

AUGUST 2013

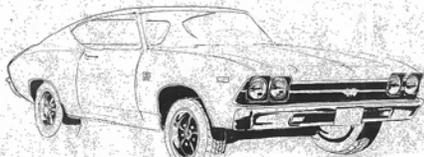
President: Stan Shinker
Vice President: Tom Brokaw
Treasurer: Mike Sabby
Webmaster: John Delke
Secretary: Chris Reid
Events: Chad & Shawna Linkert
Newsletter: Bryan Flatter
Merchandise: Craig Savina



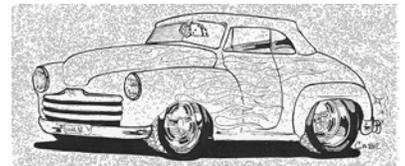
The oddest thing happened to me over this past summer, I got comfortable driving my Chevelle for the first time. Even though I still haven't gotten it ultimately tuned, I also didn't have that uneasy feeling I have had for so many years. Maybe it's knowing that the thing has held together for so long now? Maybe it's from the visual touches I did over the winter and spring? I think maybe it has come down to the mental block I had created from doing major component changes every year over the winters. Since my mechanical skills are decent, but the technical aspects don't translate well from brain to hands (read that as being only book smart), I have a hard time believing that things will be fine when I put something back together. While nothing bad has ever really happened, I always was driving with one ear on alert with a tighter grip on the wheel and my left foot hovering over the brake. Something clicked recently, and it happened after I was thinking about some of my past projects. Every one of them was different but there was one common link: they were all daily drivers. When it was fall, I parked my 74 Camaro and pulled out the 67 truck. Same went with my Grand Prix, though it was a beater that turned into a toy with a large big block, but I drove it all summer with no backup vehicle to rely on. While I won't be driving my Chevelle everywhere (between gas prices and iffy parking at work), I am now really starting to get that feeling back of driving around having fun. One last thought: maybe it was that I finally got to putting the radio and HVAC knobs on more than 6 years after the completing the SS/gauge dash swap?????

Auto Mania


Friendly
CHEVROLET, INC.



Sunday August 11th 9am-3pm



CAR CRAFT 2013

Where do I start? It has already been more than a week, and I still have a faint afterglow. When I'm at this show, I want to see everything. I want to be everywhere. I want to do it all. This year, I tried. What I love most about the Car Craft show is that anything with 4 wheels is welcome. I've always been the kind of guy who can appreciate the work and effort that goes into a vehicle. I look at the cars for their style and beauty much more than who did the work or the condition it's in. You have to respect the pride that the owners have in their cars, whether they restored it, bought it done, or bought it new and kept it nice for all those years. Maybe it's because I am one who's always had a "warts and all" approach to my cars, or maybe it's because I'm still in the midst of it's evolution, but I seem to gravitate towards the drivers more than the museum pieces. That being said, I also think it's so cool to see the 1 of 1 cars, the restorations, and the pro-built customs. They each contribute to the culture, and that's what grabs me the most: the culture. This show draws all kinds of people and I have a blast just being around all the cars, sights, and sounds. It was fun to see so many people I know from our club, both current and former members. I know I missed talking to quite a few people, but it wasn't intentional. The following is Car Craft as I saw and experienced it. Your experience may differ, this show is what you make of it.



On Friday, I was asked if I would put my car on display in the TPiS booth. Since they are THE place to go for Tuned Port fuel injection systems like I have, it was a great fit. We'll see them at AUTOMANIA on 8/11 too, since they are a show sponsor.

I spent a decent chunk of the day Friday down at the grandstand track area watching the autocross racing and stop box braking. While I was there, Jeff Smith from Car Craft was gathering info from the Real Street Eliminator competitors and shooting some pictures. This blue Camaro was actually a past competitor who was there doing



some laps for Fox 9 morning News live shots and doing a demonstration after Friday evening's burn out contest. Fox 9 New's M.A. Rosko got a wicked ride.

Already on a sort of high from the show and then being asked to show my car in the TPiS tent, I ended the day with another cool experience. For just about anyone who is proud of their vehicle, there's not much more of an honor than to have your car featured in a magazine. On Friday after the show had ended, I was able to tag along with Eric McClellan of Impermanence Photography while he did photo shoots of 2 cars. He's well known in the area for his work, and is hired by Car Craft to help document some of the outstanding vehicles on display at the show.

A sample of Eric's published works. It's an older picture, and there are many more since then.



One of the two cars Eric shot was the only documented 1970 Nova SS L89 option car known to exist. It's a 396/375hp 4 speed car that scored 989 out of 1000 points. It's factory black/black combination with power brakes and original aluminum heads make it a really awesome car.

While I had a grasp about basic photography and photo shoots, Eric showed me some tips and tricks to help get better pictures but more than anything I learned that you really need to know your camera itself to get the most out of it. As our own Scott Parkhurst (himself well accomplished in the automotive journalism field) told me, "Digital cameras make it easy to see what you just did, but you still need to take a good picture to begin with".



The other car that was to be shot was one of the new 2013 COPO Camaros. This particular one was #32 of 69, though this is only 1 of 20 that were painted black. This one was built with the 427cid LS7 engine and has a ¼ mile time of 8.49 at 161.44mph.



Yes, it has a factory installed linelock. Yes, we put it in the burnout box. Yes, he lit them up. Unfortunately, it started drifting sideways. We also didn't want to draw any unnecessary attention from security, so we had to call it off.



Each COPO gets an engine emblem like this, plus another in the trunk showing the build specifications. The manifold is also embossed COPO.

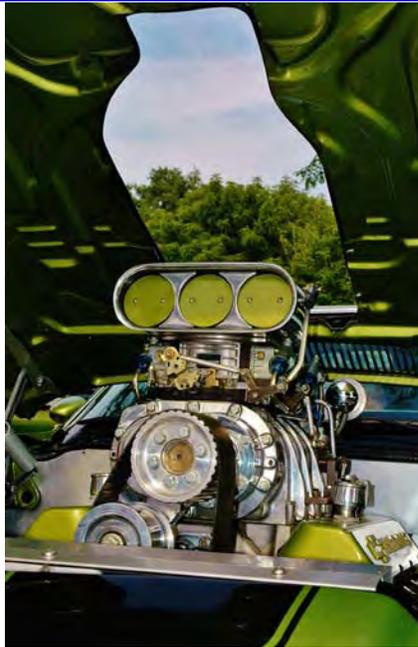


**Some
of our
club
at
Car
Craft**





**Yes,
Don
made it
happen.**



**That's a Potvin
Supercharger!**



Name/spouse John / Amy Enga

What was/were the cars you owned when 64 Chevelle SS Do you still have it/them now? Still have the 64 and bought a 70' El Camino from AZ.

Have you had any other cool cars since then? 1970 El Camino. Nothing special, but a clean body to work with. 2006 GTO (wife's car but she

lets me drive it too) Have you held any positions within the club? Web Master, Vice president. What's your best memory of the club? The 1st club meeting at Dean's house with a rare original LS6 and Yenko present. What have you gained from being a part of this club? Friendship What's your current ride specs? Future plans? Awards, features, etc?

64 Chevelle Malibu SS, originally 327, AC, 4spd Muncie (still have all parts in storage)

- ✦ Sbc 400 +.030 (406), zero decked (9.000in), aligned honed, balanced,
- ✦ 10.4:1 compression with flat tops
- ✦ Topline heads, 200cc runners, 72cc chambers
- ✦ Comp magnum roller rockers
- ✦ Howards roller 110245 cam
- ✦ Edlebrock rpm air gap intake
- ✦ Holley EFI TBI, with small body computer HEI.
- ✦ Hooker Super Comp 1-3/4 full length ceramic coated headers
- ✦ Exhaust 3" X-pipe setup, transition to 2-1/2 mufflers with mandrel bent full tail pipes
- ✦ 98+ serpentine belt setup, CS144 alternator, Contour electric fan
- ✦ Quick ration steering box upgrade
- ✦ 1-1/4 front sway bar
- ✦ Turbo 350 transmission with shift kit / 3000 BTE stall
- ✦ B&M hammer shifter

Future plans for 64: Upgrade the brakes, currently single drum brakes all around. Change to power brakes, front disc and possible rear disc. Have not decided the rotor size yet. Look into lowering the car from stock height...2" drop spindles/ springs

Overhaul the steering / front suspension, 12 bolt posi rear swap

Perhaps swap out flattop pistons with D-cup design pistons for more fuel friendly compression. (Will use knock sensors from ECU to see how much knock is occurring)

Overdrive transmission 200r4 or T-56, Seat belts

70 El Camino: Mad science project of old school El Camino body with the interior of a 2000 Camaro plus LS1 / T56 combo. Have I bitten off a lot, yes I have, but that is the challenge. Where are you from? From the Midwest (Minnesota, Nebraska, Iowa, Illinois) What's your occupation?

Occupation: Manufacturing / Mechanical engineer Anything you want to include? I found this club is a great place to meet people that share a common bond that you would probably never meet.

