

# Northstar Chevelle Club

November 2004

www.northstarchevelles.com



## Dark Cloisonne Blue '68 Malibu



### Current Features

- 406 c.i. Smallblock
- Crane Hydraulic cam
- AFR 195 aluminum heads
- Performer RPM Air Gap intake
- TH-350, and 10-bolt with Powertrax Locker and 3.36 gears
- Dark Cloisonne Metallic Blue paint (94-96 corvette color)
- Centerline AutoDrag & BFG Radial T/As

Jim Roy Lakeville, MN



I bought this 68' Chevelle in 1996 for \$1500. The car was really solid, and only had one small rust hole on each front fender. It had no motor, transmission, or gas tank, and the interior was in fair condition. My plan for the car was not a complete restoration. I just wanted to re-

build everything mechanically, make it look nice and, of course, go fast. I wanted to build a smallblock capable of low 12-second quarter mile times, yet still be very streetable.



I sandblasted the bottom of the car, and painted the floors, frame, and chassis parts. I then replaced the entire braking system with new parts. I also installed new balljoints, tie-rods, and control arm bushings as well as new shocks and coil springs.



I had a 406 short-block built by Midwest Motorsports in Ames, Iowa then finished the buildup with a crane hydraulic cam, world products s/r heads, crane roller rockers, torker II intake, Holley 750 and an Accell 300 digital ignition. The trans is a TCI built TH350. I installed a Powertrax locker in the 10-bolt with 3.36 gears. The wheels are Centerline Autodrags with BFGoodrich Radial T/A tires.

After doing all the body work, I sprayed the car in PPG WA128A Dark Cloisonne Metallic Blue. I freshened up the interior with a new dash pad, door panels, tach, oil, water, temp, A/F ratio gauges, and a digital speedometer.

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I had the car back on the road in 2002. In 2004 I installed AFR 195 aluminum cylinder heads and an Edelbrock Performer RPM Airgap intake manifold. It has run a best of 12.8 @ 108 mph in the quarter on street tires, hopefully with a set of slicks on the back next year I will meet my low 12-second goal. My family and I have really enjoyed this Chevelle.

*By Jim Roy*

### Low-Budget Pro-Touring Chevelle part I: Frame Stiffening

Why is it all my “simple ideas” grow into huge projects involving every last bit of spare time, money, and ambition... the three things I don’t have much of. The basic outline of my plan was this: Swap a late-model engine into my Malibu, which in a roundabout way, leads me to a new chassis being built with road-course racing in mind. With the exception of convertibles and El Caminos, all Chevelles have open “C” channel frame side-rails, which are fine for how most of us drive our cars. They are a slightly weaker and more flexible frame than those “boxed” versions found under the ragtops and Caminos. This is not a problem, except in situations of extreme acceleration, and very hard cornering. My car will never accelerate hard enough to require this strength, but I would definitely like to push it hard into the corners on a road-course.



Good solid convertible frames are pretty hard to find, so I decided to box a Chevelle coupe frame. On a ‘68-72 Chevelle, using an El Camino frame would not work, because they have a 116” wheelbase, along with 4-doors and station wagons. Only 2-doors and convertibles had the 112” wheelbase.

I got this coupe frame from member, Bruce Tsieda, and I went to work on it. First I sandblasted all of the original factory welds, and re-welded all of them, which was a little stiffness trick I learned from the demo-derby guys. Then, I made some cardboard templates of the areas that needed to be boxed. I traced those onto a sheet of 1/8” steel, and cut them out with a plasma-cutter. Welding them in was easy. Now, the problem with this, is that the transmission crossmember will no-longer fit. New brackets will be made to fit a narrower El Camino crossmember when I can set an engine and trans in for a mock-up. I did warp the frame slightly, but with all the measurements from an old body-shop frame book, I was able to tweak it back into shape very easily. Now the frame is very stiff, but there is one more thing that needs attention. The front lower A-arms have a somewhat weak rear mount, and with poly bushings, Minnesota pot-holes can really put some stress on those mounts. I made 2 small triangular gussets from 1/8” steel, and welded them onto the frame and mount on both sides. Once the crossmember mounts are fabbed and welded, I will sandblast and paint the frame.

*by Derek Kiefer*

**Part II will include a ‘tall spindle’ 12” disc brake swap.**



## Northstar Chevelle Club News - **Happy Holidays!** - by Derek Kiefer

It seems a little odd, that I'm too late for "Happy New Year" in the November newsletter, so I hope you all had a great Thanksgiving, Christmas, Chanukah, Ramadan, Kwanzaa, Festivus, New-Year, and anything and everything else I may have missed. If you celebrate it, I hope it was fun and safe for you.

The biggest news for this club, was our election of officers at our November meeting. The vote was unanimous, nobody else wanted to be president, so I'm still in. Brad Wilder stepped up to the plate as our new Vice President with intentions (my intentions) of taking over as President after a year as I have decided to do only 1 more year of a 2-year term. Chris Reid, who is the only member other than myself to make it to every event, seemed like a shoe-in for the Event Coordinator position. Darren Arnold, our webmaster, is continuing with that position, and Brad and I are pulling double-duty taking care of the Treasurer and Secretary positions.

As for even bigger news, I am now engaged! I proposed to Jenna on Christmas day and we will be getting married some time in '06. I'm hoping for a "Chevelle-a-bration" honeymoon, but Jenna doesn't really like the idea of me staying up at all hours drinking beer and telling stories in a motel parking lot with a bunch of car-guys on our honeymoon. I'll never understand women, to me that seems like a good time. *-Derek Kiefer*

### Upcoming Events:

#### January Meeting

Saturday, January 15th, 1:00 p.m.  
Crystal Lake Automotive  
16055 Buck Hill Rd.  
Lakeville, MN 55044  
952-435-9800

Karl Drotning, owner of Crystal Lake Automotive has invited us to enjoy a catered lunch from Famous Dave's at his shop to celebrate Christmas and the New Year. He's ordering plenty, so come hungry, and bring a chair.

We will conduct a short business meeting, and after lunch Karl will present Tech Sessions on Buffing paint, and on basic metal-prep. If you have ideas

Jan. 15th: (Sat.) 1:00  
Northstar Chevelle Club meeting  
at Crystal Lake Automotive,  
Lakeville MN

Mar. 19th: (Sat.) 1:00  
Quality Collision and Sandblasting,  
Inver Grove Heights, MN

If you have questions, comments, or ideas for upcoming meetings and events, please contact Derek Kiefer at [derek@northstarcheves.com](mailto:derek@northstarcheves.com) or

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

**70 El Camino** - Arizona Solid! 307/3-spd with clutch pedal and Z-bar assy. Good doors, floors, frame and RH quarter. LH quarter damaged, no front clip, interior, or title. \$950 *Derek Kiefer Dexter, MN 507-438-8907*

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

**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, Lakeville, MN 651-459-9194 (h) 952-469-2277 (w)*

**Wanted: 70-72 SS** "bulge" hood, El Camino/wagon front fenders, RH El Camino door, El Camino qtr panels, outer wheel houses, inner rear panels from box floor to bottom of qtr panel, and SS or Monte Carlo non A/C dash insert. (do not need cluster). *Harlan Kemper, North Branch, MN (651) 674-8360*

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## **Crystal Lake Automotive**

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

*Mechanical and Collision Repair*