July 2017

NORTHSTAR CHEVELLE CLUB

MINNESOTA'S '64 - '87 CHEVELLE and EL CAMINO CLUB

From the Desk of the President:

. Like pets, I think most of us consider our classic car(s) as a part of the family. I have owned one of my cars for 18 years now. I don't know that I could ever sell it. I hope that my child will drive it and enjoy it after I am gone. I think this feeling is mutual with a lot of classic car owners and members in the club.

But not many of us can say we still own a car that we bought brand new 50 years ago. It was very cool to hear Vic's story of his 67 Chevelle. Going to the dealership, checking the box's on the order form, as they did back then, and then waiting for the car to arrive. It was just like the stories you read in the magazines these days.

It is hard to imagine cars of today being collector cars of the future. Though they will be, they just don't have the pizzaz and or flare of cars from the past. Having color choices like Sublime Green, Marina Blue, or Marlboro Red, made them stand out in the crowd. You could pick and choose options you actually wanted; and engine choices from economy all the way to tire blazing glory. Sadly those days are long gone.

Buying a car today consists of deciding on which preset packages fit you the best, and then deciding what color you can live with for the next 60 or 72 monthly payments. The new cars are too much about sleek lines for aerodynamics and meeting the next set of emissions standards. Have you noticed all the newer cars pretty much look alike? I don't think anyone has the mindset these days when they drive their new car off the lot that *I will be owning this 50 years from now*. My how times have changed.

June Meeting

Once again the meeting was a bit beyond my comfort zone of how far I go and how long I can last. But I wholeheartedly agree with the club doing these things.
The group met at John Delke's in St. Louis Park, MN at 10:00 A.M. After the meeting, the group went to Hooked on Classics in Watertown. When I restored my first Corvette, a 1963 split-window coupe, I sold it at an auction at Hooked on Classics. That was in 1992. It was one of the most expensive cars there at $32,000. Think what you would pay today!

And finally, off to lunch at Minnetonka Drive-In Restaurant

12TH ANNUAL
Historic Hastings Saturday Night Cruise-In

We are Host Club on August 12th.

Downtown Hastings, Minnesota

June 3rd, 17th
July 1st, 15th, 29th
August 12th, [illegible]th
[illegible]ber 9th, 23rd

5-9pm

Food Vendors

Music

For more information contact:
Kevin Hoeschen, 651-303-2792 or
Tony Berens, 651-491-1563

RESTAURANTS AND SHOPS OPEN

Chevelle Trivia.

Chevelle Trivia 1969

SS 396 production reached it peak in 1969, numbering 86,307 units for both Chevelle and ElCamino combined.

The 1969 Chevelle SS was no longer a separate model series. It became RPO Z25.

It was the first year for the five spoke magnum wheel with SS center cap as standard equipment.

During the model year, the 396's bore was increased from 4.094" to 4.125" resulting in 402 cid. However the engine was still marketed as the SS 396 in 1969 and subsequent years.

The Powerglide two speed automatic transmission was no longer available.

It was the first year for the now legendary F41 sport suspension (RPO F41) and the chambered dual exhaust (RPO NC8).

It is estimated that as many as 323 COPO 427 Chevelles were built, with at least 99 of them going to Yenko Chevrolet in Canonsburg Pennsylvania.

The SS 396 option became available on the 300 Deluxe Sport Coupe and the 300 Deluxe Sedan. Although no production figures are available, the 1969 SS 396 300 Post Sedan is very rare. This was the only year that the SS396 option was available on the 300 series.

Wiper arms on the 300 Deluxe SS 396 did not retract beneath the edge of the twin bulge super sport hood, as on the Malibu models. "Wing" vent windows were included on this model, although deleted in 1968 on Malibu's.

New for 1969 was the L89 aluminum head option for the 375hp SS 396. Since this option was only available with the L78 option, it added an extra $647.75 on top of the standard SS 396 package. 400 such combinations were built in 1969.

The M22 "rock crusher" 4 speed transmission was only available with the L78 option.

Rear end gear ratios ranged from 3:07:1 to as low as 4:88:1.

Hemi facts

Fun facts for gear-heads

One dragster's 500-inch Hemi makes more horsepower than the first 8 rows at Daytona.

Under full throttle, a dragster engine consumes 1 1/2 gallons of nitro per second, the same rate of fuel consumption as a fully loaded 747 but with 4 times the energy release per volume.

The supercharger takes more power to drive then a stock hemi makes.

With nearly 3000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into nearly solid form before ignition. Cylinders run on the verge of hydraulic lock.

Dual magnetos apply 44 amps to each spark plug. This is equivalent to the output of an arc welder in each cylinder.

At stoichiometric (exact) 1.7:1 air/fuel mixture (for nitro), the flame front of nitro methane measures 7050 degrees F.

Nitro methane burns yellow. The spectacular white flame seen above the stacks at night is burning hydrogen, dissociated from atmospheric water vapor by the searing exhaust gases.

Spark plug electrodes are totally consumed during a pass. After 1/2 way, the engine is dieseling from compression, plus the glow of exhaust valves at 1400 degrees F. The engine can only be shut down by cutting off its fuel flow.

If spark momentarily fails early in the run, unburned nitro builds up in those cylinders and then explodes with a force that can blow cylinder heads off the block in pieces or blow the block in half.

Dragsters twist the crank (torsionally) so far (20 degrees in the big end of the track) that sometimes cam lobes are ground offset from front to rear to re-phase the valve timing somewhere closer to synchronization with the pistons.

To exceed 300 mph in 4.5 seconds dragsters must accelerate at an average of over 4G's. But in reaching 200 mph well before 1/2 track, launch acceleration is closer to 8G's.

Drivers shut off before the finish line, or even dual parachutes will not stop the car.

If all the equipment is paid off, the crew worked for free, and for once NOTHING BLOWS UP, each run costs $1000.00 per second.

Dragsters reach over 300 miles per hour before you have read this sentence.

Yeah I know it has nothing to do with Chevelles, but I thought it was interesting.

Here is an interesting article about spark plug indexing from enginelabs.com:

When you're looking to get every last ounce of power out of an engine, you may happen upon some of the tips and tricks that professional racers and engine builders have been using for years to get ahead of the competition. One such instance allows you to garner some addition horsepower hidden in your engine's ignition system. The topic that we're eluding to involves one essential portion of the internal combustion engine, the spark plugs

While ensuring a plug has the proper gap and heat range is a priority, an area that gets overlooked is the indexing of these components. Investing the time to perform this small task will better the spark plugs ability to supply a complete fuel burn; which results in greater power output.

The mechanics behind indexing a set of plugs are quite simple. Verifying that the electrode gap of the spark plug is facing the air/fuel mixture allows the mixture to ignite more efficiently. Indexing plugs can only be achieved when a conventional-type "gapped" plug is the threaded into the head. Merely throwing in a set of plugs, without aligning the gap can cause the grounding strap to shield the electrode. This, in turn, will require the air/fuel mixture to travel farther to be properly ignited by the plug, this kind of impedance can affect timing and result in an incomplete burn.

The grounding strap of this plug is shielding the electrode, and will result in a less effective burn.

While it can be time-consuming, this simple practice only requires a few items that, chances are, you have laying around the garage. After gathering up some standard tools, like a spark plug socket, ratchet, and a marker we can get started.

After creating a reference mark on a visible portion of the body, indicating the location of the gap side, the spark plug can be screwed into the head.

Second, simply install the plug into the head and discern the direction the reference mark points, ideally, you want the gap to face the intake valve if this engine features a standard fuel injected or carbureted setup. This may require multiple attempts with different plugs to achieve the end result. This critical step is the time-consuming portion of the process, and will possibly require more than a few boxes of plugs. Another way to solve this dilemma is to utilize a set of copper indexing washers, that will give you control more control over the plugs position thanks to their varying thicknesses.

Notice how the gap side of the plug is directed to the intake valve? This provides the desired fuel mixture combustion that yields a greater horsepower output.

Indexing plugs can be one of the cheapest horsepower modifications that you can perform to your beloved vehicle. It is a practice that will ensure that your ignition system is delivering the most potent ignition it can produce, resulting in a maximum burn that permeates the entire combustion chamber. So, get yourself a marker and a box of plugs and make the most of what indexing can provide.

Next meeting: At the Street Machine Nationals July 15- Watch the forum for more info.