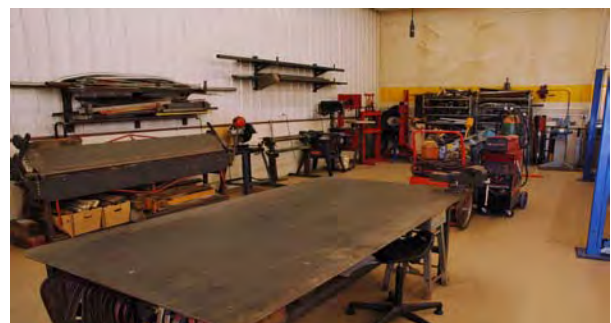


March 2013

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



February meeting: Roger's Rod and Customs



Seen in San Juan Puerto Rico 1/23/13: Chevelenstein



Picture this: I'm standing on the corner in Puerto Rico waiting for the trolley to take my wife and I up to see the 500 year old fortress. I see a bright red car coming up the street, but I can't make out what it is. As it gets closer, I can see it's completely covered in "stuff", but I still can't pick out what it is. I grab my camera as I realize that it's some sort of muscle car, and only after I shoot a couple pictures do I realize it was actually a Chevelle. Oddly, it had no exhaust sound.

This thing had just about everything you would find on a custom car from the '40s, '50s and '60s. From the front mounted gas tank to the sunvisor to the wheelie bars, it's like one of those pictures that ask how many things can you pick out. Multiple mirrors, extra emblems, chrome edge trim, vents for the fenders and hood, and that all-important passenger side spotlight (?) help round out this abomination. I did see a roll cage, but then again there's a bunch of Chucky dolls too. You decide, but I bet the local Pep Boys likes it a lot.



Bowtie Genealogy



1911-14 "Chevrolet" script nameplate, designed for Chevrolet co-founder Louis Chevrolet's original 1911-1914 Type "C," also known as the "Classic Six."



1913-29 A 1916 rendition of the original Chevrolet bowtie badge, which was introduced in late 1913 by William C. Durant on a trio of new-for-1914 Chevrolet models.



1934 Chevrolet bowtie logo, as it appeared in 1934 advertising.



1940s-50s Chevrolet Engineering bowtie logo, as it appeared in 1940s and early 1950s publications.



1957 Chevrolet bowtie logo, as it appeared in 1957-1959 print advertising.



1960s Chevrolet bowtie logo, as it appeared in 1960s print advertising.



1977 Chevrolet bowtie logo, as it appeared in 1977-1979 print advertising.



1985 Chevrolet bowtie graphic, as it appeared in conjunction with 1985's "Heartbeat of America" ad campaign.



2000 Red-outline Chevrolet Motorsports bowtie logo, as seen during 2000-2001.



2004 Beginning with the 2004 Malibu, the Chevrolet gold bowtie badge was phased in for use on Chevrolet cars as well as trucks.



Current Today's Chevrolet global gold bowtie logo, which appears in badge form on Chevrolet cars and trucks produced and marketed in 120 countries and regions worldwide.

For more coverage of the centennial celebration, go to www.chevrolet.com/100-years
Hear from Chevrolet enthusiasts and see original and new comparisons of the Corvette, Malibu, and Suburban at www.motortrend.com/chevshowcase/chevrolet/centennial
(Thanks to Ron Olson (66RAT) for the image)

Movie pics:



The day after



Chicago Fire



Who needs a belt ...??

Trivia:

A new series was introduced in 1965.
The Chevelle 300 became the entry level series followed by the 300 Deluxe, Malibu, and Malibu SS.

Source: Chevellestuff.net

Shop tool:

It's the dead of winter here in Minnesota, you've finally gotten that engine back together, and you're ready to start it up. You have 2 options: open the garage door to the frozen arctic world and start it up, or wait until spring. There's another solution that you may not be aware of: Crushproof® exhaust vent tubing. It can be found in most of the larger service stations and dealerships and is also available to the general public. The idea is simple: you stick one end of the hose over your tail pipe(s), then route the hose to the ventilation system or out the door.



There are different hose ends depending on the car's exhaust type, including Y hose kits for dual exhaust. The hose sections are rated to 600 degrees and are made from a thick heavy duty rubber that can be driven over and still return back to its original shape. It's available in 1/2" increments from 2-4" and comes in 11' lengths with couplers available to create longer sections. You can also get a closeable port for door or wall mounting so you can keep your garage

shut and still run your car without concern for carbon monoxide poisoning. A basic kit with 3" tubing that includes 2-4' lengths, 1-6' section, a Y connector, 2 tailpipe adapters, and a splice connector will run around \$150-\$200. The door port costs about \$30 more. You can also buy specific fans to use if using longer lengths and for those who need it, they even have tubing rated for Dyno shops and higher temperature uses. It's available through shop supply companies and wholesalers like Grainger, Northern Auto Parts and Summit Racing.



Member profile: Larry Lucast

1-Name/spouse (since the spouses are also members):

Larry/Jean Lucast

2-What were the cars you owned when the club started?

64 Malibu SS, bone stock project car; 67 Malibu with 500+HP 460 ci; 70 Corvette LT1 coupe basket case.

3-Do you still have them now? I haven't touched the '64.

It is in my daughter's pole barn waiting for me to finish other projects. I sold the '67, and am now restoring the '70 Corvette.

4-Have you had any other cool cars since then? I have had at least six or eight Corvettes.

5-Have you held any positions within the club? I have never been healthy enough to be able to commit the time our officers devote to the club.

6-What's your best memory of the club?

With all of my health problems over the years, our members have gone so far out of their way to be helpful, supportive, and encouraging. Any time I see any member, they always ask about my health and/or offer to help in some way.

7-What have you gained from being a part of this club? Chevilles have always been my favorite cars. Now I can talk to people who know so much more than I do about them and how to upgrade them. I get fired up to work on my car after every meeting.

8-What are your current ride specs?

Future plans for it? My '64 Malibu SS is my dream car. It has been since I was young. I started its transformation many years ago, but got sidetracked. So far, the chassis is sandblasted and painted, the suspension rebuilt, the rear suspension reinforced, and the body is back on the chassis. The front clip is a one-piece fiberglass tilt front. I have gathered parts to convert to LS power. The interior will be mostly custom, with tan leather seats, a hand fabbed dash, and custom console. So far, my color of choice of color is flip-flop green/blue. It will be fairly quick, and turn and stop well, while still being comfortable and dependable to drive.



9-Where are you from, what's your occupation?

I grew up in Fridley, and have lived in the northern suburbs most of my life, except for seven years in St. Cloud. My working life ended at age 45, but until then I worked in management and management consulting for a couple of multi-national firms.

10-Anything you want to include? I am constantly impressed by the level of participation and enthusiasm by our members. It is a tribute both to the kind of people who have joined, and to the leadership of our many volunteer board members over all these years.