



With fall fast approaching we are down to the last couple of months to enjoy our cars; our hope is that we get to go cruising for both of these coming months. This month's cruise is the annual Cruise for Troops event in Forest Lake. This is a good group of people supporting a great cause. If you have not gone in the past I recommend you come check it out. There are nice cars and motorcycles to look at, a silent auction item, live band, and food. Who could ask for more? I would like to thank the club for agreeing again this year to donate \$500 to this event. Look for an email soon on where we are gathering before the event to have a meeting and then we will all drive in together.

In October there is an event that conflicts with our plans on the 14th, the Frankensteiners Ball 12. It is held at the Isanti County fairgrounds in Cambridge and has a Halloween theme for kids and adults. Most participants dress up and put candy buckets in front of their cars for kids and adults to walk around and trick or treat. They have a costume contest for the kids, flame throwing, and loud pipe rapping for the adults. It is a very family friendly show with a great mix of cars from shiny show cars to ratrods. If the October cruise falls apart I think this is going to be the backup plan for the club.

Enjoy the weather while you can and try to finish up all the outdoor projects before it is to late.

.August Meeting

We were the Host Club at Hastings. Here are a few pictures:



The story of the 65 Chevelle Z-16

Chevelle had entered its second year with some minor appearance changes inside and out, but Chevrolet again found itself chasing Pontiac, Oldsmobile, and even Buick in midsize performance.

While the GTO, 4-4-2, and Skylark Gran Sport had large-displacement V-8s for '65, Chevelle stayed loyal to small-block power. No apologies were needed for Chevy's excellent 327, especially in new 350-bhp tune. Available at midyear, the L79 327 was essentially a hydraulic-lifter version of Corvette's 365-bhp 327. With the mandatory four-speed and a Positraction 3.31:1 rear axle, an L79 Malibu Super Sport could turn quarter-miles in the high 14s.



©2007 Publications International, Ltd. **The \$1,501 limited-edition option used a 375-bhp Corvette V-8 to create the first SS 396.**

But the bow tie guys had seen the future, and it was genuine big-cube go in an intermediate-sized package. Their reaction was another midyear addition, this one a limited-edition option that found its way into just 200 Malibu SS hardtops and one convertible. Tagged the Z-16 package, it retailed for \$1,501 and was built around a hot 375-bhp 396-cid V-8.

Again, this Turbo-Jet 396 was basically a hydraulic-lifter variant of the 425-bhp 396 available in the Corvette. But in creating the Malibu SS 396, Chevy strengthened the Chevelle with a stouter convertible-type frame, a beefed-up front suspension, anti-roll bars front and rear, bigger brakes, and faster power-assisted steering.



©2007 Publications International, Ltd. **Bucket seats and console were standard in the SS 396; the simulated wood steering wheel was an option, and the dash-top tach a mandatory extra.**

A Muncie four-speed was mandatory, with axle ratios as high as 4.56:1 available as an alternative to the standard 3.31:1 gears. Rounding out the Z-16 package was a 160-mph speedometer, a 6000-rpm tach, and an AM/FM stereo radio.

With 58 percent of its weight over the front axle, a Malibu SS 396 floundered through corners, but its mid-14-second quarter-mile times at around 100 mph were very strong for 1965. Super Sport Production peaked this year, accounting for 101,577 of the 326,977 Chevilles built. None was rarer or more rapid than the Z-16.

The 1965 Chevrolet Chevelle Malibu SS 396

Specifications

Wheelbase, inches: 115.0

Weight, lbs: 3600

Number built: 201

Base price: \$4,100

Top Available Engine

Type: ohv V-8

Displacement, cid: 396

Fuel system: 1 x 4bbl.

Compression ratio: 11.0:1

Horsepower @ rpm: 375 @ 5600

Torque @ rpm: 420 @ 3600

Representative Performance

0-60 mph, sec: 7.8

1/4 mile, sec. @ mph: 14.66 @ 99.8



Chevelle Trivia.

Chevelle Trivia 1971



In 1977, Chevelle SS production dropped to a record low of 19,293 units.

The "Heavy Chevy" was introduced as a budget minded Super Sport, with sales of 6,727 its first year.

With the exception of the front grill and the rear bumper, the remaining sheet metal was unchanged from 1970.

The blacked out grill was carried over on the Chevelle SS's, although the blacked out rear treatment was discontinued.



Unless the 454 option was ordered, a plain "SS" badge was displayed on the front fenders.

Both the 402 and the 454 big blocks were offered under RPO Z15.

Standard equipment for the SS Chevelles were 15" rims and F60 tires.

1971 Chevelles featured single 7" headlights instead of the dual units used in previous years.

For the first time since 1965, a small block V8 could be ordered in a Chevelle SS. There were two versions available, both 350 cubic inches. They were the 270hp (RPO L48) and the 245hp (RPO L65).

Both the cowl induction hood (RPO ZL2) and the "band aid" sports stripes (RPO D85) were carried over from 1970. The cowl induction hood was to be limited to big block cars. It is rumored that some dealers installed this option on small block cars.

Production records indicate that fourteen LS6 454 engines were built, but were never installed in any car available to the public.



***Next meeting: Before the Cruise for Troops on Saturday, September 23.
See the forum for more information***