

**January 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**

When I stepped back from doing the newsletters, I never thought I would miss it. It's a tough job and I want to thank Jeff for creating them for the past year. He did a good job and showcased some nice cars. I'm hoping I can build on his momentum and also kick things up a notch. Over the past year, I kept coming across different things that I thought would be cool to have in our newsletter. Some are full-on articles, some quick little blurbs, and some are creations of my own. I'm still going to hold the newsletters to only about 5-6 pages or so, mostly due to the time it takes to make, but also so I can keep churning out something new every month. I'm excited to jump back on board and see where this takes us every month.

**We need event reporters! If you're going to a car show, drag racing, helping a member in the garage, or even just a cool bench racing session, tell us about it. Snap a picture or five. Tell us what it was like. Got news you want included in our newsletter? Send me a message right through our forums, I am screen name Bowtie.**

**Upcoming events:**

**1/19:** Bowtie Brunch at Crystal Lake Collision

**2/16:** Roger's Rod & Custom

**May:** Anoka Classic Car show opens

**5/18:** QA1

**June:** Historic Hastings cruise starts

**6/7:** North St Paul cruise opens

**6/21-6/23:** Back to the '50s

**7/12-7/14:** Power Cruise

**7/19-7/21:** Car Craft

Check the club website and forum for more details. Also check the calendar section on the calendar for other non-club events and don't forget to add any more that come up.



**Don't forget: Annual dues are now being collected for 2013. You must fill out a new membership sheet every year so we have the most up to date information. You can print the sheet from our main web page by clicking on the "About us" tab, or by doing it in person at any meeting or event. Also, the website passwords will change and newsletters are emailed to members only. It's still just \$24 for the year, so get it done.**

2013 is a big year for our club. We legally became incorporated as a club on 4/14/2003. In those past 10 years we have received nearly 200 memberships, been host or co-hosted several car shows, read about member's vehicles published in various magazines, and have had members receive numerous awards in various competitions. How did it all start? Go to our website, click on "club stuff" and look for the January/February 2010 newsletter.



This month, I thought I might also give everyone a timeline to see how things unfolded from that original gathering to where we are now.

10/6/2002 Team Chevelle members from the Minnesota area all meet  
1/28/2003 Articles of Incorporation were presented for filing with the state  
1/28/2003 Tax exempt request filed  
2/5/2003 Tax Identification number was assigned to the club  
3/26/2003 Articles of Incorporation were filed with the Federal government  
4/14/2003 State of MN issues Certificate of Incorporation to the club  
1/2010 Club logo and name officially registered with the state

During that span of time our original bylaws were written, many pages of documents were filled out and submitted to the various governing bodies, and quite a bit in application fees were paid. Why does this matter? I want everyone to know what kind of work has gone into forming this great club as well as the level of effort that is still being put out. Our original organizational board legally consisted of Derek Kiefer, Tony Hoffer, and Karl Drotning. Our original first club officers are listed to the right.

#### 2003 Founding Officers

President: Derek Kiefer  
Vice President: Dave Hammer  
Treasurer: Dean Ribich  
Secretary: Karla Wold  
Events Coordinator: Dave Seitz  
Webmaster: Joe LiVecchi

Over those 10 years we have had 5 people step up and lead this group, each bringing their own style and adding to who we are today: Derek Kiefer, Brad Wilder, John Sinna, Bryan Flattem, and Stan Shinker. We have also had numerous other officers, though our written records aren't as complete. In all, close to 10% of our membership have held a position at one time or another, and many others have made their own contributions as they were able. Our club has grown to be known as a fun group of people who are accessible and willing to help others out and it is reflected at car shows like Car Craft where out of state attendees seek us out for assistance. Keep it up.

## The Steering Column

After more than 17 years as the President of ACES, I'm now writing the Steering Column I was hoping I'd never have to. It's with a heavy heart I'm announcing that at the end of this year, ACES will cease operations.

Some of you may have seen this coming. Certainly those of y'all that have been laid off or are under-employed know that no matter how hard you try or whatever means you employ, some things are just out of your control. And while ACES has succumbed to a multitude of contributing factors, most prominent are an aging demographic, and a floundering economy. Both were significant in our decision to finally pull the plug.



*"Like it or not, the internet has largely supplanted the need for traditional car clubs as younger (and even older, undeterred) enthusiasts find what they need online."*

Actually, the aging demographic is the most profound. The economy will eventually get better, but constantly moving along the continuum of time is irreversible. Many of us baby boomers are now retiring, living on fixed incomes, have evolving interests as we find we can't work on our Chevies with the same fervor and commitment we had as younger men, and as much as we'd like to not talk about it, the big dirt nap is claiming more of us each day.

Those of us who are part of the baby boomer generation grew up in different times. And cars were always a huge part of the cultural landscape. At a young age, they fascinated us. As we moved into our teens, they became our tickets to freedom. And as we became young adults, they actually became an extension of our personality. That avid enthusiasm was so ingrained in the American psyche that even guys who possessed no innate

mechanical ability still had to have a "cool" car. For many of us, however, the passion for automotive power and panache followed through our entire adult lives, and we were compelled to become members of clubs. After all, they were the main outlet for information, provided sources for parts, instilled camaraderie with those of similar automotive interests, and even gave us club events that allowed us to showcase our prized possessions to others.

All that's changed now.

Like it or not, the internet has largely supplanted the need for traditional car clubs as younger (and even older, undeterred) enthusiasts find what they need online. And memberships in traditional

clubs have spiraled as a result. At ACES, active Members have dropped over the past three years from nearly 6000 to less than 2000 currently.

Certainly part of the decline is also due to the lagging economy; food, housing, clothes, electricity and life's other pressing mandates certainly take precedence over the frivolous nature

of any hobby... especially an expensive one like cars. And perhaps nowhere is this attenuation of income more profound than with blue-collar workers who have been out of work for an extended period of time. Those are the folks that own Chevies, and also comprise the bulk of our Membership. Despite reports from the government that the economy is on the mend, it's difficult to believe that as we drive by strip malls whose storefront windows are now covered with paper. Meanwhile, "For Lease" signs hang in mute testimony to the dashed dreams of so many businesses. The difficulty continues as we visit friends who've been on unemployment for not months, but years. And especially when we hear of others who have lost their homes, sold their Chevies, and are now living with relatives who are only slightly better off than they are.

Up to this point, LaRae and I have been able to keep our heads up and our eyes

focused on the future, even though we saw things slowly slipping away. In fact, for the past three years, we've subsidized the ACES coffers to one extent or another, with part of our retirement savings, hoping that things would get better once the country had true leadership that was interested in preserving the America that we all have known and loved. Actually, LaRae and our accountant were much more realistic than I and cautioned my fiscal commitments as not being very prudent. But I'm an eternal optimist, and I just knew that things would turn around with the right change of leadership in Washington.

Sadly, I was wrong. And the recent election does little to instill my faith that things will get better. Instead, I'm afraid we're facing four more years of the same...or possibly even worse.

Has my optimism turned into pessimism? Not really. But as LaRae frequently points out to me, "It's reality, honey."

Well, as reality sets in, it also brings with it other factors. Many of you know I'm diabetic. It's a progressive disease that can be somewhat controlled, but never cured. Mine came about as a result of exposure to Agent Orange while serving in Vietnam. The VA is currently treating me, and they have me classified as 80% disabled, largely because of the neuropathy at all extremities and rapidly declining vision. While my eyes will require annual checkups and changes of prescription, the neuropathy has taken away my sense of touch. Both my ability to pound a keyboard and handle a camera have been compromised, as well as my ability to spin wrenches as easily as I once could.

So, why not hire some help to enable us to continue? I sensed a need to pass this incredible responsibility to a replacement several years ago, since I knew eventually ACES would need new leadership. And in the past six years I've hired four different guys to train, mentor, and facilitate that transition. Each one has, for one reason or another, moved on to other endeavors. We've all heard, or maybe experienced for ourselves, how difficult it is to "hire good help" these days, and I'm now beginning to believe the truth in that claim. Regardless, it's another stumbling block impeding the pathway to further success for ACES.

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## Steering Column

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So where do we go from here?

LaRae and I have decided to keep ACES funded through the end of the year. I've taken a few "side jobs" over the summer and have future commitments for other consulting opportunities that will allow us to do that. We've stopped accepting any new Memberships or renewals since the end of August in anticipation of having to make this announcement, and everyone who is current with their Membership through last August will continue to receive Chevelle World through the end of the year. So besides this one, we will produce the Sept/Oct

and Nov/Dec Issues and have everything back on schedule by the end of the year.

I know that some of y'all will still have some time remaining on your Memberships, while others will have a few extra months added on without renewing. I've agonized over this, but can't come up with anything better, as the termination of operations has to occur one way or the other. Making this an even more painful decision is the fact that the ACES Members who've stuck with us through the difficult economic times are our most ardent supporters, and unfortunately will suffer the impact of this decision the most. To all of you, I apologize for any of my ineptness that may have contributed to this terrible termination of ACES, but

the real bottom line is that we simply are not on a path of fiscal sustainability.

So as we move forward to the end, I pledge to produce the same quality magazine y'all deserve, and I welcome your comments or suggestions on how to ease the transition. As I've said before, my ACES family is a huge part of my life and I love y'all dearly. I hope to continue attending car events in the future, I want to remain in touch as much as possible, and also that our paths continue to cross as we bump into one another at those events. May God continue to bless y'all, and this great country of ours!

CW



Chevelle  
World 37

If you haven't heard of Chuck Hanson, he's considered an expert in the field. He's also an accomplished journalist and was co-host of Horsepower TV on the SPIKE channel. Chuck made it to Car Craft last year and hung out with us for a while at the show. If you've never met Chuck, he has a presence about him that makes you want to gravitate his way, but at the same time you don't feel intimidated. Several of our club members know him well and many others may have met him at Chevelleabration or when he's been in town. Northstar Chevelles has been an associate club of ACES since our beginning and even though ACES will be missed, it's members will still be around within our club as well as nationwide. We wish Chuck good luck with all his future projects.



Chevelles, El Caminos, Malibus, and all the other versions have been included in TV shows and movies for years. This year, I'm going to include a couple each month. Most of them will be from things you've had a chance to see. All of the pictures will be taken from a cool website called [www.imcdb.org](http://www.imcdb.org) which stands for the internet movie car database, a cousin to IMDB. Most of the pictures are screen captures, and there's thousands upon thousands of pictures organized by model, year, and manufacturer.

IMCDB pictures from top to bottom: Movie: Say Anything; TV show TJ Hooker (a 2-fer!); TV show: Bewitched



### Trivia: The '55 Chevy in *Two Lane Blacktop* was also featured in what other movie?

Richard Ruth from Competition Engineering of Sunland CA built 3 1955 Chevys for the 1971 movie *Two Lane Blacktop*; 2 main cars and a stunt car. They were based on his own '55 which was used as a blueprint. Two of the cars were saved and used again in 1973's *American Graffiti*, one of the mains and the stunt car. The main car had a 427 crate engine, M-22 transmission, and an Olds 4.88 rear end. It also had a fiberglass front end, doors (replaced with stock ones for *Graffiti*) and decklid. It had a straight front axle that was later modified for *American Graffiti*. This car supposedly ran a 1090/127mph when first built. The stunt car had a 454 crate engine, and TH400 transmission which was chosen for smoothness vs. the stick since this car was used mainly for interior shots.



## Member Profile:

Derek and Jenna Kiefer

*What were the cars you owned when the club started? Do you still have them now?* 69 Malibu (have), 69 SS396 Chevelle (have), 66 El Camino (sold), 23 Model T (sold)

*Have you had any other cool cars since then?* 64 Chevelle 2dr wagon (sold), 66 Malibu wagon (sold), '66 Malibu convertible (sold), 70 El Camino (sold), 25 Model T touring (have), 26 Model TT truck (have)



*Have you held any positions within the club?* Almost all of them... Pres, VP, Secretary, Treasurer, etc

*What's your best memory of the club?* The first time we met at Dean's, the first meetings at Karl's, all the times hanging out at Car Craft, Corvette Specialties, North St. Paul, etc, but there really are too many to list.

*What have you gained from being a part of this club?* Many great friendships, help from friends, great deals on parts, etc. Friends in this club have helped me work on my car, helped re-wire my garage, and even helped me move! The people in this club are fantastic.

*What are your current ride specs? Have you received and awards, features, etc?* My '69 Malibu is currently undergoing an LS1 383-stroker and T56 6-speed swap. It has a 4.11 Ford 9" and many suspension modifications for autocross. It has been featured in "Chevelle World" and has had a few blurbs in Car Craft from its "Real Street Eliminator" coverage.

*Where are you from, what's your occupation?* We live in Mantorville MN. I work at Ford Metro Inc. in Rochester as a draftsman designing windows and doors for commercial construction, and Jenna works at Mayo Clinic as an RN. We have 2 boys, Cale (age 5) and A.J. (age 2).

*How did you find out about the club?* The "idea" of the club started around September of 2002 when I posted on Team Chevelle that I'd like to organize a gathering of members from MN. Rick Nelson coordinated with Dean Ribich to host it at Dean's home, and we all met there in Oct. I was reluctant to start anything beyond that but Dean talked me into forming a club. Karl Drotning offered to host the first official meeting and Chuck Hanson provided names and address labels of all ACES members in MN and IA. Between the October event and the January meeting, a lot of discussion about forming the club was taking place in the Bench Racing section of Team Chevelle. Tony Hoffer suggested the name "Northstar Chevelle Club" and officers of several other Chevelle clubs offered suggestions and documents to help get the club formed. Dean Ribich took care of all the legal work, and a lot of great people stepped up and helped get things off the ground.

