



NORTHERN OHIO CHEVELLES

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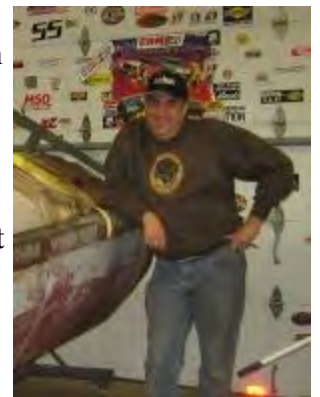
Next Meeting

**No Meeting in December
Erie Coast Customs**

**Columbia Station
Jan 18th 7 pm.**

From the Editor How in the world to we maintain our motivation for restoring these ole Chevelles? Week after week we work on our projects only to be questioned. Your girlfriend, wife, and children all begin a rant about how much time you spend in the garage. Sure there are other reasons that projects get put on hold. Job loss, pay cuts, medical issues, increased living expenses are all to common in today's world. Soon the passion begins to fade and the project is put on hold. Then comes the reassessment of what you got yourself into. Parts are getting harder to come by and more expensive. That teenage son who used to help you everyday has grown up and moved away. Those guys who used to come over and hang out in the garage don't seem to come by as often. You take a look around the garage and see all of those parts you bought. They were perfect for the project at one time but now they just sit around and collect dust. Then the excuses start to formulate in your mind. If I just had a lift in the garage, I wouldn't need to call people for help. If I didn't have to work all week, I would have time to get this done. If this garage were better organized, I could do things a lot quicker. So what does it take to catch the fever again? Here are a few of my sure fire ways to spark some life back into that project. Go to a car show and talk to some people who have been through this process. Sell some of those parts you don't need on E-bay. The money you make could help you buy a part or supplies you really need. Set some new goals. Don't set unrealistic goals like I am going to get this project done in 3 months. Set some short term goals like I am going to get the control arms rebuilt and powder coated this month. Slowly but surely you well begin to gain momentum again. The small things like a painted bracket or a stainless steel brake line will start to look like gems on that frame. You'll start to notice your hands are cleaner when coming in from the garage because there are fewer rusty parts to deal with. Take time to take photos and share them with your buddies. They will start to come back around when they know they don't have to wrestle a rusty part off of that hunk you hauled back to your house a year ago. This club has put together some pretty amazing Chevelles over the past few years. In fact, its time to get off of this computer and back into the garage.

Merry Christmas, Happy New years—Time to Burn Rubber Mark



Orange ya glad to see this?

Randy Tailors 1969 SS El Caminio is finally painted... Something about the brightness of Monaco Orange that really appeals to me. It will look even better with the jet black side

From the Office of the Prez Ed Nichols

I want to thank all of the women that took the time to write an article for the November newsletter. (Sorry my wife did not take part this year, I will get even with her later!)

It is good to here from everyone who takes part in our club and your point of view is not only appreciated but a necessary part that makes our club what it is.

Our newsletter is a great place to get yourself heard, to pass along your ideas, suggestions, and opinions.



We have had some fun events suggested, planned and initiated by some of the women in our club such as the wine tour and beer tour.

Keep up the good work and remember that you don't have to wait for the November issue to send in an article to be published in our newsletter. I am sure Mark will find a spot for (most) anything you have to say!

On another topic I would like to thank everyone that took part in the in the "Piston Power" show and would like to congratulate all of those who won plaques and/or cash awards! This show seems to have a lot of potential in the up coming years and is another place to help promote our club!.

In the spirit of Thanksgiving I want to thank Mark for putting out a quality newsletter we all look forward to each month!

Treasure's Report by Ken Smith

December, a time of year when we've just put Thanksgiving behind us and are looking forward to Christmas and the New Year. It's a time of year to give thanks. Thanks for the things we have, the friends we've made and most of all our families.

The NOCC family has grown to 68 members this year. We are a family of car enthusiasts, who have a mutual love for certain makes and models of cars. We've joined together as a group, to share our experiences, get together for our favorite shows and cruises, and to help those in need.

With Christmas growing near, I'd like to thank you all. Because of your efforts in hosting our Annual Chevelle Show, you as a club have raised much needed money and toys for children who wouldn't have much of a Christmas otherwise.

November brought us another new member, Jeff Epifano of Garfield Hts. Welcome to the club Jeff.

Pass the word, we posted the registration forms for the 2011 show on our Facebook page and the club website www.northernohiochevelleclub.com. Registrations are already coming in. Anyone needing printed form to pass out, just let one of the executive board members know. We'll get some to you.

Merry Christmas and Happy New Year to all.



December 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

SPECIAL DAYS

Birthday's
 Tim Oles Dec 12
 Jared Bodak Dec 14
 Bruce Miller Dec 31
 David Pifer Dec 29
 Rob Thomas Dec 18
 Debbie Justice Dec 4

Anniversaries
 John & Joan Padgett Dec 19
 Mark & Martha Konzelman Dec 31

No Club Meeting for Dec
 Dec 4th—Movie day
 Dec 12th—Possible NOCC Party

MEMBERS NOTES & E MAILS



Hey Mark—Let the members know I am selling this 1972 El Camino for \$2000. Thanks Denver 440 547 – 2139

Hey Mark—I saw this somewhere in PA—you think this is named after Larry? Matt Fralick



Hey Markus,

I hope you guys had a wonderful Thanksgiving, it's hard to believe it's that time of year already!

Here is a picture Chris Olson sent me from the day we picked up gray beard and dropped off my 72 for storage.

Later, Bryan



Can you believe this photo Christmas Card from Joan & John Padgett? They live in Georgia....Snow?????





Meeting Minutes—Mark Meldrum

November Meeting November 16th 7pm Great Lakes Fence

-Treasurer report Ken Smith—detail passed out at meeting

-VP report – Thanks for piston power show, next year.

-Mark is still not organizing an Autorama display much to

Mike Ely's disgust. Ed asked for a volunteer to organize the event but nobody stepped up. Sorry guys, I am trying to put all my efforts into building the 66 Chevelle and organizing this event is very time consuming.

-Joe Discussed 3 different options for Christmas Party. Brunswick, Medina, Berea. Any Sunday in December. Prices are all very similar. Dec 12th works for Kenny. Waiting for a price for Scoundrals.

-Prez Report Ed

Contacted companies about Lanyards and window clings for members and our Regional Show

Have everything in it – entry to show, banquet. Ed will work on pricing

Voted to have NOCC Towels made to sell later – 25 for \$200. Embroidered

Discussed give away for show TV—ken is going to catch a sale around thanksgiving

Carl – provided a list of members to people at the meeting – The list contains phone #'s but no addresses and type of Chevelle owned to keep personal information at a minimum.

Discussed Bowling in February

Discussed going to Detroit Autorama in Feb

Erie Coast Customs – next meeting Jan 18th 7 pm

We would like to Thank Mike Ely and Great Lakes Fence for being our host and supplying the Beer, Pop and Pizza. This is our first attempt to move the meeting around to centralized locations.

NOCC—We are Going to the Movies

On Saturday Dec 4th we would like to invite all of you to join us at the movies. We plan on attending the new



Movie called “Faster” at the Cinemark on 6001 Canal Road, Valley View, OH 44125 at the 4:15 show. We picked the early time so we can cruise over to Quaker Steak N Lube after the show for something to eat and drink. Quaker Steak & Lube –5935 Canal Rd, Valley View, OH. As of this time, we have not verified the movie time so look for an e-mail for last minute changes.

YES!!! Another movie with muscle cars, strippers, guns and police chases... PERFECT! Starring Dwayne “The Rock” Johnson and Billy-Bob Thorton, “Faster” is a movie that looks like it will deliver the automotive goods. We’ve got an old 1970 Chevelle SS, a 1966 GTO, police cars and a few totaled Ferrari’s which means it has all the makings of becoming a good cult classic. The premise of the movie is simple. Our main character (Dwayne Johnson) was in prison due to a botched bank robbery where his brother was killed.

Once released from the big house however Johnson grabs the keys to his old Chevelle and

proceeds to wreak havoc on the guys that got his brother killed.





stripes.. The doors, hood, fenders and other items were painted and in storage months ago. The original Big Block chevy motor, the transmission and the rear end are done and ready to install on the freshly painted chassis. Even with all the accomplishments, Randy still has a lot to do and quite a few items to restore on this factory air car. He will be busy on all of that between now and spring. With luck, Randy and his wife Karen should have the L35 pick up truck completed and on the road for summer of 2011.... They are looking forward to their first year back into the car club scene in more than 15 years... PS: Update on Randy's best friend Bill Stark and his 1969 El Camino Custom, his car is sitting in the same paint shop, ready for color.... He'll be starting re-assembly on his car

very soon as well.

Randy has been scrambling to get a big job done in his shop completed and shipped out to the Naval Air Station in San Diego, CA. before Nov 1st.... so he hasn't gotten too far on the frame but he has been painting 69 El Camino parts a few at a time every couple days for the past several weeks... i.e., wheel tubs control arms, steering and suspension etc., This year really shot by hopefully next year Karen and Randy will be joining us at more club functions.....



Here is a photo of member Bruce Miller on the left and Randy Taylor on the right pushing the body back onto the trailer to take it home.

Project Red Racer by Mark Meldrum

Its been a few issues since I reported any progress on Project Red Racer. Unfortunately Larry and I lost some momentum and got caught up in a few other projects. I am sure most of you don't want to see more photos of Larry and I soaking parts in cleaners, taking apart rusty bolts, searching through catalogs, and calling around to get the best price. That's what we have been up to for the most part. We both spent some time taking the bodies apart to the nth degree. We also spend a lot of time discussing the best approach on getting the next job done. Larry has some issues with the rear quarters and inner wheel wells.

Running slicks on the Bounty Hunter caused the previous owner to modify the lip on the rear quarters and the wheel wells. As far as my body goes, it's a bunch of surface rust and half the trunk rotted out. Larry had a rotisserie to put his body on and thanks to Randy Tailor I was able to get my body mounted up on a rotisserie



also. Randy let me borrow his rotisserie that he just finished up his El Camino on.



Larry taking out the rear Qt Window

My topic this month is removing rust. I considered several options for getting my rusty hulk back to something cleaner and easier to work on. The first option is an Alkaline body dip at American Metal Cleaning in Toledo Ohio. Bryan Sarver and a few other body shop guys tell me that this is the best way to go. The cost to dip the body \$2400-2600, doors and deck lid \$115-125 each, fenders \$85-95 each, hood \$125-140. They needed to have the body about 3 weeks. The process is a lot more complicated but I wont get into that. The next options was to contact "Here comes Kovak's" for soda blasting. The cost to soda/ star blast is \$1500 for a complete shell inside and out, this will include your hood and trunk lid as extra bonus for using their service. They will also waive the trip charge too and do the job in

my driveway. The soda alone will not remove the all of the surface rust -- but when they add star blast this will then take it down to bare metal (similar to sand blast media) A job like this will take up to 9 man hours to complete. Then Larry had me call Dave Mulika from Straight-line auto restoration. Dave has a mobile sand blast unit. He restores cars for a living so he knows how to sandblast without warping panels. Dave tells me he will come to the house, sand blast the car (\$800), apply an acid etch , and then a urethane primer (\$400). If you remember in a previous editorial I discussed how to make a decision based on Cost, Quality, and Timeliness. You get to pick two. I am building a car that will probably get beat up pretty hard at the racetrack. So my body work choices are Low Cost and Timeliness. The quality may suffer but I am willing to spend more time to get it right. The lettering and sponsor stickers will probably hide a lot of the body imperfections anyway.

Lets review

Option 1—Aklaine Dip—American Metal Cleaning over \$3000 3 week lead time

Option 2– Soda Blasting—Here Comes Kovak \$1500 2-3 day lead time

Option 3—Sand Blasting—Straightline \$1200 1 day lead time includes Acid Etch Primer and Urethane Sealer Primer

I chose option 3, I may have to deal with sand falling out of places for quite awhile, the sandblasting will not clean that body as well as an alkaline dip but it will do a better job than soda blasting on surface rust. Like

Project Red Racer... Cont....

Larry tells me all the time when we finally make a decision “You just cant beat it for the money” or does he say? “Its like a dead peter—you just can’t beat it” anyway. That’s my decision making process for this part of the project. So I called up Dave Muleka from Straightline and we set up an appointment for him to come over



to the house. It was about 43 degrees F when Dave arrived so I really didn’t worry about warping body panels because of heat build up. Make sure you have area outside that you don't mind a little sand. After about 6 hours of blasting, everything was back to bare metal. I had him do everything except the hood because I had a bought an SS hood that was in good shape. We rolled that body back in the barn and tried to pump up the



heat. It was getting late and Dave was having trouble with the primer so he just applied a light coat and gave me a lesson on how to mix the primer. We called it a night at 7pm. The next day, the barn was nice and warm and I started to vacuum the sand up. Here is when you start to understand a disadvantage of sandblasting. There was sand in every nook and cranny of the body. I must have rotated the body several times before the sand stopped flowing. I finished up the Etching Primer and then applied a couple of coats of Urethane Primer. Hopefully, I will take you through some panel repair stories next month.



My favorite motor the LS5

by Mark Meldrum

As many of you know, I have had some experience with the LS5 454 combined with the M22 four speed. In previous newsletters, I wrote about rebuilding both the engine and transmission. This month I would like to introduce you to another LS5 Chevelle owner. Bob Stevens recently joined our Chevelle Club while at the Piston Power Show. Bob told me that the 71 Chevelle came from Arizona.. It's a rust free 63,000 mile numbers matching LS5 with factory air and an M22 four speed. This past winter he took the car apart,



stripped the paint and repainted it. Bob said that the bottom of the car was so clean that he just wiped it down and called it good enough. Bob probably completed that job with ease because during his career he spent some time painting cars at Earl Oldsmobile in Cleveland. Bob also pulled the tired LS5 engine and M22 transmission and rebuilt the front end. I am sure his experience as a retired Tool & Die maker with MTD helped him complete that job.

1971 Chevelle Facts

Emissions standards had forced a switch to low-lead fuel, which in turn cut compression ratios, while insurance surcharges on supercars prompted tamer power-to-weight ratios. The impact was obvious in the 1971 Chevelle SS line, where small-blocks re-emerged in the form of two 350-cid V-8s, a 245-bhp two-barrel and a 270-bhp four-barrel. But big-block power still was available. The 402-cid four-barrel cost \$173 and had 300 bhp, 50 bhp below the previous year's base SS engine. To retain the hallowed SS 396 badging, Chevy had called the 1970 402 a "396." For '71, it was renamed the "Turbo Jet 400." The LS5 454 was a \$279 extra for the SS group. It had 365 bhp and went into 9502 of the 19,293 Chevelle SSs (including El Caminos) Chevy built for 1971.

Chevy had taunted enthusiasts with word that the majestic 454-cid LS6 would be back for '71. Compression would be a modest 9-0:1, but output a still-formidable 425 bhp. It was never released for public sale, however. Instead, the hydraulic-lifter LS5 returned as a \$279 option on top of the basic SS package. Compression fell to 8.5:1, from 10.25:1, but output actually increased by five horsepower, to 365, though it peaked 600 rpm lower than in '70. Torque was down by 35 lb-ft. The LS5 was teamed with the Turbo Hydra-matic 400 or the M22 Rock Crusher four speed; 3.31:1 gears were standard, with a 4.10:1 Posi optional.

The basic SS package included a lot for its \$357 price: the F41 suspension with front and rear stabilizer bars, power front discs, wider F60 tires on larger 15-inch five-spoke wheels, and blackout grille. All Chevelles got single headlamps borrowed from the Monte Carlo, and the SS could be spiffed with optional racing stripes and the extra-cost Cowl Induction hood. Interestingly, only LS5 cars carried external engine ID; their badges said "SS 454." All others wore simple "SS" insignia. That was a pretty revealing sign of the times.

NOCC on the Web by Shawn Muckleroy & Mark Meldrum



There are so many ways to keep up with what's going on with the Northern Ohio Chevelle Club. We are all over the place on the World Wide Web. Here are a few places to look. Our website was recently updated:

- New registration form posted
- 'old' northern regional stuff taken down
- 'new' date for northern regional placed on 'happenings calendar' with updated info
- all (full) newsletters are now posted for members who have signed up to the website

- all (sample...first page only) newsletters are posted for all to see (even those who are not registered for site)
- added a new 'poll' on the right side of the page (Do you plan on attending the 2011 NOCC Northern Regional?)
- article on front page about info for 2011 Northern Regional (with blurb about 'No Day Of Show Registrations')
- If you have any ideas for the site, please let me know and I'll do my best to implement them. If you are a member—please register a Username so you can unlock the “members only” areas of the website.



We are on Facebook—become our friend!!! You will see the most up to date information on our club and since anyone can be our friend there are some interesting posts. We currently have over 100 “Friends” and continue to grow.

Our Regional Show is heavily discussed on Team Chevelles. We have a huge following. Last years Regional show had over 18,000 views second only to Chevelle-ambulation. Look us up on www.chevelles.com—our post in the “Cruise In” Section of the forums.



Project Grey Beard

Well it's time again to start another project over at the Sarver GM assembly plant, this one is project gray beard. The car is a 1970 SS 396 350 HP, shadow gray with black stripes, M21 4-speed, 12-bolt 3:31 posi rear end. It has cowl induction along with black bucket seat interior and a console, tach & gauges plus tinted windows. The car also has power steering, power brakes and F 41 suspension, it came with the special lighting group package also. I



I bought gray beard about 3 ½ years ago from a guy who had started the project about ten years prior to my purchase. He stripped the car down to nothing and started a body off frame restoration, it was his dream car and the real deal. He was able to get as far as getting all of the body work done using all GM NOS sheet metal where needed. The car was then painted the original shade of code #17 shadow gray with black stripes which is actually fairly rare on a Chevelle in 1970. The car was at the body shop on a roller frame so the old owner could prep the original frame at the same time the body was getting done. The frame was stripped and painted low gloss black and then the suspension was all rebuilt and reassembled onto the frame. When the car came home from the body shop the guy freshened up the underside of the body and then moved it on to the good frame. After this part of the restoration was completed the car sat for a couple years before the guy offered to sell it to me. I had seen the car many times before since I knew the owner and had purchased many Chevelle parts from him over the years. I really liked the car and was very interested in the car but while I was thinking about the deal he changed his mind and decided not to sell it. I was disappointed but sometimes that happens when you do too much head scratching like I do before making a decision. About three months later the guy called me back and said he changed his mind and asked if I still wanted the car. I told him yes and gave him a deposit to secure the deal, no more head scratching was needed, this was in the spring of 2007. I had the car stashed in a friends pole barn until about three weeks ago when I hauled it home to my house. My plan is to get rolling on this project over the winter, of course it will take a little longer to do with the new addition to our family. I have re-evaluated the car now that it is home and the underside needs a little touch up. I plan on removing the front suspension, the rear control arms and rear end but not pull the body back off the frame. I will bag and cover the car, scuff up the frame and underside and give everything a fresh coat of low gloss black. I have sent many parts out to creative powder coat to get done, John Perrette has my 4-speed and Henderson will have my 12-bolt soon. The 396 350hp engine had been rebuilt but it has been setting a while plus

I don't know the reputation of the shop that built it. I sent the engine to Rob at General engine to double check the job and make sure it was done correctly. I have the tach and gauge cluster out getting tested and quartz movement being added to the clock to ensure everything works once installed. The car came with multiple parts already and I have purchased many pieces also, I need to get the paint work on the underside finished so I can start the re-assembly. I hope to get moving on the underside soon so when my powder coat stuff is ready I can start bolting things back together. I really need to get rolling so I make sure the car is done and running in time for the 2011 Autorama LOL!

Bryan



The Fun Stuff Page

Interesting El Camino Facts

The El Camino is often thought of as being light in the rear end. This is not necessarily true. The El Camino has a front/rear weight distribution similar to other V8 front-engined, rear-wheel-drive coupes of the era. For 1964-1967, the El Camino has a slightly heavier forward bias than a comparably equipped Chevelle coupe. However, for 1968-1972, the El Camino actually has a better weight distribution than a comparably equipped Chevelle coupe ! For example, Chevrolet's published vehicle weights for a 1968 V8 Malibu 2-door coupe (with no options) are 1810 lbs front and 1395 lbs rear (3205 total). That equates to 56.5% of the vehicle's weight resting on the front tires. A comparably equipped 1968 V8 Custom El Camino is listed at 1800 lbs front and 1410 rear (3210 total). That equates to 56.1% of the vehicle's weight up front.



Here is the latest photo of Larry Robison's El Camino which was recently painted. Can you tell what year it is?

The 396 was first offered in the El Camino in 1966, two years before the first SS El Camino was built.

The 1968-1972 SS package for the El Camino contained everything that was in the SS package for the Chevelle, with one exception. It was not possible to get the F41 heavy duty suspension (rear anti-sway bar) on the El Camino. It is believed that this was prohibited due to the hauling nature of the vehicle, and the rear air shocks that came as standard equipment.

1968 was the first year for an SS El Camino. Exactly 5190 1968 SS El Caminos were built.

1968 and 1978-1987 were the only years that the El Camino SS was a separate model. From 1969-1977, the El Camino SS was a Custom model, with an SS option package. The 1969-1971 SS El Caminos can be especially difficult to authenticate. No production totals are known for the 1969-1977 SS El Caminos.

Unlike the Chevelle, the 1970-1972 SS El Caminos did not have "SS" emblems on the door panels. This was because the El Camino had vent window cranks where the SS emblems were placed in the Chevelle.

Genuine 1972 SS-454 El Caminos have a "W" as the fifth character in the VIN.

Diesel-powered El Caminos and Caballeros were built from 1982 to 1984.

All of the 1985 and newer El Caminos and Caballeros were assembled in Mexico.

