

# Northstar Chevelle Club

July-August 2008

www.northstarchevelles.com



## 1967 Chevelle Station Wagon



### Original Options

- 327 cubic inch small block.
- Powerglide automatic transmission.
- White painted exterior.

### Current Features

- 383 SBC. 545HP/500ft.lbs. Torque.
- AFR 215 CNC-finished alum heads.
- Jones Racing Products Belt drive and power steering pump.
- Hedman "shorty" headers.
- Be Cool aluminum radiator.
- 14:1 Flaming River quick ratio st. box
- ATS, T56, 6 speed manual transmission.
- ATS/AFX C5 Corvette front spindles.
- SC&C adjustable upper control arms.
- Baer 13.5 inch rotors, 6 piston calipers.
- Edelbrock 17 inch wheels.
- Currie 9 inch Ford rearend.
- Hotchkiss rear upper and lower arms.
- QA1 single adjustable shocks.

### Scott Parkhurst - Belle Plaine, MN

I was born and raised in Buffalo, NY til I was 18. I joined the USAF after high school and was stationed in Southern California. I stayed there after my enlistment was up and started building cars for fun and commercial airliners for money. I got laid off from aerospace and started working on race engines full-time in 1993. I took an offer to work at Popular Hot Rodding in 1997, and moved to the Twin Cities in 2004 to be the founding editor at Street Thunder magazine. I got laid off from there in March of '08, and now I'm a freelance performance automotive writer, photographer, editor, and author. I'm currently writing a book on high performance engines, and working as a consultant for several automotive companies. My wife Kelly and I were married in 2004, and our daughter Melody just had her first birthday in June.

I got into cars as a young boy, playing with hot wheels and building models. I got my first car (a 1958 Impala) at age 14 and my father still has it. I've built a steady stream of modified performance cars (and trucks) ever since. In addition to the Chevelle wagon, I also have a '65 GTO project I'm working on, and a 1950 Buick that's destined to be a traditional kustom.

I got this '67 4-door wagon as part of a trade in 2003. It had pulled out from behind a house where it had languished for years, and had been brought back to drivable condition. It was originally a 327/Powerglide car, and a newer 350 had been installed. The original trans and rear axle were serviced and found to be in working condition, so they remained. The 'new' 350 was no prize, however. It had been pieced together to serve as a temporary engine for another car, and once the new engine was installed, this band-aid 350 (complete with mis-matched heads) was dropped into the wagon. It proved to be an adequate powerplant, but lacked any gusto.

When I first got the car, it still wore some of the original cream paint, along with some black primer on the front and grey primer on the rear. I got the 17-inch wheels as part of the trade, and they went on the car immediately. The rear springs were cut and the front ones heated to lower it before I got it. The stance looked good, but it was hardly a real performance setup. One of the coolest things in the car was the front seat- it was a custom-built piece with a fold-down armrest, and it had been covered (along with the stock rear seat) with original style gold vinyl.

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## Continued...1967 Chevelle Station Wagon

During this time, I was working as the Tech Editor at Popular Hot Rodding magazine in Southern California. I got a job offer to move to the Twin Cities and accepted it, and we began planning for the big cross country move. I had designed and built a 383ci small-block to replace the anemic 350, and finished the dyno testing on it just before we moved. I swapped the 383 in and got it running just days before it was loaded on the hauler to come east.

Once I arrived here, more work was scheduled and the car came off the road. The 383 had made 500 ft-lbs and 545 horses on the dyno, and that original Powerglide did not appreciate this one bit. The original 10-bolt wouldn't last long behind the new engine either, so a driveline upgrade was in order. I began with one of Currie's "bolt-in" 9-inch Ford rear axles, and replaced the stock upper and lower control arms with Hotchkis pieces. I also added one of Hotchkis' rear sway bars, and swapped out the stock rear shock absorbers for some QA1 single-adjustable units. The Powerglide was pulled when ATS called me and said they wanted to use my car as the prototype for a new T56 swap kit they were



developing. I decided on a Rockland Standard T56 6-speed, since it was rated at 750hp with upgraded internals. The T56 case was a stock LT1 unit, so it bolted up to the 383 easily. I chose a Centerforce DF clutch and matching flywheel to link the two. The ATS kit included use of the stock LT1 hydraulic clutch setup, and this adapted over to a new stock clutch pedal I got from OPGI. With the new trans and rear axle in place, I had to link them together, so I had Denny's make a custom driveshaft for me. It fit perfectly, and is one of their HD units capable of handling the power. I was just about ready to get the car back on the road when a friend of mine who owned a body shop offered me a great deal on

body and paint. I'd done some work for him and he wanted to pay me back, but the offer was for a limited time while things were a little slow at the shop. I hustled the car over to the shop and designed the paint scheme I wanted. Within a couple weeks, the car was back. It's not a 100 point paint job, and I had to buff it out myself, but I never thought it'd be anything but white primer. I was stoked to see fresh paint on the old wagon!

The front suspension was next, and after being so pleased with the ATS parts used for the transmission, I went back to them. Their new AFX spindles would be perfect, and I got SC&C upper control arms to match. I went to Baer and got a pair of their 13.5-inch rotors and 6-piston "6S" calipers for brakes on the ATS C5 spindles. Everything went together smoothly, and my old Edlebrock 17-inch wheels even fit! Finally, the car was actually coming together and was ready to hit to road- once I finished the seemingly endless list of 'little things' it needed to be safe. I worked away at the list bit by bit, and took it out for its first drive once the weather broke in the summer of '08. After working out a few more new car bugs, I began gaining confidence in the car's



ability to be driven hard, and decided to bring it out the Car Craft Summer Nats to meet the Northstar Chevelle Club. This was it's longest drive yet, and it performed just fine. It even knocked down 20 mpg on the way to and from the fairgrounds. I'm still hammering out little details and getting everything to work, but the old wagon is now a reliable driver. The performance is eye opening, especially for a station wagon. It's a blast to drive, and I look forward to getting out to the dragstrip and road course to see how well it can really perform. I'm content to wait until next summer to push it at the track, and I'll keep fine-tuning and finishing things up on the car until then. Including tending to the interior this winter. I fully expect it'll run 11-second quarter-mile times, pull a full G in the corners, and maybe get even more than the 20 mpg it gets on the freeway now. It's come a long way from where it was when I got it, and there aren't too many other wagons out there built to be all-around performers. It'll never be perfect, but for me, it's perfectly fine.

*By Scott Parkhurst*

# Northstar Chevelle Club News By Chris Reid

This month I would like to start this column with how much of a success we had at the Car Craft Magazine Summer Nationals back in July. Everything came together nicely with a big thanks to club member John Sinna. He really helped us out with saving an area for us to park along with some friends of his own. We ended up with a nice showing of members this year which helped us really redeem ourselves compared to last year. Nice job guys and thank you to John Sinna for helping us out.

Our next meeting will be our 2nd. annual club picnic. John Sinna has offered to host us at his home in Lino Lakes. He has plenty of area for parking. This is a pot luck type of event so please bring a dish and your own beverages to drink. We will be hosting a meeting as well during this event and will be planning our route and destinations for our fall club cruise in October.

Speaking of our fall cruise. Our plan is to stick to the areas around the cities this time around. As mentioned above, our destinations are yet to be determined however, our end destination will be in Hastings, for thier last Saturday night bi-weekly, car show of the season.

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## Upcoming Events

### SEPTEMBER MEETING/2ND ANNUAL FALL FAMILY BBQ AND PICNIC:

September 20th, 2008.

Home of club member John Sinna.

1720 Molitor Drive

Lino Lakes, Mn. 55038

651-483-0489

John Sinna is hosting our BBQ and picnic this year. There is plenty of parking for us so please feel free to bring your cars. This is a pot luck event. Please bring a dish and your own beverages to drink and even games too. We will be holding an official meeting around 1PM to discuss plans for the fall cruise and other future events plus any other club concerns or subjects.

*Thank you John for hosting us.*

### OCTOBER MEETING/FALL CRUISE

October 4th, 2008.

We are planning to meet in the metro area and cruise several destinations around the cities.

Then make our way down to Hastings for the final Saturday night car show of the season.

The destinations will be discussed on the September meeting above.

### NOVEMBER 15th MEETING: TBD

*If you are intrested in hosting a future meeting.  
Please contact Chris Reid at 612-396-1045 or,  
Email: Chevelle396guy@msn.com*

## Northstar Chevelle Club officer positions

President: Brad Wilder.

Vice-president: Derek Kiefer.

Secretary: Lori Mcaree.

Events Cordinator: Chris Reid, Rick Pochmara, John Sinna

Webmaster: John Enga.

Newsletter: Chris Reid.

## Club Merchandise For Sale

Northstar Chevelle club has t-shirts, sweatshirts, polo shirts and hats. All with the Northstar Chevelle Club logo on them. We also have license plates and baby onsies too.

T-shirts: \$10

Hats: \$10

Polo shirts: \$22

Sweatshirts: \$18

Window Decals: \$5

License Plates: Was \$10, still on clearance...\$5!!!!

Baby Onsies: \$15

Membership: \$25/year.

*To order, contact Dave Seitz (763)662-2336. Or Rick Pochmara (763)497-7169.*

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