

Northstar Chevelle Club

Mar/Apr 2005

www.northstarchevelles.com



Dark Red 454 '67 Malibu



Features

- 550+hp 454
- 700R-4 auto w/ lockup
- 3.55:1 posi 12-bolt
- Dark red paint
- Gray Tweed interior
- Bucket Seats



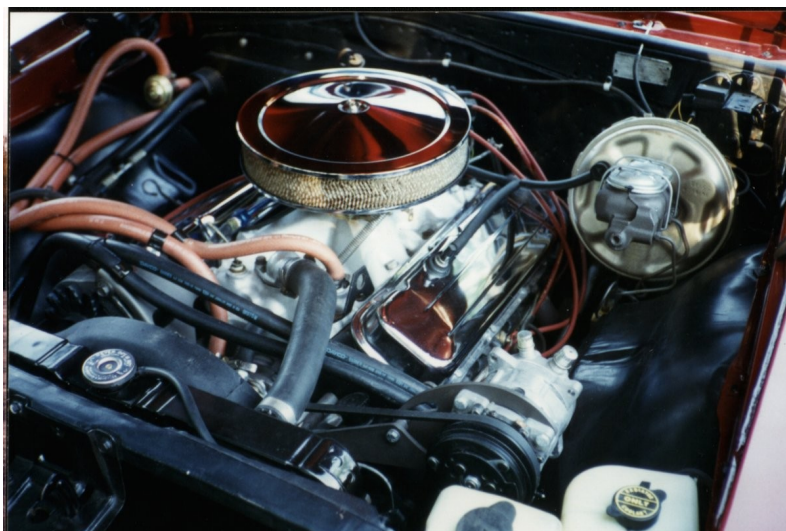
Larry Lucast Coon Rapids, MN

The story of my Chevelle is more about people than cars. In 1993, I was in the middle of two car projects, a Pro-Street Dodge, and a restoration of a rare 435 HP 4-speed '68 Corvette. In the late fall, I had a heart attack, followed six months later by another that left me disabled. Knowing I would not be able to complete or drive my two cars, I sold them both.

By the spring of 1995, I was looking for a fairly complete Chevelle that had an automatic transmission, power steering, and power brakes. I answered ads, looked at car lots, and went to car shows. I looked countless Chevelles at the Car Craft show. That Monday, a friend stopped over. When I told him about my fruitless search, he said "What's wrong with the car down the block?" Sure enough, there was a '67 Chevelle for

sale a couple of blocks away. It had a 402 big block, Turbo 400, and power steering. It had manual drum brakes and needed paint, but was a rust-free Arizona car, so I bought it, intending to fix a few things and drive it. Like so many projects, things soon got out of hand. I stripped off the front clip to prepare for paint. While it was easy to get at, I pulled the 402. I rebuilt the front suspension and added power disk brakes.

By that time it was fall. I was talking to my friend Pete Meyer about storing it, and he offered to take it to his garage in St. Cloud. I joked that he could do a little work on it while he had it there. Meanwhile, I was talking to my friend Sharon Parker, who owns *Interiors for Everything*, about the interior, and we had plans for the next summer. I owned a 450 HP 460 cubic inch 454 that Mike Anderson, of Thunder Valley Automotive had built for my Corvette sitting in Pete's garage. Pete said he would keep



that for the winter, too. Meanwhile, I was looking at shades of blue for when I was ready to paint. My wife and daughter looked at my color books and picked dark red. Pete came and loaded the whole pile of car and parts onto a trailer.

The next spring, Pete pulled up my driveway with my Chevelle on the trailer. It was perfectly straight and a beautiful dark red! The interior was gray tweed! It had new carpeting, and a Camaro console was in place. It had a 12 bolt posi with 3:55 gears. All I had to do was install door panels and a dash pad, and a few more interior details, and it was ready to drive. It would have taken me several years to get it to that point. I drove it to Car Craft that year.

In the years since then, I have made a few improvements. I added ported and polished heads by Magnum Superchargers. I installed a Vintage Air A/C unit, and modified the dash to accept a modern stereo system with a 12 disc CD changer in the trunk. I replaced

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the Turbo 400 with a 700 R4.

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A year ago, I rebuilt the engine and installed a Comp Cams XE 274 H cam. I also added ceramic coated Hooker headers. The engine is identical to an engine featured in Car Craft Magazine, except I have ported and polished heads. That engine made over 550 HP. The torque at 2,000 RPM is already over 400, and stays there through 6,000.



This car is easier to drive than most cars. It can idle in traffic when the



weather is hot, and starts and drives when it is freezing. It is my daily driver in the summer, except when it is rainy. Traction is a problem in the best of conditions, so wet roads get a little scary.

I have never kept a car this long, so I am thinking about selling it. If I do, maybe I will have time to work on my 64 Chevelle. But that will

Northstar Chevelle Club News - What it's all about - by Derek Kiefer

As the President of this club, I get to see, hear, and be involved with many of the generous things that our members, have done for each other. Many times, I've been on the receiving end, such as free parts. In fact, I am writing this newsletter on a computer given to me by John Enga, and the solid Chevelle frame in my garage, was given to me by Bruce Tscheida. Last year, for the Car Craft Summer Nationals, John Delke offered his guest bedroom so that I could stick around and go to the show on Sunday too. Just to show how generous the members of this club are, last summer when I was out of work, Paul Siliciano offered me a place to live if I needed to move up to the metro area. We're all lucky to have so many great friends in this group, who seem to always be willing to lend a hand. I'm not the only one reaping the benefits of this great network of friends, a friend of Darren Arnold's was given a used running 350 from John Delke, when he blew up his engine, and couldn't afford a rebuild.

Earlier this year, one of our members, Dan Williams, from Forest City, Iowa, spent a couple months unexpectedly at the Mayo Clinic. His car was in pieces, and he lost a lot of time to get it back on the road for spring, and was about to cancel his plans to attend CHEVELL-abration. When Dan told some friends from the Heartland Chevelle Club in Nebraska, who he had met at previous CHEVELL-abrations, they started making plans to come up for a weekend and get his car back together. Dan called me the day before, and I met them all at Dan's. I'm proud to have been a part of this effort. By Sunday afternoon, the car was running, all of the maintenance checks were done, and the car was ready for a summer of cruising, and of course CHEVELL-abration in Nashville, TN.



Larry, Chris, Derek, Steve, Dave, Jim, and Dan (front) by Dan's '65 Chevelle Ragtop

With several hands, and many combined years of mechanical experience, these guys did more in a couple days than some of us can do in a month, which leads me to an idea... If you need help with a project, let me know, and I'll try to set up a "work meeting". We'll put out a notice, and anyone willing to lend a hand can come help with your car. Just think what 10 guys can get done, all for the price of a little beer and pizza. If you don't have the room, or tools to complete the job, someone might be able to help with that too. This would be the perfect opportunity for a weekend engine swap, or maybe you just need some "muscle" to pull a body off the frame. Helping each other is what we're here for.

-Derek Kiefer

Northstar Chevelle Club EVENTS

June 24th. North St. Paul “History Cruze” 5:00p.m.

Friday, June 24th, we will meet at North St. Paul’s weekly cruise-in on the corner of 7th & Margaret. We will need a few volunteers rotate shifts to watch the gate, because *we are the “Host Club”*. By being the host club, we can all park together and reserve the “Hair Works” parking lot for Northstar Chevelle Club members. This will ensure that late arrivals can still park with us, unless we fill the lot. We need a good turnout to get our club noticed. Members are welcome to gather before and after the cruise-in at Tony Hoffer’s house, located at 42 Ferndale St N, in Maplewood. Tony requests that no oil-leakers park on his new driveway.

Note: An email was sent out for advanced notice, but some addresses came back undeliverable. I apologize for the short notice.

July 16th. - Car Craft Summer Nationals - Minnesota State Fairgrounds, St Paul

Saturday, July 16th, we are meeting before the show at the residence of **Paul Siliciano, 1908 Gluek Lane, Roseville, MN 55116, (651) 631-8083** at 6:00 a.m. We are departing at 6:30 SHARP and driving in together, to ensure that nobody takes our reserved parking area. If you cannot make it in that early, you can find us on the East side of Underwood St. between Wright Ave. and Randall Ave. Be sure to contact Paul ASAP so that he may reserve enough spaces for all those who will be attending. **We will hold an informal club meeting at 1:00 Saturday near our parking area.** Don’t forget to Pre-Register (\$40 if you mention the Northstar Chevelle Club, \$45 regular, \$55 at the gate if not pre-registered) by July 8th.

Several of us intend to park in the same location on Friday and Sunday also, at no specific times.

July 30th. Elkton, MN - Engelhart Performance Car Show 11am-4pm

Saturday, July 30th, Engelhart Performance in Elkton, MN (3 miles South of I-90 Exit #193, between Austin and Rochester, MN) is having their “Customer Appreciation Car Show”. Enjoy the free entry, free lunch, and free beverages. On display will be, the “Air Force One” Jet Dragster, and special guests will include ‘60s Drag Racing legends, Ronnie Sox and Arnie “The Farmer” Beswick. At this show, will be some of the rarest musclecars, factory lightweights, and vintage drag cars.

August 7th. Plymouth, MN - Muscle Car Classic Car Show 7:30am-4pm

Sunday, August 7th, the Land-O-Lakes GTO Club is having their 19th annual Muscle Car Classic Car show, limited to American built cars 1961-1974, at Waterford Park Office Complex, 505 N. Hwy 169 & 55, Plymouth, MN. Several members expressed interest in attending this show and promoting our club.

August 27th-28th, Red Wing, MN - MSMA “Back to the Sixties”

Saturday, and Sunday, August 27th and 28th, the Minnesota Street Machine Association is having their “Back to the Sixties” show at Treasure Island Casino, near Red Wing, MN. This will be our informal August meeting, on Saturday.

September 24th, Rock Falls, WI - Rock Falls Raceway “Muscle Car” event.

Saturday, Sept. 24th, Rock Falls Raceway will be having their Muscle Car event. \$37 to race, \$10 to watch. Last year, we had 5 cars from our club there racing, and everybody had a great time, regardless of how fast or slow we went. This is a fun event whether you race or not!

September/October events To Be Determined.

At the May meeting, most of the summer’s events were planned out. We left open the September meeting, and the October Cruise. I am open to ideas, and have a few of my own. For October, I’ve been thinking about a weekend cruise/tour (Sat & Sun) in September or early October to a scenic part of Minnesota (Duluth perhaps?) to see some tourist attractions. If you are interested, contact me, and I’ll see what we can work out!