

July 2012



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

President: Stan Shinker
Webmaster: John Delke

Vice President: Tom Brokaw
Treasurer: Michael Sabby

Next Meeting and NCC Event!!!

CHEVROLET | **PERFORMANCE**
VEHICLES • PARTS • RACING
PRESENTS

CAR CRAFT
LIQUID FAST REAL

SUMMER NATIONALS

JULY 20-22, 2012
Minnesota State Fairgrounds
St. Paul, Minnesota

2012 REAL STREET ELIMINATOR
CAR CRAFT

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2012 REAL STREET ELIMINATOR COMPETITION

COMPETE FOR BRAGGING RIGHTS,
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COMPETITORS MUST PARTICIPATE IN:

DYNO CHALLENGE
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QA1
AUTOCROSS CHALLENGE

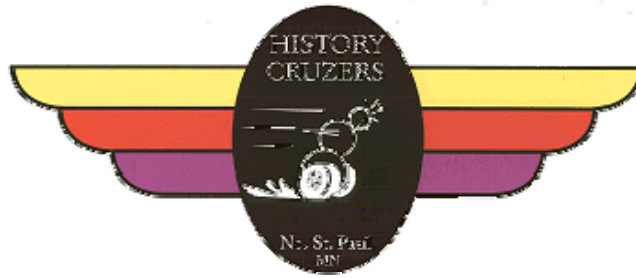
LAUNCH BOX
CHALLENGE

REGISTER TODAY
& SAVE CASH!

FOR MORE DETAILS AND OFFICIAL RULES VISIT CARCRAFT.COM

We will try to have a short "Club Business" session around noon on Saturday.
The Club will provide a Subway lunch for members & guests on Saturday.
Join the "Dawn Patrol"!! We start lining up on Como around 3am all 3 days!!

North St. Paul Car Show



The following pictures of the North St. Paul Car Show are courtesy of Bryan F.





Upcoming Events

Powercruise-BIR July 13-15

Car Craft Summer Nationals July 20-22

NCC/MSMZ Automania Car Show Sunday August 19.

MSRA Fun Run-BIR August 24-25.

Midwest Chevelle Regionals-Kansas City, MO September 21-23

2012 Fall Cruise-Duluth October 6-7 NCC Event!!!

1965 Malibu SS Z16

1965 saw the emergence of the 396 Mk IV big-block engine as part of the famed Malibu SS 396 (Z16). The Z16 was created to test the waters of the high performance market as a prelude to the 1966 model. This special Malibu SS included a host of performance and comfort options packaged in a sporty two-door hardtop. The Z16 option did not come cheap, as it added \$1,501.05 to the base price of the Malibu.



Chevrolet produced just 201 Malibu's with the rare Z16 option, with one being the prototype built in Baltimore. It is rumored one convertible was produced and has been the subject of great debate over the years. Of the 200 factory produced Z16's, 175 were sold to the general public and 25 were dedicated by Chevrolet Public Relations to the press for test drives.

Each Z16 Malibu SS was fitted with the same mandatory drivetrain which included a 375hp L37 396 engine, M20 four-speed transmission, and a 3.31:1 ratio 12-bolt non-Positraction differential.

A heavy-duty convertible frame with two extra body mounts and heavy-duty suspension were used to handle the tremendous torque produced by the sinister Mk IV engine. Stiffer springs and heavy duty shock absorbers were added up front to support the extra weight of the big-block engine. Heavy-duty shock absorbers, stiffer coil springs, and a stabilizer bar attached to the boxed lower control arms were added to the rear. Two additional supports attached between the pivot points of the upper and lower control arms helped hold the rear end in place during hard acceleration. Extra stopping power was provided by eleven-inch brakes borrowed



from the Impala. Gold stripe tires mounted on 14 x 6 inch rims with mag style wheel covers were standard.

Special appointments for the interior included; front and rear seat belts, padded dash panel, oil gauge, 6000-RPM tachometer, and a stereo adaptor with AM/FM radio including four speakers. The Z16 was specially equipped with a 160mph speedometer, dash mounted clock, and a driver's outside remote control mirror.



Exterior paint color choices for the Z16 were limited to Regal Red, Tuxedo Black, and Crocus Yellow. Interior colors were black, white, and red. Red interior was not available with Crocus Yellow exterior.

The only external sign this was more than just a run-of-the mill Super Sport was a 396 Turbo-Jet cross flag emblem mounted on each front fender and the Malibu SS script, which was transplanted from the rear quarters to just behind the front wheel openings.

Standard Malibu taillight lenses were discarded in favor of the 300 series variety,

while body colored moldings replaced the trim used around the taillight lenses. To further set the Z16 apart from other Malibu's, the lower portion of the rear cove panel was painted black and a Malibu SS 396 emblem was attached to the far right side of the rear deck lid.

Top General Motors executives and a few famous personalities such as A. J. Foyt and Dan Blocker, were the first to drive these legendary Malibu's. At the time, Chevrolet was a major sponsor of the Bonanza television series and giving a Z16 Malibu SS to Dan Blocker, who played "Hoss," was logical from a publicity standpoint. Publicity was a very important part of the Z16 project as Chevrolet needed to drum up interest for its all-new Super Sport to be unveiled in 1966.

Don't forget to purchase your 2012 Chevelle calendar!!



Calendars are available at our monthly meetings, or you can order them using the [Club Merchandise](#) link on our website. Cost is \$12 plus \$3 S&H for up to 2 calendars. \$10.50 S&H **for 3 to 20 calendars. Shipping to a single address only with each order.**

Chevrolet. Building a better way to see the U.S.A.



Chevelle Malibu Sport Coupe at Six Flags Park, Atlanta.

Have you noticed how many young families get carried away with Chevelle?

They got carried away to places like the Six Flags amusement park in Atlanta with over 250 acres of history and fantasy and fun.

"To get carried away with" implies purely an emotional reaction. With Chevelle, that's only partly true.

Fits more families.

The reasons more young families get carried away with Chevelle, the reasons it's become America's most popular mid-size car are solid, quite solid indeed.

The Chevelle interior is spacious for a mid-size car (or any size car, for that matter). It fits a family of six nicely.

Fits more vacations.

And the Chevelle body provides your family with protection wherever you travel. It's an all-welded superstructure, incorporating solid steel side guard beams in each door and a steel cargo guard that walls off the passenger com-

partment from the luggage in the trunk.

That trunk, incidentally, holds 12 cubic feet of overnight bags, two-suiters, golf clubs, balloons or whatever.

And even if you run into some bad roads or have to take a detour, you'll travel smoothly on Chevelle's Full Coil suspension.


Fits more budgets.

Price, of course, is terribly important when you're planning on both a new car and a vacation.

Don't worry. Chevelle's price is also mid-size. And its resale value is full-size—traditionally higher than other cars in its field.

One more thing. The readers of *Car and Driver* magazine recently picked Chevelle as the year's "Best Intermediate Sedan."

So please give our best to your family. And have a nice trip.



Chevrolet

Highway safety begins at home. Buckle up before you leave.