



November 2016



How long have you been a member of this club? There are still a handful of people of members who can say “Since Day 1”. I forget the exact year I became a member, but I specifically remember going out to the North St Paul cruise one Friday evening because of a post I saw on Team Chevelle. Northstar Chevells was the host club, and invited people down to check them out. I wandered around down there, but hung back just to see who they were, how they interacted with each other, and if they seemed like decent people or not. Once I stepped up, I met 4 people who were instrumental to making that decision to join the Northstar Chevelle Club. Even with my awesome ability to remember such random things, I don’t recall the order of who I met first, but it was that day when I felt I was no longer a “lone wolf, no club” guy.

As I watched the club, I also looked over their cars. I remember a somewhat ratty yellow 64 ElCamino there and thought “well, if that’s in the club, then mine will be fine.” That was John D’s car. For those who weren’t around then, he had a yellow ‘64 before he bought his ‘65 “Blackie” in 2008. John was the first I met. He was very outgoing, friendly, and welcoming. The other cars I can’t recall, but I do remember who else I met. I remember thinking these guys were all relatively young versus the oldsters I envisioned. There was a quiet, thin guy who always seemed to be smiling, that was John E. Another guy who came over was the resident drag racer, Tony. Tony was a nice guy, someone who I remember conversing with on the Team Chevelle website in various posts.

Lastly, I met a young buck named Derek. What struck me as odd was that this “kid” was instrumental in bringing the club together and had already been the club President. I followed some of the club’s formation through Team Chevelle, and remember his name authoring posts for several years, but I didn’t realize that he was so young. To me, that was another good sign for this club: not only were all conditions of cars welcome, they weren’t excluding people based on age (and I then assumed) or level of experience either. I signed up on the spot, and the rest as they say is history.... Well, actually I didn’t do much with the club at first but I was part of it.

I wasn’t new to cars, cruises, or racing, but I had never been part of an official club. Not only did I gain a new group of friends, but as a classic car owner, I was part of a collective “authority” on the model. Wearing that club shirt meant that I was part of a recognized group of enthusiasts who were active at shows, racing, and local cruises. Over the next year or two, I felt more and more compelled to contribute and give back to the club that had guided me through my car’s build. Over our club’s 13 years, we have had several changes in our club’s leadership. I encourage our club members to give back to the club, and one simple thing everyone can do is to help recruit new members. Remember: It’s the cars that brought us together, but the people who keep it that way. Owning a Chevelle isn’t a requirement as several members can attest.



When was the last time you went beyond our club forums and looked into the website itself? Did you know that as a non-profit organization, we openly post our bylaws on the About Us page? These are the rules we govern ourselves by, and why our meetings are structured they way they are. We have only made a few simple changes since Derek's filing them in 2003.

We all have stories of how we got our cars, what we have done to them, and we all love to share those pictures. Check out the Member's Rides tab again, I bet there are some good memories from club members (past and present) in there.

In the club's photo archives, you will find pictures from past meetings, events, and who knows what going all the way back to 2002. If you have pictures you want to add, see the very top "sticky" in the forums under "members only" section of our forums. It's pretty easy to do, and a great way to share what you captured with everyone.



Cool Tool: Trick Flow Spark Plug Socket
Designed for header equipped cars, this is a socket you slip over your sparkplug, then use a 3/4 open ended wrench to turn it. It is made from Vanadium steel. Sounds like a simple idea, and probably works better than some of the custom header wrenches (busted and bent to shape) made by car people over the years. It retails for about \$15.

Northstar Chevilles Picnic
We had a great turnout for our picnic! A big thanks to Chris and Kim P for inviting us all up to their summit get together. Stan, Derek, John D, Craig, Bryan and their families all met Chris R at White Castle in Blaine. A quick pit stop and a few pictures taken by the employees who freaked out seeing us, then we paraded our way north up Hwy 65 about 40 miles to Chris P's place. When we got there Ian and Lori had already arrived, and not too long later member Doug arrived with his '70 El Camino, Roy J came with his silver '70 in tow, and Don made it with his 1971 ragtop. Member Chad M was there but since his '69 is still in the engine building stage, he brought his backup car—a '55 Chev. There were 2 other Chevilles in attendance: Steve brought his silver pro-street '67 that some of us remember from the Rock Falls event, and Joe who brought a tunnel rammed orange '69. There were 22 cars there in total, including a Dodge Charger, a ding Mustang convertible, several Camaros, an early Chevy II, and a couple 1960s full size luxo-barges. Between the pig roaster and all the dishes everyone brought, there was plenty of food. I never even made it back for dessert—I was too full. This was a great chance to get some good pictures for our calendar too. They did hay rides around their 20 acre property and there was some games for the kids too. I would guess there were 50-60 people in attendance including our member's spouses and families, and I think everyone had a good time. Unfortunately, the day also included some car injuries. Bryan's untested serpentine belt system cut one rib off the belt, but held together. Don's car popped an upper control arm bushing and bolt out, but they were recovered and reinstalled. Craig's car somehow broke a pulserod top off. Chad's big block project donated one since it was being built right there at Chris P's shop. The worst was Chad's '55 Chev rear end broke while doing a burnout at the end of the afternoon. He had to leave it at Chris's for the night, and they traileered it back to his place the next day.

They finally let us in about 7:35, but it went quick. We had planned for Breakfast at our site anyway, and when things were set John cooked up fried eggs with hash and some very tasty spicy sausage that Terry donated. Derek had a VIP pass to get in early, and we found him already on the dyno right as breakfast was being made. As part of the Real Street Eliminator event, Derek competed in a Dyno Challenge, Autocross, and acceleration and braking event. It's all about having a complete package car.

After setting, Chris and I made our way down to the grandstands to watch some autocross sessions. This event is not about horsepower, it's about car control. You drive through a set course as quickly as possible without hitting any cones or going out of bounds. Driver skills: use the name of the game, while using more specialized equipment will certainly help your overall performance. Speed: only get up to about 30-35mph and only in 1" or 2" gear.

In fact, one competitor wore out his tires and ended up having 4 tires overinflated (\$300 just for freight) just so he could get that edge. I heard he dropped several seconds off his course time because of it. As a companion, a modified Chevy Vega, Derek's 1969 Chevelle, and a Dodge Viper (former member Keith) were all within roughly 1 second of each other's times when I was watching.

Derek also competed in an acceleration and braking event where from a dead stop you accelerate in a straight line to a specified speed and then stop again in a specified zone marked by cones. Car Craft Magazine's Jeff Smith was there taking pictures and guiding Derek along while he got familiar with the event. Jeff's a nice guy, and certainly showed a lot of interest in Derek and his car. Later Derek showed me the coveted Car Craft license plate he got, which is not something they sell or just give out to anyone who asks. This is the plate that's on cars that the magazine deems very special. Congratulations Derek!

(Watch our website for details on pre-show staging and details on show parking)

They're still out there:
We've all heard of the guy out there who's mom bought a cool car new, drove it until it gets passed down, and then parked it until it gets passed down. How many times do you just keep quiet and think to yourself, "Yeah, right, Sshmmrrre. Well this is one of them, but it's for real. Club member Chris P has been looking for a '66 Chevelle for a while, and when he read about an original '66 300 Deluxe, he jumped on it. He wasn't disappointed. It's real and an original number: matching 283 car with "three on the tree".

The year was 1965; December 9th to be exact, when a 50 year old woman named Edna walked into Main Motors in Anoka, MN and purchased a 1966 Chevelle 300 Deluxe. The man who told her the car was Lee Carlson who still owns Main Motors. Edna was a particular person who obviously loved her car very much. She kept detailed records of its service and kept the receipts for parts as well as the original brochure, original protection plan and warranty pamphlet and even the necessary booklet. Oh yeah, the proto-plate is there and the original keys still have the key code stamped on them too. Edna drove from her home in Becker to Anoka every day for work, and since her son Glenn was a mechanic at Main it received consistent maintenance.

Some milestones were noted, like its 60,000 mile tune up on 12-5-74. On October 24th, 1988 the entry read: "the speedometer has been reset to 1 mile. Edna's last entry was at 114,409 miles on 4-2-95. There are only 115,724 on it now. Over its life, this car has taken on some age spots in the fenders and some surface places, but it hasn't had any plastic surgery or facelifts. In other words: the car never got any wrinkles. Like they say, you're only as young as your insides. If that's the case, this car is about 2. The interior looks almost new, maybe it's because Edna kept thick seat covers on both the front and back its whole life. How well did she take care of it? There was a box in the trunk which still had the original spark plugs, radiator hoses, and a can of GM's Anti Valve-Recession additive. Yep, real lead additive. Not one of those plastic bottles, but a can of the good GM stuff. There's still a F78-14 spare in the trunk too. The side markers were added at her request in 1968. Now, the question would be if it still runs? Yep, and even though it has received new brake lines, there's still some question whether you want to trust anything without a thorough inspection. Chris did take it out for a spin after unloading

Here's a couple screen captures from past newsletters over the years. Yes, we have copies of most of them going all the way back to the club's infancy too. Under the same "Club Stuff" tab, you will find the archived newsletters, club meeting minutes, the link to IDthreadz for logo merchandise, and a "for sale" area even. I'll let you explore those areas and more on your own time, there's a lot more there than I can even adequately describe. Please be aware that there is also a password protected area for members only, using the information you received after joining/renewing your membership.

GM Design team discusses their take on classic Chevy emblems

By Lindsey Fisher, Images: The BLOCK

The **Chevrolet Bowtie** is one of the most widely recognized automotive logos around, but Chevy models wouldn't be the same without their own distinct emblems that set them apart from the rest. With this idea in mind, **The Block** recently got in contact with Design Manager Styling at GM David Ross to get his take on some of Chevy's iconic badges, and the reactions he gave were classic.

The first badge Ross gave his take on was the classic Chevrolet Impala SS badge that graced the body panels of Super Sport Impalas, which were introduced in 1961 and ran through the 1969 model year.

These boisterous cars were the epitome of a performance package wrapped inside a comfortable family car, bringing powerhouse options to the table like the Chevy 348 available with a choice of 305, 340 or 350hp ratings, and the famous 409 which came with up to 425hp. Ross pretty much summed up the iconic car emblem by stating, "Big, bad and bold-this badge said that you had it all- performance, style and power. And of course, you refused to give up comfort."

Ross also discussed the Malibu SS emblem, making reference to dreams of California sunshine and bikinis. This, undoubtedly is a good way to describe the two-door Sport Coupe and convertible trimmed with bucket seats, a center console, engine gauges, optional Powerglide or four-speed manual transmissions and special wheel covers. Although we're not quite sure we'd choose the six-cylinder option over the V8s that were available for the car, the Malibu SS certainly screams California beach scene.





Another classic Chevy emblem Ross described expertly was the iconic 409 emblem. Ross described this emblem with, "When you see 409, everybody knows she's fine!... WOW the BIG BLOCK!" This is fitting to a tee considering the 409ci engine was Chevrolet's top engine in regular production from 1961 to 1965 and eventually topped the charts with an impressive 425hp in 1963. The engine was replaced mid-1965 with the Chevy 396.

Ross also talked about the emblem for the Chevy

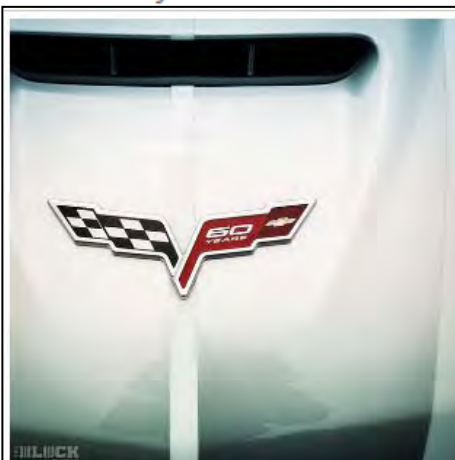
Cheyenne, which was a trim package introduced in 1971 for the Chevrolet C/K pickup line.

This trim package added creature comforts to the truck like plusher and nicer interiors with carpet, more insulation, tailgate trim, chrome trim, and upper and lower side molding.

When talking about the emblem, Ross referred to how the wild west and the show *Bananza* conjured up images that Chevy wanted associated with their trucks. Ross also discussed the 60th Anniversary Corvette emblem, which Ross stated symbolized Corvette's 60 years of racing and winning. Introduced in 1953, the Chevrolet Corvette has been a non-stop model since the beginning, producing six, going on seven, generations with everything an American sports car enthusiast could ask for.

There are plenty of other Chevy emblems that have had a lasting impression that weren't included in the article on *The Block*, such as the 427, Z/28 and Chevy Bel Air emblems.

What do you think are some of the most iconic Chevy emblems to have ever existed?



The Chevy Cheyenne and Corvette are vastly different models, but their emblems both tell you a lot about the respective vehicles.