



SEPTEMBER 2010

Officers:

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Summer is winding down, but the weather is still plenty good. August brought us some incredible weekends for shows and cruising. The main organized show this month was the Muscle Car Classic at AutoMotorPlex in Chanhassen. The cars shown are stock restored and factory original class, and this year they included a Modified American Muscle car class as well. Entrants also had the opportunity to be judged on original authenticity, cleanliness, and correctness. Many of these cars are Concours class vehicles or single owner unrestored originals. It's definitely a sight to see all these high end beauties. This show is all about high quality restorations and rare cars, which goes along with the AutoMotorPlex's clientele. This place sells garages. Not just little ones, but garages of all sizes. When you buy one, you actually pick the space you want-any size. Your space can be fully customized with walls, elevated areas, bars, bathrooms, hoists, and whatever else you can dream up short of actually living there. Several NCC members attended this show and reported that these spaces are an extension of the owner's passions and beyond.



Everything from service oriented shop space to dealer like display spaces and signs can be found there. This is Minnesota's version of Ultimate Garage heaven, and all in one location.

Cruise Report

Our members are seen all across the Twin Cities. Since we have people all over it's quite possible to see Stan or Kevin down in Hastings. You might see Craig in Shakopee, Tony at North St Paul, and I have seen Jon and Terry at Anoka which is my local spot when I can get there. Get out there and enjoy the sites while you can, let us know if you're planning a drive. Maybe someone else wants to come with.

Since Car Craft, we have added several new members and the number continues to grow. That's a great place to be seen as a club but when you're out and about at car shows and cruises, think about mentioning that you're a member of the only Chevelle club in Minnesota. You don't have to sell the club to them, just mention us and website. Feel free to offer this email if they have any questions: president@northstarcheves.com

Cool Tool: Trick Flow Spark Plug Socket

Designed for header equipped cars, this is a socket you slip over your sparkplug, then use a ¾ open ended wrench to turn. It is made from Vanadium steel. Sounds like a simple idea, and probably works better than some of the custom header wrenches (heated and bet to shape) made by car people over the years. It retails for about \$15.



Northstar Chevelles Picnic

We had a great turnout for our picnic! A big thanks to Chris and Kim P for inviting us all up to their annual get together. Stan, Derek, John D, Craig, Bryan and their families all met Chris R at White Castle in Blaine. A quick pit stop and a few pictures taken by the employees who freaked out seeing us, then we paraded our way north up Hwy 65 about 40 miles to Chris P's place.



When we got there Ian and Lori had

already arrived, and not too long later member Doug arrived with his '70 El Camino, Roy J came with his silver '70 in tow, and Don made it with his 1971 ragtop. Member Chad M was there but since his '69 is still in the engine building stage, he brought his backup car—a '55 Chev. There were 2 other Chevelles in attendance: Steve brought his silver pro-street '67 that some of us remember from the Rock Falls event, and Joe who brought a tunnel rammed orange '69. There



were 22 cars there in total, including a Dodge Charger, a drag Mustang convertible, several Camaros, an early Chevy II, and a couple 1960s full size luxu-barges. Between the pig roaster and all the dishes everyone brought, there was plenty of food. I never even made it back for dessert-I was too full. This was a great chance to get some good pictures for our calendar too. They did hay rides around their 20 acre

property and there was some games for the kids too. I would guess there were 50-60 people in attendance including our member's spouses



and families, and I think everyone had a good time. Unfortunately, the day also included some car injuries. Bryan's untested serpentine belt system cut one rib off the belt, but held together. Don's car popped an upper control arm bushing and bolt out, but they were recovered and reinstalled.

Craig's car somehow broke a pushrod tip off, Chad's big block project donated one since it was being built right there at Chris P's shop. The worst was Chad's '55 Chev rear end broke while doing a burnout at the end of the afternoon. He had to leave it at Chris's for the night, and they trailered it back to his place the next day.



This month's project: Serpentine belt conversion

I started this project thinking it would be a great how-to article for the newsletter. I had all the parts, plus some extras in reserve. I even had all the main brackets and braces painted. Over the course of a week, I pulled all the accessory pieces off the front of my engine and mounted the main brackets. Chris P came over to help make sure I did it right, as well as handle the rewiring of my alternator to the new style. Right off the bat, he spotted some issues. I needed to cut off a brace that would have been attached to the exhaust manifold. No biggie, we sighted it in, scored a line, and made the first custom piece of the day. It was nice and hot, so a quick shot of black paint to cover the cut edge went on nice and dried fast. Next up was clearancing the bolts for the AC delete pulley. I cut the 2 bolts that would have interfered with the belt just short enough to bolt in and not poke out the bracket (more on this later). There was an issue with the tensioner bolt since the factory one wasn't available in time. I had one that would work with some trimming, so out came the grinder and the shoulders came off the head so it would be recessed. It was plenty long, which worked well with our plans to use it as an anchor point for a brace to the intake. Since I have Vortec heads, the factory braces to the intake won't work—they have too different of an angle. That bolt still wouldn't work, and we needed some threaded rod and a spacer, so off to the parts store for that stuff and look for yet another water neck. We got everything we needed and got back to work. Next up was grinding a factory bracket to clear the heater hose fitting, then using a long allen headed bolt (too little socket space for the cut one) and a couple jam nuts for the tensioner, we drilled through the threads in the main bracket and bolted in the brace. Chris took care of eliminating the external regulator and sliding on the power steering pulley while I finished the driver's side brace and checked the new water neck, which wasn't going to work either. We ran out of time that day, but later in the week I got a 90 degree swivel neck from Jeg's and finished a brace for the AC side bracket. When I went to tighten that new brace, I stripped the threads out of the aluminum bracket. I had to grind away on the bracket to make room for a nut since the pulley was so close. Everything else went



smoothly until I put my new thermostat housing near where it goes. It's still about 1/2" too tall. I cut off the pre-heat passage for the throttle body, and still had to massage the water neck at one corner. The only way for the upper radiator hose to go is out the front over the belt. I did that familiar car builder walk down NAPA's hose aisle until I found something that fit. I had to do the same with belts once everything was done too. In the end, it all came together but it really reminded me of how when you change one thing, it can waterfall into many different complications.