

Northstar Chevelle Club

Nov-Dec

www.northstarchevelles.com



69 Malibu LT1 and Chassis swap



“Maybe he’ll let me drive it now that it’s half mine”

Derek and Jenna Kiefer

Dexter, MN

What started as a simple engine swap project quickly took on a life of its own. I purchased a wrecked ‘95 Caprice MN State Patrol car with 21,000 miles, and decided to use its engine and transmission in my ‘69 Malibu.

The Malibu had been a rusty car in a former life, and still had some pretty ugly rust hiding on the frame and floors. While the clip was off, and the drivetrain out, I figured it would be a good time to clean up the pans, but the frame was too rotted to save, so I picked up a solid Arizona frame from NCC member, Bruce Tsieda. I welded all of the factory seams, and boxed the frame for added stiffness, and started doing my homework on a high-performance suspension package that fit my budget. I decided on using SC&C’s “Stage II” adjustable A-arm and tall balljoint package to correct the camber-curve, and Wolfe Racecraft’s rear control arms and spherical bearings to eliminate the bind of the stock 4-link.

As projects always do, at least in my case, things started taking longer than planned. Next thing you know, I’ve got a car off the frame, a whole new chassis with a lot of potential problems to work out, an electronic fuel-injected engine that I haven’t heard run in 3 years, going in a car it was never intended for, with all new wiring and programming, and... oh yeah, my wedding which was coming up in about 2 months, which I intended to drive it to. As the deadline started closing in, the nights got later, a few vacation days were used, and I started asking for help from friends and family. A few NCC club members came to help. Dave Seitz came for a day to help get the front brakes and steering switched over from my old chassis, Dan Williams came to help flush and bleed the braking system, and Keith Anderson came down twice to help with the wiring harness of the LT1, and electric fuel pump.

With everyone’s help, we were making steady progress, but with a week left before the wedding, it wasn’t looking good. I took most of the week off from work, and things started coming together, although at this point, we



About 3 months before the wedding: New engine on new frame in the foreground, body still on the old frame in the background.

Continued... '69 Malibu LT1 and Chassis Swap



A little before noon, the day before the wedding: The front clip was still off, and I had not heard it run yet.

front end alignment, both of which were temporarily finished just in time to head to the church for pictures.

On its maiden voyage, the trip to the church, I noticed the temp gauge spike about half way there on our 15-mile journey. It was later determined that when I painted the engine, I replaced the Caprice's electronic temp-sender with a plastic plug, and forgot about it, so after warming up, it fell out and dumped all of the coolant all over my new headers, stranding us in our Tuxedos along side the road. We had to tow it behind my brother-in-law's '78 Firebird to get it to the church, where my groomsmen and ushers could make the repair while I was inside for pictures.

Due to a faulty temp gauge, which must have been damaged from the earlier dry overheat, reading too hot, Dad and my groomsmen made the decision for me that my electric fans (which were installed, but not wired yet) needed to be hooked up, even though they typically do not run while driving highway speeds. After the ceremony, as we were about to drive off, they quickly opened the hood, and clamped their wonderfully engineered wire circuits to the battery posts, and closed the hood. By the time I got seated in the car, there was smoke coming up from under the hood. The small electrical fire fried my alternator and damaged the battery, but it started and held out long enough to make it the 15 miles to the reception, where the rest of the night went smoothly.

After working the bugs out of the car all summer, the car ran a 13.82 spinning the street radials with the

were no-longer cleaning and painting every part before installing it.

-continued The day before the wedding, Dad closed his body-shop early to come help hang the front clip, and my brothers and soon brother-in-law all helped with the sheetmetal, and the remainder of the wiring while I finished up the fuel system and other small details. When we all cleaned up to go to the rehearsal, we still didn't know if it would run.

After the rehearsal dinner, I went back to work on it, and finally heard it run at 1:30 a.m., the morning of our wedding. At this point, I had already been puking from the combination of stress, and too much caffeine. I finally made it to bed at 2:30 with a running car needing only exhaust and a



Ushers and Groomsmen under the hood. No, they were not admiring my handiwork, they were fixing it. Note the tow-rope and tools.

Club Officer Election Results

Well, there is not much to report... The current officers were all willing to keep their positions for one more term, and nobody new wanted to step up to take over any of the positions, so things will remain the same.

Currently, Brad Wilder is President, and also fielding the Treasurer role. Vice President is Derek Kiefer, and our Event Coordinator is Chris Reid. At the Webmaster position is Darren Arnold.

Northstar Chevelle Club EVENTS

January Meeting - Lakeville, MN

Saturday, January 20th 1:00pm - Karl Drotning has invited us to **Crystal Lake Automotive**, located at **16055 Buck Hill Road**. As usual, he will be providing an excellent meal, catered by the Olive Garden, and lending his tools and hoist for a club project, replacing the torque-converter on member Andy Marchant's '68. Food and drinks provided, BYOB and bring a chair.

Northstar Chevelle Club News - Chevell-aBration - by Derek Kiefer



Northstar Chevelle Club members who attended Chevell-aBration in 2006 included the families of Keith Anderson, Derek Kiefer, Roy Janni, and Dan Williams.

Chevell-aBration, located near Nashville, TN, is the largest Chevelle and El Camino car show, and is the A.C.E.S. National show.

The 2007 event is scheduled for June 7-9. If you are interested in traveling with other club members to Tennessee, I encourage you to visit our club's **w e b s i t e**, www.northststarcheves.com and going to the "forum" where we typically discuss all of our events beforehand. Registration to the forum is easy, and

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

507-438-8907

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(2) 14 x 7" camaro/corvette style rally wheels. Bare wheels, that need sand blasting and repainting.
Make offer.

-Brad Wilder 763-486-6518