

2013



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## >>>> Bowtie Brunch <<<<

### Crystal Lake Automotive

16055 Buck Hill Road, Lakeville MN, 55044, phone 952-435-9800  
*Mechanical and Collision Repair*



The Northstar Chevelle Club would like to say Thank You again to Karl for hosting another Bowtie Brunch this year at his shop. What he does is more than show up on a Saturday and unlock the doors, in fact there's a lot that needs to be done. First and foremost, he clears out the shop as best he can so there's room and it looks presentable to the guests and add to that scrubbing the floors clean. Anyone who's worked around a combination body and mechanical shop can attest, that's not a simple thing. He also hauls out a dozen or so tables and all his extra chairs, coordinates a technical session and a nice meal for everyone from Rascals, then deals with the clean up when we're gone. It certainly isn't something he has to do, and we're thankful that he still continues to make it happen every year. Thanks Karl!



**BowTie Breakthroughs: The History Of The '64-'87 El Camino**  
by [Rick Seitz](#) , from CHEVYHARDCORE on September 1, 2011



They're often referred to as cars, trucks, and sometimes even "crucks," but we think of them as simply cool. We're talking about is the Chevy El Camino, a name that comes from the Spanish word defining; "the road" or "the path." Built on the A-body platform in '64-'87, the El Camino was a combination of the raw performance and handsome styling of the Chevelle/Malibu, while offering buyers the utility of a pickup truck in one awesome package. With the introduction of the Chevelle for '64, the El Camino returned from its short-lived Impala-based hiatus of '59-'60 to help the new midsize coupe compete with Ford's Fairlane and Ranchero models respectively. What made this an especially exciting time was the fact that it was smack dab in the middle of the birth of the muscle car wars of the '60s.

## **In The Beginning**

It was the era of big-blocks, bold styling and flashy striping. The first muscle-era El Caminos were available with all of the same hardware the Chevelles of similar vintage. There was a Super Sport (SS) option, naturally, and its drivetrain range was similar to the Chevelle's with two entry-level six-bangers (194cui, 230cui), a 283cui V8 in 195hp and 220hp spec, and a selection of either a 250hp or 300hp 327, respectively. Transmissions included; a Powerglide, Muncie manuals, a 3-speed manual, and TH350/400 automatics.

Like the Chevelle for '65, a revised grille and several engine changes came the following year. Unfortunately, the haloed [Z-16 option](#) didn't make it, but all engines saw a bump in horsepower across the range. The real news didn't until the following year when Chevrolet not only revised the front end styling of the Elky, but also an updated interior, a new dash and gauge cluster, and last but not least, the big-block 396 was *finally* available for the first time for SS models!

Packing anywhere from 325hp-375hp, it would rocket the El Camino SS to anywhere from a low-to-mid 14-second quarter-mile time with a trap speed of roughly 95mph, which was quite respectable for the day, and would continue to do so for the following next few years.

While the '67 did see a few changes in the styling department, this would be the last year for the "box-style" Chevelle/El Camino, as both models would undergo a complete body-style makeover for '68.



### In rare form

Lean. Clean. Class. El Camino is a breed apart. Set foot in it and it'll set you apart. Under that cool cover breathes a road machine that's powered to please. Start with a choice of two sixes and five V8's all the way up to 350 horses. Wind up with one of four manual or two automatic transmissions. Deck out the cab in a standard or custom interior. Then run wild with personal effects like AM-FM radio, Strato-bucket seats, Positraction rear axle, tach . . . tailor to taste. El Camino

pampers you like no other pickup. Loves to labor too. Pile on a half-ton payload and feel it ride, handle, corner and brake like a charm. Superlift air-adjustable rear shock absorbers keep you on the level. On the safety side, El Camino has you surrounded: the GM-developed energy-absorbing steering column, plus-padded instrument panel and a lot more. Get the goods on El Camino from your Chevrolet dealer. . . . Chevrolet Division of General Motors, Detroit, Mich.

  
**El Camino**

### A Brand New Bag

Nineteen-sixty-eight ushered in not only a new styling direction for the El Camino, but also a longer frame thanks in large part to the Malibu wagon and sedan chassis that the '68 Elky utilized.

Back from a one-year-hiatus was the 375hp L78 396. With the El Camino quickly becoming what the Australians refer to as a "ute," Chevrolet didn't feel many changes were needed for the '69 model year. Apart from a change in a few trim pieces and a new grille, it was basically a carryover year

### Stepping Up To the Big Leagues

With the entire A-body line getting a complete makeover for 1970, the El

Camino was no different. It would again get the same front clip as the Chevelle, with the exception of a slightly different front bumper that incorporated the Monte Carlo front parking lights. To complement the awesome fresh styling, the new 454cui big-block made its introduction in either 360hp or 450hp performance levels. As a result, this would make the '70 the highest performing Elky ever produced, and its available LS6 454 would become a thing of legend.



**But the hype was short-lived, as the following year made the LS6 a single-year option with the new government and insurance regulations cracking down on performance cars. The A-body would receive a slight restyle for '71 that would hardly change at all for '72. But to add a bit of quirkiness to the Chevelle body style, a GMC version of the El Camino was created for the '71 season. Called the Sprint, it was a virtual twin to the Chevy version, apart from its obvious nameplate, grille and a few trim pieces. This was badge-engineering at its finest. As horsepower, compression, and performance continued to drop, so did the Super Sport El Camino's identity. The SS was now available with any Chevrolet V8 engine by '72, even the lowly 200hp 307.**

### **Ch-Ch-Ch-Changes...**

**Seventy-three would bring the long-overdue revamped body-style; it would continue to use the Chevelle wagon chassis, making it the largest El Camino body-style ever produced. The extra heft and lower-performing engines, would become the theme of all mid-late '70s "performance" car; overweight and under-performing.**

**This theme would continue on through the early eighties, as the SS had become mostly a trim option for '73, apart from thicker sway bars.**

Either the 350ci V8 or the 454ci V8 could be had. Seventy-four would only see the introduction of a new grille, and the El Camino Classic trim level that mirrored the Malibu Classic that year. The 350 became the base engine this year, and a 400 was introduced, while a 454 was still the top engine offering. The '75 model carried over with another new grille and performance fell further; with a 105hp 250cui I-6 becoming the base engine. The aforementioned V8's remained, but even the 454 was only cranking out 215hp by this point. The next year introduced a vertical stacked headlight arrangement was introduced on the El Camino Classic while the base car carried over style-wise. The 454 was dropped along with the manual transmission for V8-equipped cars, and a 305cui V8 with 140hp was added to the roster. The Inline-6, the 350's and 400cui V8 remained. The final year for the "Colonnade" body style would have all El Caminos sport the vertical

headlights like the '76 Classic. Little else changed with the exception of the 400 being dropped. This was mostly due to the fact that the "downsized" '78's were well on their way.

The revamped Elky shared the body style of the new Malibu yet again, and would maintain this body shape until the end of production for 1987. The GMC Sprint was renamed Caballero, and the El Camino SS went on hiatus, initially replaced with a Black Knight Edition for its first year of production, and a Royal Knight Edition afterwards through '83.

# CHEVY EL CAMINO



El Camino Classic Chevrolet, 1111 5th Street, Marietta, Ga.

## One tough car. One comfortable pickup

Up front El Camino is all car. With the comfort and luxury of deep foam-cushioned seats covered with rich, textured vinyls. You can even order 90-degree swiveling bucket seats to make getting in and out easier. Yet underneath, there's the toughness of a solid perimeter-type frame. A computer-derived suspension with coil springs all around for a smooth ride. In back, a 6½-ft. cargo box that's ready to shoulder a 1250-lb. load. Box is double-walled for strength and to help protect outer wall.

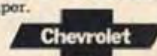


## Front disc brakes standard

El Camino has single-piston floating-caliper front disc brakes. Durable and self-adjusting, they provide resistance to fade and recover quickly from the effects of water immersion.

## Air-adjustable rear shocks

Air-adjustable rear shock absorbers are standard, help to level the ride and the load. Air valve for load-leveling adjustment is conveniently located in the middle of the rear bumper.



## Lasting Chevy Value



## 1979 EL CAMINO ROYAL KNIGHT

It's a car.

It's a truck.

It's the El Camino Royal Knight. An exciting combination of sporty looks and functional design. Royal Knight comes equipped with such appearance features as a large front air dam, sport mirrors, Rally wheels, and a special striping and decal treatment.

Outside, it's a hardworking carrier with 35.5 cubic feet of ribbed steel cargo space and a pickup box payload of 800 lbs. Inside, you'll find the comfort and luxury you would expect to get in a passenger car.

So, if it's a truck you need but a car you want, you owe it to yourself to look into the El Camino Royal Knight.

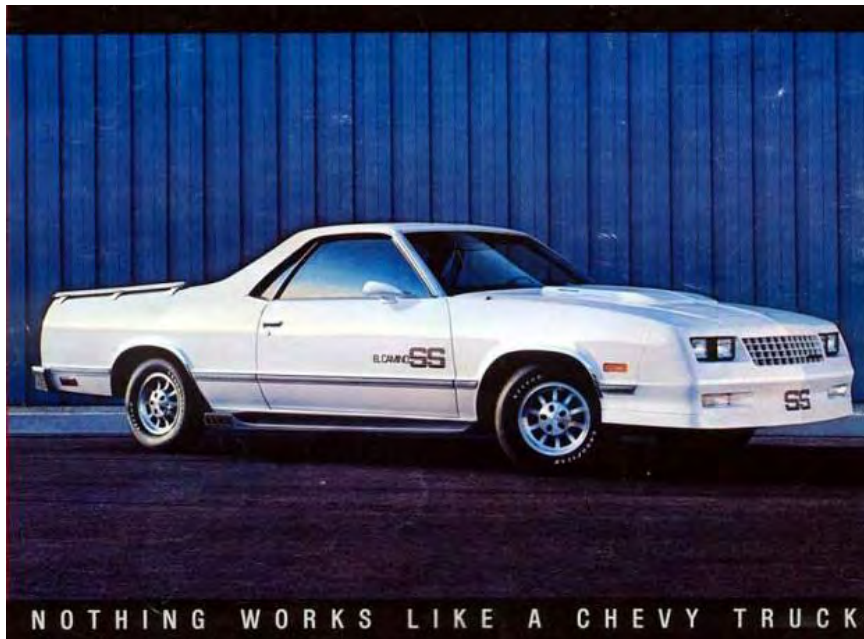
### A Little Off The Top...

For the '82 model year, the El Camino and its GMC cousin would get their final makeover with a new grille and quad headlamp assemblies. Engine options would change over the course of the next nine years, but nothing spectacular was ever developed for the A-body trucks.

The SS would eventually return for '84 through a joint venture with an outsourced company called Choo Choo Customs, based out of Chattanooga, Tennessee.

The cars basically shared the same front fascia with the Monte Carlo SS of the time, and came equipped with the same 190hp 305cui V8. Production was moved from The States to Mexico for the last two model years.

It's been almost 25 years since the last El Camino was produced for the American public, but with rumors flying around for a new generation for the 2015 model year, we can only hope it becomes a reality. We can only assume that it will be based off of the Zeta platform or something similar, along with an LS 'plant under its hood. Only time will tell.



GM debuted a '70 Chevelle owned by none other than NASCAR favorite Dale Earnhardt Jr. at an event at the Wynn just before SEMA was set to officially kick off. We showed it to you in our gallery on Sunday, wearing its 20-inch wheels from a 5th-gen Camaro and Black Diamond Metallic paint, but now we've got more information for you.

Now we can tell you that the chassis came from a '70 Chevelle and is loaded with suspension goodies from Detroit Speed & Engineering, brakes from Baer, and a 12-bolt with 3.73 gears from Moser. We also learned that the body is a new stamping from Dynacorn.

Those letters might sound like gibberish, but it refers to the supercharged 6.2L LSA V8 like the one found in the [Cadillac](#) CTS-V and Camaro ZL1. The rest of the code is the 4L85E 4-speed auto. The two are paired together for a



crate powertrain that GM Performance [Parts](#) calls [Cruise and Connect](#), part #CPSLSA4L85E, that includes everything needed to drop a modern powertrain into your ride, right down to the transmission wiring and controller, and it comes with a 2-year/24,000-mile warranty.



**Powerplant and  
hood decals**



**It's debut at  
SEMA**





## MEMBER PROFILE: TONY HOFFER

What was/were the cars you owned when the club started? Do you still have it/them now? **1972 Malibu... my first car. I purchased when I was 17. I still have it.**

Have you had any other cool cars since then? **Just a never ending Vega project and some vintage snowmobiles.**

Have you held any positions within the club? **NO**

What's your best memory of the club? **The drag race day was fun.**

What have you gained from being a part of this club? **Lots of great friends.**

What's your current ride specs? **72 Chevelle Malibu, 406 small block, turbo 350, 12 bolt with 4.10 gears.**

Future plans for it? **Back to the track for more suspension adjustments.**

Where are you from, **Maplewood, Minnesota** What's your occupation? **Pest control**

Anything you want to include? **Back when Team Chevelle was privately owned by Al McKenzie we all found the site and starting posting. After some time many of us decided to get together and actually meet face to face... That's how the Northstar Chevelle club was born. Note: Tony was instrumental in the reorganization of our club a few years back contacting key members and encouraging them to take the lead and reform the club.**





Wonder woman



Shooter

**Trivia:** A vinyl top was first offered for the Chevelle in 1965, although only in black.

**Source:** Chevelle SS 1964-1972, A Muscle Car Source Book