



### From the Desk of the President:

Last month's club meeting really reminded me why I like being a part of this club. Whenever a club member is in need there always seems to be someone willing to lend a hand. Sometimes we make a club event out of it and have lots of helping hands to get it done. Our club has such a diverse group of people they can handle just about any job that needs to be done. If by chance we are stumped somebody usually has a friend or contact to pass along that can figure out the problem for them.

Don't get me wrong, I am not trying to offend any other clubs or persons out there, I am sure there are other clubs that are great. But from what I have heard and seen for myself not many other clubs appear to be as hands on as we are. I think getting a bunch of people together to wrench and bring a car back to life is very gratifying. Having the satisfaction of seeing what can be accomplished with a little blood, sweat, and tears is great fun for most of us; the shop tours, cruises, and lunches are just an added bonus.

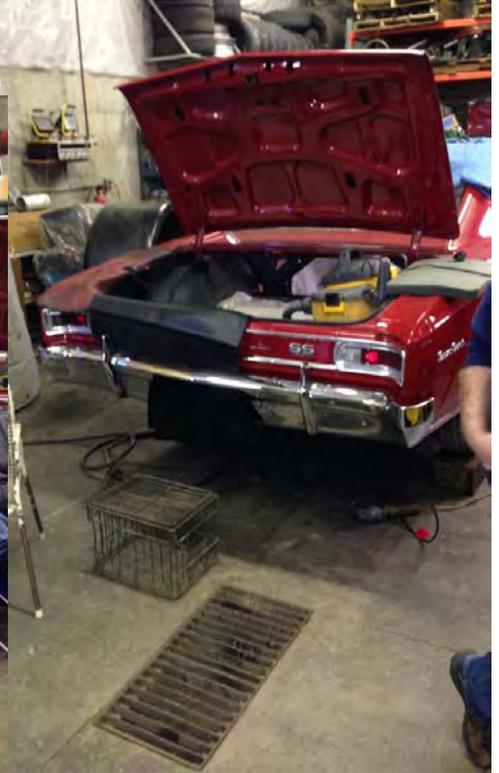
I hope everyone is ready and gearing up for our first cruise in May. We will have more information soon.



## March Meeting

The March meeting was hosted by Mitch Despen's Lost in the 60's Garage. He even washed the floor, just for us. After the meeting and pizza (and irresistible cookies and brownies from Jenny and Barb), we watched Mitch, John, and Jim work their magic.

Some of the attentive members.

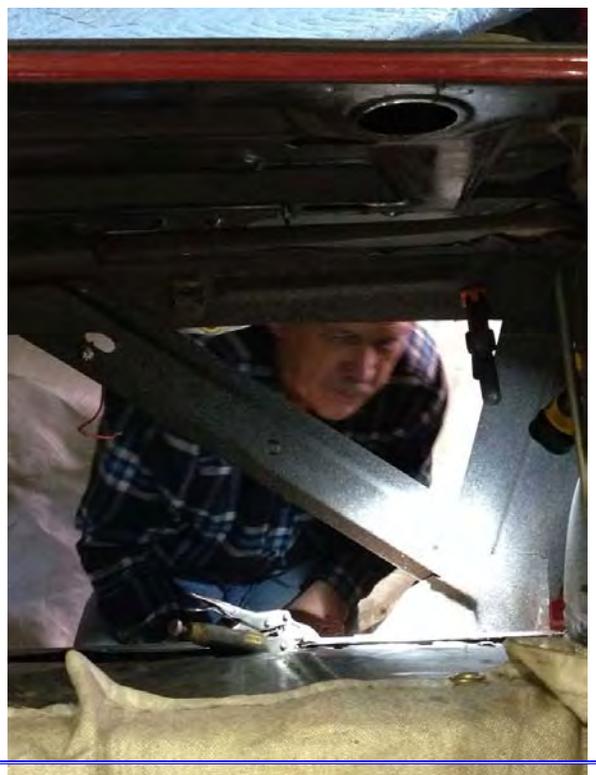


The object of all the work



First Mitch cut a patch

Then he climbed into the back seat and began welding





Into the trunk to grind welds



A well-equipped shop includes real bandages

# Chevelle Trivia.

## Chevelle Trivia 1966

Production for the 1966 Chevelle SS was 72,272 units

Six cylinders and small block V8's were no longer available in SS Chevelles. Buyers had to choose between three versions of the 396. The 325hp 396 was standard, while the 360hp and the 375hp were optional powerplants.

The open element air cleaner was new for 1966 and became standard SS 396 equipment.

For the first time, bucket seats and console were no longer standard equipment. Bucket seats could be ordered under RPO A52 and center console with clock was RPO D55. Head rests (RPO A81) were also available.

Only twelve M22 "Rockcrusher" four speed manual transmissions were installed in SS Chevelles in 1966.

The twin bulge SS hood made it's first appearance in 1966.

SS identification was in the form of "Super Sport" script on the rear quarter panels, an SS 396 badge in the grill and rear cove panel, and 396 Turbo-Jet crossflags on the front fenders.

The rear cove panel was painted the same color as the body. Early sales brochures showed this area painted black, and a few early cars were produced that way. The blacked out rear cove panel became a feature for all SS 396's starting in 1967 and continued through 1970.

Wheel opening trim and lower body side moulding were standard equipment in 1966 for the Chevelle SS.

Three styles of wheel covers were available on the SS 396 Chevelle in 1966. The "Dog Dish" style wheel cover was standard equipment. The simulated mag wheel (RPO N96) and the simulated wire wheel (RPO P02) were options.

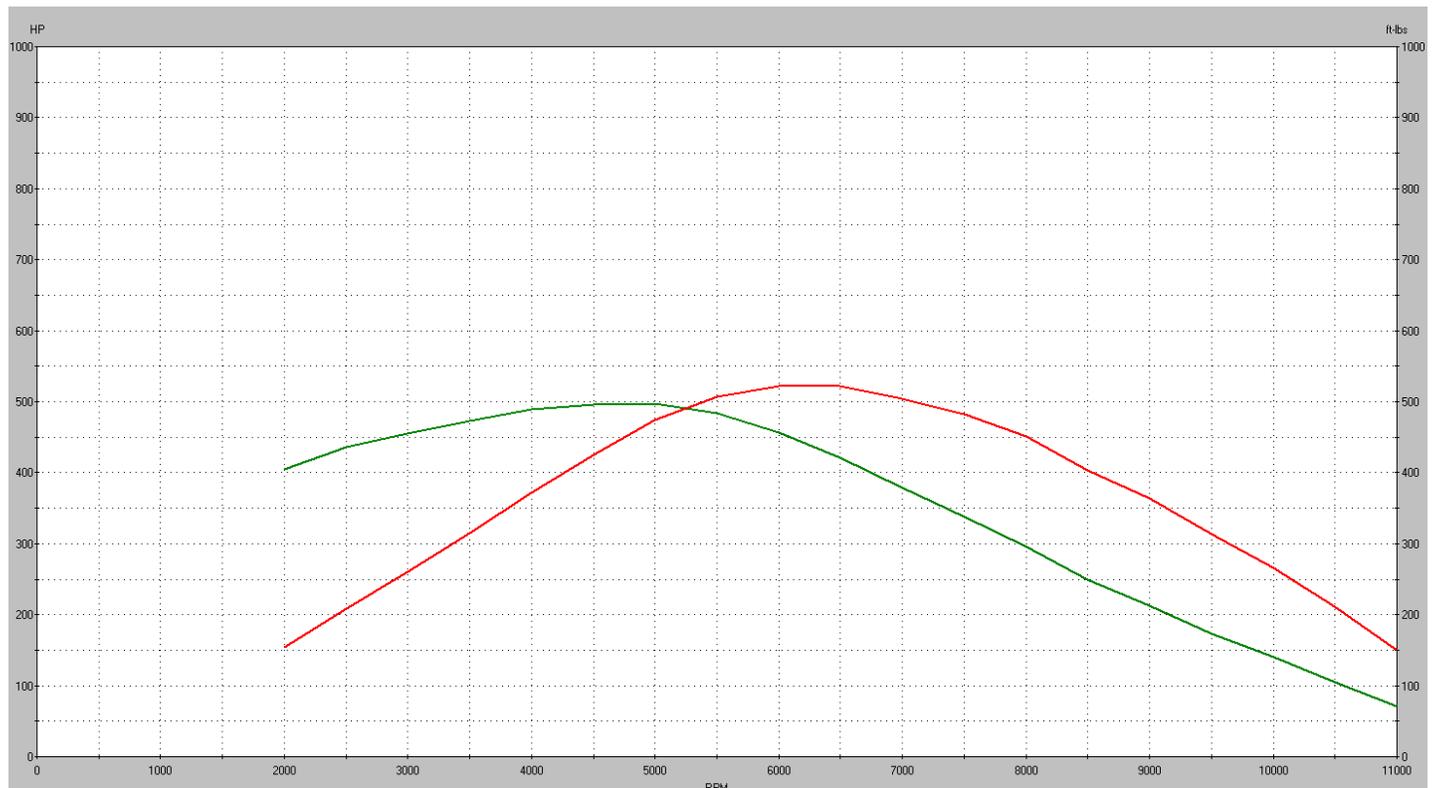


# How to make 500 HP from a small block

(compiled from several sources)

When I started planning the engine build for my Chevelle, I first decided what I wanted, which was an engine that had decent power, good mid-range torque (I have a 22 4R and 3.70:1 gears), and a good sound at idle.

I read countless articles, talked to a bunch of experts, and read the claims of the manufacturers. There was a common thread running through many of them. So I opened my Desktop Dyno program, and started playing. Here is what I felt was the best engine for my use.



I started with a 400 SBC, bored 0.030 oversize, and added:

Federal Mogul rebuild kit with flat top pistons. \$440

AFR 195 heads with 72 cc combustion chambers. \$1,600

Comp Cams XE 274H hydraulic flat tappet cam. \$195

Edelbrock Performer intake. About \$200

800 CFM carburetor. About \$400

2 5/8" long-tube headers. \$200 to \$600

Since all car guys have either a pile of parts, or know someone who does, this engine could be built for as little as \$3,000.

## Want-Ads.

Advertise anything. If you have one little part to get rid of, send me an ad (and a picture if you want). If you want to sell your house, send me an ad. I will post anything that is not offensive or illegal. Send an ad for just about anything to [Llucast80@Gmail.com](mailto:Llucast80@Gmail.com)

For Sale: 1965 Chevelle Z16: one of only 201 built. L37 396 cubic inch engine with four speed. Priced to sell. Must sell 4/1/17.

### April Meeting

Bruce Lyke will host the April meeting at his place. He is planning a seat cover replacement demo. Saturday, April 22 at 11:00 AM

174368 Ixonia path  
Lakeville, Mn 55044  
952-892-3886



***Next meeting: Saturday, April 22, at Bruce Lyke's***