in Lakeville, MN, will be hosting our March meeting. We will meet at 1:00 on Saturday, March 20th, and conduct a short club meeting at 1:30 which will be followed by a quick-ratio power-steering installation demonstration by Karl. He will be installing a quick-ratio box on his '66 El Camino, and will cover what parts to use, and how to find them. A panel fitment Tech Session will also be conducted afterwards. Snacks and refreshments will be provided. Please bring your own chairs.

Meeting Agenda: To plan this summer's shows, cruises, and other events.

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

Directions: From Interstate 35, take the County Road 46 exit. Go west on County Road 46 to Buck Hill Road (the west frontage road). Go north on Buck Hill Road. We are the second

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

B&M HoleShot 2400 Nitrous Torque Converter for TH-400 Transmission New in the box, never used \$200.00

Holley Street Avenger 670 Used 3 months Excellent Condition - \$150.00

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

3.08 Posi 10-bolt OLDSMOBILE rear from '66 4-4-2 needs brakes will fit Chevelle - \$350 obo

TH-400 long tail 0 miles on rebuild - \$300 obo

TH-400 long tail good core, needs rebuild - \$125 obo

Edelbrock Performer intake manifold for small-block chevy, used - \$80 obo

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.

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

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