

MAY 2011



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

President: Stan Shinker
Webmaster: John Delke

Vice President: Chris Reid
Treasurer: Bryan Flattem

It is finally spring, and I think we've seen the last snowfall. There have been some really nice days for cruising, and I know some of us have even put a few miles on. We've already seen the GSTA car chow come and go, and the swap meets are starting to come full force. The local cruise scene starts up this month, and there's already some places in town seeing clubs and cars on a regular basis.

What will this summer bring? Aside from the major events like Back to the '50s and the Car Craft show, your club will have representation in the Hot Rod Power Tour which is coming back up to the northern Midwest states again. We're also going to Rock Falls Raceway for club day again, maybe plan a club cruise, and of course there's **AUTOMANIA** in August. We're also still looking to do some new club shirts and get a new banner. A goal for the upcoming year is also to make our name even more well known in the local scene. Aside from our official club website and discussion forums, we have a Facebook page and several members are part of other Facebook groups dedicated to Chevelles and the local car club scene. Make sure you're wearing your club shirts!

May Meeting: 5/14 3:30pm

The May meeting will be at Bryan's house in NW Coon Rapids, about 3 miles from Anoka. After a quick meeting, we will be cruising as a group to the Anoka Classic Car show. Admission is \$3.00 per car, spectators are free. All profits from entry fees go to local charities. The Anoka show is blockaded from traffic and there should be ample parking when we arrive, though the space will fill up fast. The plan is to have all of our cars park together in the same area of the northern parking lot. Please wear your club shirts and/or hats, we want to make it known that our club has some muscle behind it.

May 21: Rock Falls Raceway All Car Club Day

www.Rockfallsraceway.com

Want to back up the boasting you've been doing? Curious what your car can really do? This is the day! Last year we got as many runs in as we wanted and had a great time.

Update:

It's official. Porky's has been sold. In fact as you read this, the auction is done and the building itself is already gone. The final Saturday brought quite the spectacle. Hundreds of people showed up to get that last burger or order of famous onion rings. As the afternoon turned to evening, motorists started doing their own form of a tribute: burnouts. For several hours, there was a



constant screech and groan of tires and the smell of smoked rubber filled the neighborhood. With construction started, concrete barriers created only 1 lane for traffic each way making it safer for pedestrians. In fact, the police were conspicuously absent-by design or lack of attention. Either way, most in attendance can say they were there for a great send-off.

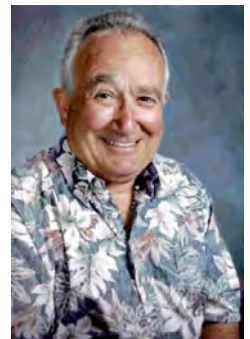


All is not lost, though. Besides all the pots and pans, many people were able to buy a piece of Porky's for

themselves. Just about everything was for sale including old menus, the signs on the wall, even the PORKY'S lettering on the outside. The main sign was kept by the Truelson's and they hope to have it placed at the state fairgrounds if they can make it happen. The big score was made by Steve Bauer. Steve bought the building itself. In the past twenty or so years, Steve has acquired over 50 old or historic buildings and created a place called the Little Log House Pioneer Village. It's his own private town complete with paved roads, street signs, a 40,000 square foot garden, and a half-size replica of Hastings' landmark 1895 spiral bridge. Plans are to deposit the Porky's building on site as a part of their town. There's even talk of offering food on special occasions. www.littleloghouseshow.com

RIP: Joe Mondello 8/6/1936-4/6/2011

Our hobby and industry lost a great man in April. Joe Mondello aka "Dr. Oldsmobile" died from complications brought on by surgery to repair intestinal blockage. Joe had a 54 year career as an engine builder, cylinder head porter, and teacher. Over the years, Joe helped develop everything from the Briggs & Stratton engine for Jr. Dragsters to off-road and off-shore racing. Joe designed the big block Chevrolet open chamber head and piston combination, and created his Posi-Flow swirl design combustion chamber. Used by Chevrolet in the 1960s for racing, it has since been adopted by other manufacturers and performance cylinder head manufacturers. Over the course of his career, Joe has amassed many notable achievements including: 2 NHRA event wins; National Speed & ET Holder- Blown Fuel Altered Class: 7.24@ 213mph; the 1st ever 200 mph run used Joe Mondello heads; the first 7, 6 and 5 second Top Fuel runs used Mondello heads. Joe contributed to 19 speed records over 3 years in the late 1970s. He was the 1996 Hot Rod Magazine Hall of Fame innovator, the 1997 Superflow Corporation Lifetime Achievement recipient, and the Dry Lakes Racing Hall of Fame 2002 Manufacturer of the Year. In 1996, Joe Created the Mondello Technical School to share his knowledge.



April Meeting: Toll Gas & Welding Supply, Plymouth MN

It's always nice when we can have a hands-on meeting, and this one was another winner. Started in 1945, Toll Gas and Welding has worked hard to be a leader in their field and is the largest gas and welding distributor in the twin cities with 5 locations. Our meeting was at the Plymouth headquarters, and hosts Thomas and Mike stayed after hours to demonstrate some of their machines in their Product Demonstration and Training area. Thomas showed us a nicely priced plasma cutter and demonstrated how accurate the cuts can be, while Mike explained how to TIG weld. Both guys were very laid back, making it much more of a "get to know the equipment" opportunity than a sales seminar. Between those 2 machines and the opportunity to practice at a MIG welding station, everyone had a chance to have some hands-on fun.



guys too, asking questions or learning a new skill. Huge thanks to them for taking their time. Their store has virtually everything you need: Machines made by Miller, Hobart, Lincoln, and ESAB and their safety equipment to the various gasses and abrasives to welding related tools and accessories. They even offer machine rental or repair and offer training classes. I'll be buying a welder this summer, and you know where I'll be going for stuff I need.



As a beginner, it was nice to see and learn the process with plenty of supervision readily available. The setup in their hand-on area had buckets of metal "coupons" to stick together and enough extra helmets and screens so everyone could be close to the action without hurting their eyes. Everyone got a chance to get some personal time with the Toll



www.TOLLGAS.com

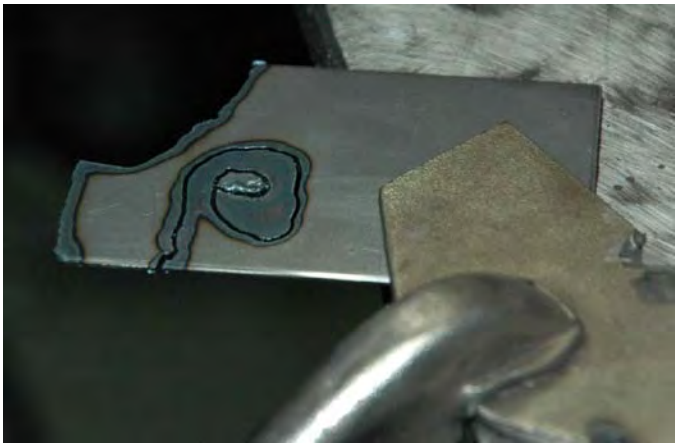
Blaine
1500 NE 91st Ave.
P (763)784-2360
F (763)784-0608

Bloomington
429 W 86th St.
P (952)888-0680
F (952)888-2143

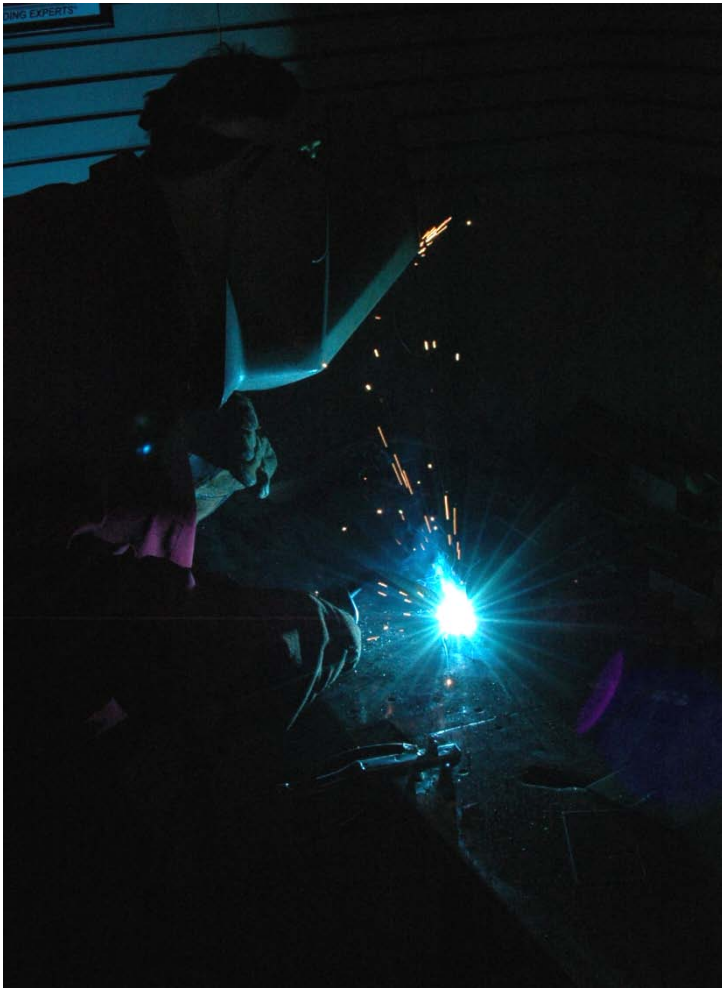
Brooklyn Park
7609 N 73rd Ave.
P (763)560-4019
F (763)560-1255

Lakeville
7435 W 161st St.
P (952)891-2222
F (952)891-4607

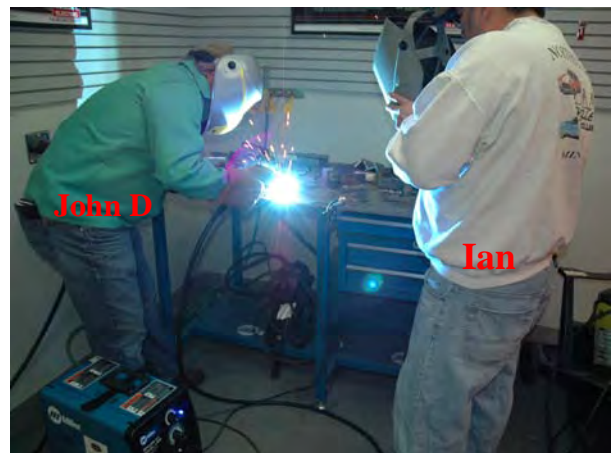
Plymouth
3005 Niagara Lane N
P (877)TollGas
F (763) 551-5335



Chris R



**Dave S:
(in a tie)**



John D

Ian

Where it all began:

Virtually every hot rodder, car crafter, and classic performance car enthusiast has heard of GM

Performance Parts, but most people don't know how or why GM developed this division. In 1956, Chevrolet was already entered into an agreement that would prevent them from directly supporting auto racing. At the same time, however, they saw a need to create a special car to compete in NASCAR so they brought in former Hudson race engineer by the name of Vince Piggins to create a company named the Southern Engineering and



BUCK BAKER AND HIS 1957 CHEVY BLACK WIDOW.
PHOTO COURTESY: CHEVYHARDCORE.COM

necessary for the build and instantly became competitive. In 1957, Buck Baker won the Championship driving his Black Widow car.

In 1963, GM's popularity grew large enough to be threatened with breakup by the U.S. Justice Department. To slow its growth, GM cut its factory support for Chevrolet and Pontiac racing. NASCAR teams were still OK to race, though the lack of backing hurt them financially. Many NHRA racers found themselves stuck: their 1963 models no longer could fit into the "Super Stock" class since there wasn't a showroom version of their car. To help with this, NHRA created the Factory Experimental (F/X) class where those Chevs and Pontiacs could run (and still run today).



named Ernie Callard. Only 27 at the time, he was charged with creating a way to get those teams the parts they needed. Essentially creating a small division of GM from scratch, there was only one hard and fast rule: Do not run out of parts, *NO MATTER WHAT*. Ernie created a parts list of about 300 pieces to supply about 15 teams. Those parts originally didn't have part numbers assigned to them which made them untraceable, assumedly due to GM's "official" ban on racing involvement. Soon Ernie convinced upper management



**PERFORMANCE
PARTS** 

Development Company. SEDCO was tasked with creating a highly competitive 1957 Chevy which they named the "Black Widow". Each step of its build was carefully noted and when it was finished, the entire build documentation was assembled into a book which was issued to over 400 Chevy dealers. The plan was for racers to buy the 1957 One-Fifty Utility Sedan from the dealer then using the books for instruction, bought the 170 specific GM parts necessary for the build and instantly became competitive. In 1957, Buck Baker won the



Fast-forward a few more years. It's 1967, and GM has decided it needs to get back into the racing scene. Trans-Am racing is already and established motorsport and GM's management is looking to develop and then distribute speed parts to the teams that are competing. That task fell to a young man

that those parts needed to be available to the general public to purchase directly. Initially, his parts catalog focused on Corvettes, but soon people were buying parts for Novas, Camaros, and Chevelles too. In 1969, the COPO program was released, and Callard crated up the extra ZL-1 all aluminum production 427s and sold them, becoming the very first crate engines. Dealers such as Nickey, Dana, and Yenko bought those first crate engines and created some of the most legendary cars in GM's history. In 1970, you could buy a crated LS6 454 for \$1200 or a crated ZL-1 for \$2300.



GM relaxed its ban on racing involvement in 1970 and got heavily involved with NASCAR and then NHRA drag racing. Ernie supported each team with parts and had specific

dealers handle each team's parts distribution. This included creating a sheet metal and body parts book with help from GM engineers. In 1974, the first traveling display of GM Performance Parts went to the U.S. Nationals in Indianapolis, IN. It was just a couple tables with some parts back then, but has now blossomed into dedicated semi tractor-trailers with complete displays that travel to all the major



Al Hoffman's NHRA Funny Car

motorsports events across the country. In later years, those displays were staffed by local dealership parts personnel who were able to sell parts to the enthusiasts in their area and in the 1990s a partnership with the World of Wheels car show series broadened their visibility to the automotive hobbyist.



ZZ4

In 1988, the first non-production crate engine was released. It's designation was ZZZ, and was a 350 cubic inch 345hp engine. This engine was the first in a series of ZZ- crate engines aimed at the hot rod and muscle car crowd.

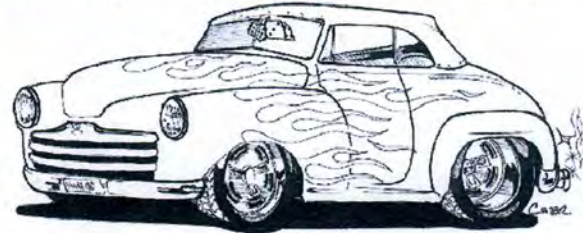
The short block of the ZZ engine series is found on virtually all the current non-LS series small

block crate engines including the Ram-Jet EFI version and as a base for the limited edition ZZ430 430hp engine. Soon after the ZZZ engine came out, an all new engine measuring in at 502 cubic inches and producing 500 horsepower came to revolutionize the affordable big block Chevrolet engines market. Currently, there's more than two dozen crate engines available and over 15,000 individual parts listed in the catalog.



ZZ572

Ernie Callard retired in 2006. Though many other people have had the role of manager for GM Performance Parts, it was his effort that got the program started and his involvement that has guided GM Performance Parts into a driving force in the aftermarket industry.



Presents

Auto Mania

Sponsored by



7501 Highway 65 NE
Fridley, MN. 55432

Sunday August 7th.

10AM – 3PM

Open to all years and models of cars and trucks

Top 21 Show

Trophies awarded by participant votes.

Music provided by "Tunes to Go"

Admission \$10.00 (admits car, driver and 1 passenger) Spectators \$2.00 - under 12 – FREE.



Dear Automotive Friends... set aside **Sunday August 7th for **AUTO MANIA** at **Friendly Chevrolet in Fridley.****

The **Northstar Chevelle Club** and the **Minnesota Street Machine Association** are joining forces to host **AUTO MANIA** at **Friendly Chevrolet in Fridley, MN**. It's a car show and more! Open to ALL years and makes of cars and trucks, plus a vendor row, food booths, a DJ spinning tunes, and many trophies. We are asking your business to be a part of this event, in whatever way that you feel possible. From small donations, or door prizes, to participating on show day, we really would like to hear from you.

Goodie Bags: We have the bags already, so we just need some items to put in them – like business cards, pens, flyers, small samples, coupons, whatever you feel you could possibly donate.

Door Prizes: We would appreciate any items that you would care to donate for a door prize. Your business will be listed on a sign board and also announced by our DJ during the show. All items need to be received by July 15th.

VENDOR ROW: This will be an area for auto-related businesses, in a featured area. Our DJ will announce your business and location throughout the day and a 30 – 60 second advertisement. Let us know what size booth you need. **\$50**

TROPHY SPONSOR: We will present a trophy with your businesses name on it. (example: Kiss's Corvette Restoration Choice). Your business will be listed on a message board as a trophy sponsor, your business will be announced by our DJ, and listed on 2000 AUTO MANIA flyers that will be distributed prior to our show. A vendor space is included. **\$100**

SPECIAL AWARD SPONSOR: We will put your business name on a trophy in a category of your choice (Best Custom, Rat Rod, Interior, Engine, Race Car, etc.) You will also receive all of the features of the packages listed above. **\$150**

PREMIER SPONSOR: Includes **all** of the above, a vendor space if needed, a trophy sponsored by your business, a special award trophy, your business announced by our DJ during the show, **plus** a link to your business for one year **on both club web sites**, your business name and logo on all car show flyers. Payment needed by March 15th – to print event flyers. **\$250**

SHOW LOCATION: Friendly Chevrolet 7501 Hwy 65 NE. Fridley, MN. Sunday August 7th.

Questions /Reserve Sponsorship: Mike Smith newsletter@MSMA.net or 612-597-8984.

Business Name _____ Your Name _____
Sponsor Level _____ Phone _____ Email _____

Goodie Bag / Door Prizes: to Corvette Specialties 2558 Highway 10 NE. Mounds View, MN. 55112

Sponsor Check: Mail / Payable to Auto Mania, c/o MSMA PO Box 490682 Blaine, MN. 55449