

Northstar Chevelle Club

October 2004

www.northstarchevelles.com



Marina Blue '66 SS396 Chevelle



Original Options

- SS 396 325hp L-34 big-block
- M-21 Muncie close-ratio 4-speed
- 3.31 axle ratio with posi-traction.
- Artesian Turquoise with black interior
- Bucket seats and Console

Current Features

- Weiland Stealth Intake & Holley 750
- Hooker Headers and 2.5" exhaust
- Comp Cam
- Harlan Sharp Roller Rockers
- Marina Blue paint
- Centerline AutoDrag & BFG Radial T/As



Chris Reid

I was born in 1972, so I was too young to see what it was like “back then” and experience those muscle car days when you could buy big horsepower/RWD cars right off the showroom floor. I grew up in St. Louis Park, MN. And graduated from Park High in 1991. I now live in Hopkins. After high school I went to Hennepin Tech. for auto mechanics and have been working in the field since. I didn't get into cars because of my dad. He isn't really a car guy although he does appreciate old cars. Not even the neighbors 68 SS396 Chevelle got me into cars. It was Hot Wheels and Matchbox cars, and the Hot Rod magazine on the rack in the school library that did it for me when I was 10 or 11. Big blown engines sticking through the hood, huge pro street meats filling the rear, and wild paint jobs planted the seed.

When I got close to driving age I got my first car and started saving up money to get a muscle car. I looked at a few 69 Camaros, and GTO's but in August 1993, I saw a classified ad for a 1966 Chevelle SS396/4 speed, for \$3800. I went to look at it with my 2 brothers and it turned out to be a good buy. I wrote down the VIN and looked it up. It was indeed real. (138 VIN). I called and offered \$3400 the next day and he accepted. The body was in primer and didn't need any major sheet metal replacement. It wasn't perfect but it had the console and SS hood, which were very hard to find at that time. It also had the original 12-bolt posi rear, a Muncie M21, and an excellent running L34 396 that is coded for a 1966 Impala. It was a perfect balance of an original SS car that I can modify as I see fit because its not 100% correct. I had never driven a manual transmission car before but I was able to drive it home without stalling the engine or burning the clutch.



The car was built in the Kansas City assembly plant on the second week of April 1966. It was originally Arte-

Continued... Marina Blue '66 SS396 Chevelle

sian Turquoise with black interior, and an SS396, 4-speed, 3.31 posi 12-bolt, bucket seat optioned car. At some point, someone had replaced the seats with 67 buckets, and a '67 console.

...continued After storing it that winter I saved some money and started fixing it up that following spring. I pulled the dash and painted it, and had the dash bezels re-chromed. I replaced the door panels and painted console. During that winter Hot Rod did a 66 Chevelle buildup of their own and had a shop in California do a bunch of chrome work for it. I needed some of the same work done for mine so I called them and sent the plastic interior dash pieces. They turned out great so I sent them a few more metal parts. Those looked good so I sent them all of the trim and grill and the bezels that came with the car to be restored. That was a big mistake. The shop had apparently closed and I never got my parts back, even after talking to the CA Attorney General's Office. I ended up having to spend over \$750 in repro parts to replace it all. Over 8 years later the trim is still in boxes waiting to get installed because the paint was finished and the car was back home from the shop by that time. I had the paint done in 1996 by Hagen Body shop in Minneapolis. They took it down to bare metal, realigned several panels, and went through the steps to paint it Marina Blue.

In 1998 I moved in with some friends renting a townhouse with an attached 2 car garage. I brought the 66 in there and took it all apart. I had not even been moved in for a month yet and I had pulled the engine and trans, stripped the front end down to the bare frame, and prepped and painted it along with a few suspension parts with POR 15. I rebuilt the steering and suspension using a PST kit. The steering box was rebuilt by Power Steering Services in MO. I used a set of Hotchkiss springs that lowered the car about 3 inches and added a front sway bar. The rear sway bar was on there when I bought it. I replaced the Cragar wheels that came on the car with a set of 15 inch Centerline Autodrag rims and BFGoodrich tires. I also rebuilt the Muncie, with help over the phone from Tom Parsons in Oklahoma. (Many know him as DZAUTO on Team Chevelle) I also replaced the hays clutch with a Centerforce Dual friction. Before I could start on the engine upgrades, my roomates decided they didn't want to renew the lease another year. There was 3 months left to go and I knew I wasn't going to be driving that car out of the garage. I finished the suspension rebuild trailered it with no eng/trans or a clip on it to my parents garage to finish the work. The 396 ran great but I wanted more power. I swapped the cast iron intake and Q-jet with a Weiand Stealth and a Holley 750. The Hooker Super Comp headers that were on the car when I bought it were sent out to Jet Hot to get coated. A Comp Cam was installed, and Harlan Sharp roller rockers. The exhaust is old and has glasspacks that are WAY loud and thats

Northstar Chevelle Club News - It's that time again - by Derek Kiefer

It's November already, which can only mean one thing, bad weather is coming. Most of us don't drive our chevelles in the winter, but there are a few brave souls who attempt it. Not me though, this time of year, I prefer fuel-injection which starts every time, reliability of modern cars, and the safety of side-impact door beams, crumple-zones, and seat belts with shoulder-straps. Most of all, I don't want salt on my Chevelle's body and chassis.

Of course, with winter comes winter projects. You know, those things you put off all summer because you just know that you won't be busy at all during the winter, then it's a scramble in May to get them finished up in a week for that first show of the season. I've decided to take on a big winter-project this year, but I've learned from my previous procrastinations that in order to make it work, I need to take some precautions so I don't miss a whole summer of cruising. The project is a big under-taking. I've purchased a totalled '95 caprice 9C1 police-package car with only 21,000 miles on the LT1/4L60-E combo. The goal is to get that fuel-injected late-model LT1 in my Malibu. One of my Malibu's weak-points is the rusty frame, so I've acquired a frame from NCC member, Bruce Tschieda, to begin the swap onto this frame. I'll re-build the front-suspension using tall-spindles, 12" discs, and quick-ratio steering. The engine will get detailed and installed in the new frame, and once everything is ready to run, then the Malibu body will be transplanted onto the new frame. When the LT1 project is done, I'll have a great handling Chevelle that runs 13s, and gets 20mpg with the A/C on. I just need to get caught up on everything else I've been putting off before I can get started on that project. *DK*

“Election Year” for the Northstar Chevelle Club officer positions

It's hard to believe our club has been in existence for almost 2 years now, and as it was decided at the first meeting, we have 2-year terms for the officer positions. At our November meeting, we will discuss how we will fill these positions, and who is willing to take on these roles.

The positions are: **President, Vice President, Secretary, Treasurer, Event Coordinator, and Webmaster**. Now would also be a good time to review whether any other positions are needed, or if any of the existing should be combined.

*If you are willing to hold a position, please contact:
Derek Kiefer 507-438-8907 derek@northstarcheves.com*

November Meeting

Saturday, November 20th, 1:00 p.m.

Corvette Specialties Muscle Car Superstore 763-784-8577

8850 Xylite St.

Blaine, MN 55449

Upcoming Events:

Nov. 20th: (Sat.) 1:00

Northstar Chevelle Club meeting at
Corvette specialties in Blaine, MN

Jan 15th (?): (Sat.)

Time and place to be determined.

Larry Lucast, owner of Corvette Specialties Muscle Car Superstore in Blaine, MN, will be hosting our November meeting. We will start to gather at 1:00 on Saturday, November 20th, and conduct a club meeting after the store closes at 3:00. Lunch and beverages will be provided. Please bring your own chairs.

If you have questions, comments, or ideas for upcoming meetings and events, please contact Derek Kiefer at derek@northstarcheves.com or phone: 507-438-8907

Corvette Specialties is participating in a program called “Santa Needs Your Help” which is much like Toys for Tots. They are collecting new, un-wrapped children's toys to give to children who are less fortunate this holiday season.

Meeting Agenda: To plan and conduct an election for NCC officers positions.

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

World Products S/R SBC heads, 1.94/1.50" manley valves, set up for hyd. cam. Steam holes for 400 are drilled, but can be used on other smallblocks also. Only used about 1k miles since bought new. \$300.

Jim Roy 612-964-4051, or turboblast@charter.net

Wanted: 1 15x7 factory steel SS rim. Must be strait. Pair of bucket seats to fit 71 SS. Will consider any shape but frame and springs must be good.

Mark Weber, 952-469-6578

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, 651-459-9194 (h)*

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, 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