

September 2012



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

President: Stan Shinker
Webmaster: John Delke

Vice President: Tom Brokaw
Treasurer: Michael Sabby

Next Event



36th
CAR SHOW & SWAP MEET

Sunday Sept. 16, 2012

8:00 AM to 3:00 PM

NICOLLET COUNTY FAIRGROUNDS

St. Peter, MN

We will have a Club Member & Business meeting at 12 noon

NCC Members

Check your email for details about "rally-points" & cruising in together!!

October Meeting / Event

Saturday, Oct 20th

Other Events

Midwest Chevelle Regionals-Kansas City, MO September 21-23
 2012 Fall Cruise-Duluth October 6-7 NCC Event!!!



Impala Super Sport coupe - one of 11 models in this series



Chevrolet Malibu Super Sport Coupe - one of 11 models in this series



Chevy II Nova 4-Door 2-Door Passenger Wagon



More beautiful Corvair Models Available

Corvette Sting Ray Sport Coupe

'64 JET-SMOOTH LUXURY CHEVROLET

A CAR THAT'S NEVER BEEN SO LUXURIOUS BEFORE! More luxurious outside with that long clean new look. And much more luxurious inside. The new Impala Super Sport Series, for example, has a new kind of ultra-soft vinyl upholstery and door-to-door deep-twist carpeting that you would be proud to put in your home. And even the lowest priced Biscayne models are now fully carpeted and have arm rests and foam-cushioned seats both front and rear. Then these new Chevrolets have a Jet-smooth luxurious way of going. Quiet. Soft. Transmissions operate more smoothly and quietly. That sturdy Body by Fisher and generous coil spring at each wheel cushion you against every kind of road shock. Actually, the whole idea for '64 was to see how much luxury and comfort we could add to the car—but still keep it reasonably priced. And everything worked out just beautifully. Wait until you see it. SEE CHEVROLET'S GREATEST AT YOUR CHEVROLET SHOWROOM.

NEW CHEVELLE! by CHEVROLET

A KIND OF CAR YOU'VE NEVER SEEN BEFORE! Not a new model or just a new name, but a completely different kind of car from Chevrolet for 1964. Outside, it's a good foot shorter and a few inches narrower than the big cars. Parks in the tightest places. But the passenger space, leg room and trunk capacity are surprisingly generous. Eleven sedans, wagons, coupes and convertibles to choose from. Four engines: A 120-hp Six. A 195-hp V8. An extra-cost 155-hp Six. And an extra-cost 220-hp V8 with four-barrel carburetion. Body is by Fisher—and you know what that means in terms of quality and comfort. Brakes are self-adjusting. Service is seldom. Quality is by Chevrolet clear through. And so is the price, you'll be happy to know. SEE CHEVROLET'S LATEST AT YOUR CHEVROLET SHOWROOM.

THE '64 CHEVY II by CHEVROLET

NEW CHEVY II V8! An optional-at-extra-cost 195-hp V8, to be exact. Chevy II is now the only car made that gives you a choice of Four, Six or V8 power. Two Sixes, by the way. A 120-hp and a new extra-cost 155-hp. And all the new II's are trimmer outside and nicer inside. Each with Body by Fisher, of course. And rust-fighting rocker panels and long-life muffler. And self-adjusting brakes. And all those other Chevrolet engineering features that keep you from dipping into your savings to keep it going. Come dr-r-r-ive a Chevy II V8 at your Chevrolet dealer's showroom.

'64 CORVAIR and '64 CORVETTE

NEW CORVAIR POWER! Nearly 19% more horsepower in the standard engine. A full 110 horsepower in the extra-cost engine. And 150 hp in the Monza Spyder. You'll want to climb a hill just because it's there. Some nice new interior refinements, too—like softer, more deeply tufted seats in the Monza and sporty map pockets on the front doors. Outside of that, it's still very much the same easy-to-park, easy-to-handle, hard-to-keep-your-hands-off-of Corvair.

NEW CORVETTE RIDE! Smoother and quieter than it's ever been, but by no means any less of a sports car than it's always been. New extra-cost V8 engines up to 375 hp. And note the new *one-piece* rear window in the sport coupe, so you can see who's behind you better. You'll be surprised at what a beautiful boulevard car Corvette is. Yet it's one of the world's few great sports cars, too. . . . Chevrolet Division of General Motors, Detroit, Michigan.



2012 Automania Show

Text by Bryan Flattem

Photo Credits: Chad

The Automania 2012 car show was another HUGE success. We had over 130 cars in attendance including out club members and display vehicles. We filled the front part of the parking lot, which was our goal, and had a great time all the while. A big thank you goes out to everyone who helped in some way either before, during, or after the show, especially parking and registration. There's always something to be done and I think we did a great job in making it happen. As always, there were a few hiccups but they were very minor and probably went unnoticed to the general public. I think with the past 2 shows in the books and the experience we have gained, we should plan on it growing again for next year. We also gained a new member and signed up a renewal (thanks Rick).

There were some really nice cars in attendance, and I really enjoy the fact that there are so many that are not normally seen. The variety ranged from modified a Monza Spyder and Dodge Shelby to full on customs, late models, drag cars, numbers matching dream cars, and we even had a lamborghini stroll in. We were able to have the GSTA dragster on display, plus the Blaine Police Department allowed us a Dodge Charger and a new Chevy Caprice with a community service officer and 2 explorers to show them off. Chevelle Row was displayed nicely, and once again we had great weather to make everything even more enjoyable.







1970 Chevelle SS

For 1970, two Super Sport equipment options were available on any Malibu 2-door sport coupe, convertible, or El Camino. This differed from the previous year when the Super Sport equipment option was also available on the 300 Deluxe series 2-door models. The 300 Deluxe series had been part of the Chevelle line-up since 1965 but was discontinued for 1970.

A second Super Sport option was created with the unveiling of option code RPO Z15, which included the

monstrous 454 cubic inch engine. This new engine was based on the reliable Mk IV block which was bored and stroked to achieve 454 cubic inches. The 454 was available in two versions, the relatively mild-mannered LS5 rated at 360hp, or the LS6 which was conservatively rated at 450hp and 500 pounds of torque!



The LS5 received a 2-bolt main engine block while the LS6 featured the heftier 4-bolt version. Both were fitted with a steel crank, forged steel connecting rods, and forged aluminum pistons. The compression ratio was 10.25:1 for the LS5 while the LS6 boasted a compression ratio of a whopping 11.25:1. The LS5's hydraulic lifter valve train was mild compared to the high lift, long duration, solid lifter configuration of the LS6.

Many enthusiasts agree the Chevelle SS for 1970 was the pinnacle of performance. Quarter mile times of less than fourteen seconds were easily achieved by the LS6 right off the showroom floor. Zero to sixty mph times were reported to be in the mid five second range. It's believed by many the horsepower of this monster was probably closer to 500. Whatever the actual output, the engineers at Chevrolet had definitely outdone themselves this time.



A total of 4,475 LS6 engines were installed in Super Sport equipped sport coupes, convertibles, and El Caminos in 1970. There were no definitive records kept by Chevrolet as to the exact number of LS6 engines installed by body style.

The cylinder bore of the 396 was increased .030 in 1969, bringing the displacement to 402 cubic inches. For 1970, this slightly larger engine would still be called the 396 for marketing purposes. Having been the base engine for the Super Sport since 1966, the L35 325hp 396 was no longer offered when ordering the Z25 Super Sport equipment option. For 1970, the 396 was now available in just two versions, with the 350hp version being the standard offering under option code Z25.

The 375hp version, RPO L78, was available at additional cost. The L89 aluminum head option could be ordered in conjunction with the 375hp 396 but both were cancelled early in the model year. Only eighteen Chevelle SS' were produced with this option, making it a rare find today.

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1975 CHEVROLET. ALL KINDS OF CARS FOR ALL KINDS OF PEOPLE.

Small Size. Mid Size. Full Size. Whatever your needs, Chevrolet builds a car for you.

And in 1975, every Chevrolet offers engine improvements designed to help deliver smooth, responsive, efficient performance.

This year take a special look at our two new Chevy models: The sporty little Monza 2+2 and the luxurious Nova LN.

Here's just a part of our Chevy roster:

1. Nova LN Sedan.
2. Monza 2+2.
3. Impala Custom Coupe.
4. Chevelle Malibu Classic Landau Coupe.
5. Monte Carlo Landau.
6. Camaro Type LT Coupe.
7. Corvette.
8. Vega Hatchback GT.
9. Caprice Estate Wagon.
10. Caprice Classic Sport Sedan.

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