

NORTHERN OHIO CHEVELLES



Chief Motor Heads

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Christmas Party Dec. 10th

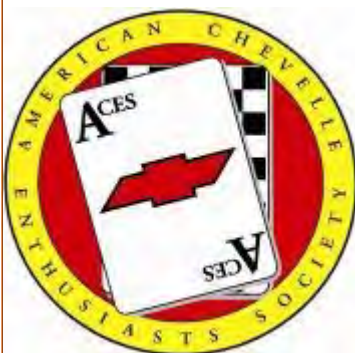
Don Sitts Dealership

From the Editor

I find it hard to believe this year is almost over. Most would say the Northern Ohio Chevelle Club had another successful year. First place at the Cleveland Autorama for the 6th year in a row. First place at Chevelle-a-bration for bench racing. Our club was recognized in Chevelle World Magazines and on the Cruisin Ohio TV show. We had people from 16 different states and Canada attend our show. Many of us attended car shows throughout the year and received recognition. Maybe its me, but I think that Northern Ohio Chevelle Club logo on my Chevelle always gives me a credit-ability at car shows. The logo tells people that I am serious about Chevelles. We really have reached the panicle of our expectations for a Chevelle Club. The Chevelle Community is still talking about our Toga Party. What we do takes a lot of hard work and volunteerism. I applaud all of you for making this club so successful. I occasionally get an e-mail or a phone call from a member apologizing for not pulling their weight in this club. I kind of laugh it off because everyone in this club helps. It might be the person that shows up to only one meeting or one event in a year. It might be a person that only finds one sponsor for the Regional Show. It might be a person who lives out of state and only sees us when we travel to a car show near them. Regardless of how much or how little people get involved with our club, the important thing to us is that they enjoy Chevelles, our company, and the news we publish. I travel about once a month for my job and I always try to make a point of visiting with one of my Chevelle friends in other states. I always make a point of wearing my Chevelle Club Jacket or a shirt with our logo. I'll never forget the time Patty got pulled over by a Cleveland Cop and he took one look at my jacket, asked me if I was a member, and told us to slow

down and have a nice day. (no ticket) It never ceases to amaze me when people recognize our logo, come up to me and say "I've heard about you guys". Display that logo proudly NOCC—there is a lot of hard work, great fun, and respect that comes with it.

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



A New Lead Sled for Mrs. Clause ?

by Dan Ernst

Presidents Report by Ed Nichols

I would like to wish everyone in the Northern Ohio Chevelles a Merry Christmas and a Safe and Happy New Year!

I want to thank all of you that have made this a good year for our club. We've had picnics, bowling, a great display in the Autorama that won us another 1st place, a Northern Regional show that will be hard to forget, topped off with our donation to the Marines for "Toys for Tots".

I look forward to seeing members at cruise inns, club meetings, and shows. Hearing about the numerous projects some are working on, listening to the stories from trips to Chevelle-a-bration or other shows I was not able to attend.

The weather made it a slow start to the start of the season but once it cleared up it was worth the wait! I hope I am not the only one who has had the opportunity to make a few last trips around the block in my Chevelle during the warm sunny days here in November. A good finish to the year will be to see many of you at our Christmas party this year.

Treasure's Report by Ken Smith

We've all lost loved ones, at one time or another in our lives. On November 18, it was my turn. My father, Wiley Smith Jr. passed away due to complications of cancer at the age of 84. While I could fill this newsletter a dozen times over, telling you of his life, I think it is enough to say that, I loved him very much and will miss him greatly.

My family and I would like to thank everyone for the phone calls, emails and cards we received. Special thanks goes to Ed & Deb Nichols and Carl & Kathleen Nichols, for opening up my house, laying out the food and help serving the friends and family that gathered there after the memorial service.

Our Christmas Party will be held December 10th, at Don Sitts' Dealership in Cuyahoga Falls. Like our fall picnic, the club will be supplying the main entrée and request everyone attending to bring a covered dish. We'll also be supplying pop, water and possibly coffee. Any other beverage you desire, your on your own. An email or survey will be distributed to everyone with the date, time and address. Please send in a response that you will be attending, so we can buy the appropriate amount of food and beverages.

In the months ahead, we'll be forming work parties, to work on our display for the 2012 Autorama, nominations for club officers will be held at the February Meeting and Elections of Officers will be held at the March meeting.

While our August show is 9 months away, we are working on the graphic design for the t-shirts for that show and hope to have that completed by the first of the year. As always, we'll use that design as part of our advertising for the show. I've proposed to make some changes for sponsors and vendors, so please attend the January meeting to get those details.

The Christmas Party withstanding, I'd like to wish everyone a Merry Christmas and a Happy New Year.



Mrs. Clause New Lead Sled?

by Dan Ernst

I would like to give a big welcome to my wife Teri on becoming a member of the Chevelle family. We recently purchased a 69 Chevelle wagon for her with the intent of making it a SS396 clone. I have a lot of extra parts to throw on this one like pwr windows, p/b, ps



and A/C. I also have a extra SS hood, emblems, and a few other items, just need a big block and a SS grille to get things going. This is going to be a family project for the wife and our two boys (8&6) to learn how to do motor and sheet metal work on. It needs floors and lower fender patches or if I can find cheap enough fender's. The only problem is, I start nursing school in January trying to receive my R.N. degree so it does not look like it will be completed till next summer. This is the most excited I have seen her get about a car in a long time. We have been looking for about 3 years for the right car because she enjoys going to the local cruises and the occasional car show, but does not enjoy going in my car because it scares the heck out of her. Can't blame her after the accident we had in it back in July 2008. We are still trying to come up with a color combo for it but for now she is thinking of reversing the two tone that is on my car. The original color is code 55 which is Azure turquoise. So how about a shout out to my wife Teri for joining the Chevelle family.

Welcome to the Northern Ohio Chevelle Club Teri. That is one sweet Wagon. We have a tradition of naming our project Chevilles so I cant wait to see what you come up with. Blue Beard, Gray Beard, Red Racer, Bounty Hunter, Mocha Latte, Big Blue, Monte Carlo, Silver Bullet are some of the names I can remember. Anyway, call us if you need some help. I am thinking Mrs. Clause's Lead Sled and painting it bright redMark



December 2011

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

Birthdays

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 10th— NOCC Christmas Party

MEMBERS NOTES & E MAILS

Hello Gearheads,

I decided to pull the camshaft out of my 68 Super Sport. To my surprise my 454 engine has shrunk! I got concerned when I pulled the damper and realized there was no external balance weight. Getting under the car, there was no external balance weight on the flywheel either. Closer examination with the cam removed I can see the crankshaft is a forging stamped 6223 which is a 427 crank. The heads turn out to be 66 oval port closed chambers. The cam appears to be a GM cam without any markings other D27 stamped on the back (roughly 475/500 lift at the valves). The bottom line is I have a 427. I'm going to re-



place the cam and timing chain set. Right now I'm leaning towards an LS5 clone camshaft from Isky.

Ferd Brucker

I hope everything works out OK Ferd. The 454 and 427 share the same bore but as you mentioned the crank is different. The 454 has a 4" stroke and the 427 only has a 3.76" stroke.

NOCC

Over the weekend my neighbor just lifted the engine out of his "67" Corvette. He owns two beautiful Vettes and does not own junk. The engine turns out to be a rare LS6 454cu. in. from a 1970 Chevelle. He says the engine block numbers can be verified. It ran fantastic in his Vette and he complained it had too much power for a car that size. I thought it was worth noting in the newsletter that he wants to sell it. Ask for Mike at 216-402-5400.

Rose M.

Thanks for the note Rose....We cer-

tainly have the experts in this club to verify his claim. Big Daddy Don Justice gave him a call and got more info.

The block is a 454 four bolt main block bored 30 over. It has a 1/4" stroker crank bringing the overall displacement to 490 CID. Custom Ross pistons, Carillo rods. Competition Cams roller cam, 1971 LS-6 open chambered heads with the rectangular ports, the guy that built the engine computed the compression ratio to be just below 10.5 to one. Edelbrock Victor Jr. aluminum high rise intake, Holley 850 double pump carb was taken to Da Vinci carburetors and is now 1030cfm. MSD 6AL box, MSD distributor, Griffin radiator. Hooker super competition headers, 3" duel exhaust plumbed thru the frame, crossover, Flowmasters, pipes exit thru the proper stock openings in the rear panel. Muncie M21 4 speed completely rebuilt, with a Mr Gasket super competition shifter linkage with a stock appearing shift in the car although the reverse lock out no longer works because of the Mr G linkage.

Thanksgiving Is Not Just About Turkey

By Andre Stephens



Well now that the car show season is done its time to reflect of what's most important in our lives. We always talk about the cars we have or have had but we really never sit back and realize that if we had taken a different path in life when we were growing up we might never have turned out the way we did. When I was growing up my mother would not let me get away with anything. She was so strict, but I knew she was strict because she wanted the best for my brother and me. I swear that woman had eyes



My father teaching brother and I about nature.

in the back of her head. My father was a free spirited kind of guy and more of a buddy than a father. He would take my friends and me everywhere that was fun. No matter if it was Punderson State Park, Mentor Headlands, horseback riding or even just a walk in the park, my father would always try to educate us about nature and all the living things that are all around us. I had it lucky because I had friends whose fathers were either dead or just not around. It didn't matter to my father whose son or daughter you were he would treat you as if you were his own child. As I had grown up my father also taught me about cars. Whenever a wrench needed to be fetched it was my job to get it for him. My father didn't know that much about cars but what he did know always impressed me. There came a time that my father could not teach me any more because my knowledge of cars had surpassed his and I would start to learn more things on my own. From the very first engine I built by myself in the basement (note to self - do not assemble and engine in the basement because its hard to get it out) he always encouraged me to keep going. One day I was putting a transmis-

sion in our family van by myself. The van was up on ramps and I was trying to connect the shift linkage when I pulled the van out of gear and it rolled down and crushed me. With my life light fading my father came out side just as I was taking my last breath. For what seem like days it only took a few seconds for my father to get the van off of me. So not only did my father give me life, he also save it. We would always love to laugh with or at each other, sometimes at the expense of my mother. I remember a time when my father and I were working on our Chrysler that had a Lean Burn ignition system that went bad and we could not get it to run. We worked on that thing for hours but got nothing. Just as we were about to tear each other apart from pure frustration my mother stepped outside and looked at us as serious as she could be and asked "Does it have enough air in tires?" We both looked at each other and laughed for close to an hour afterwards. We never did get that thing running again but its memories like that I will

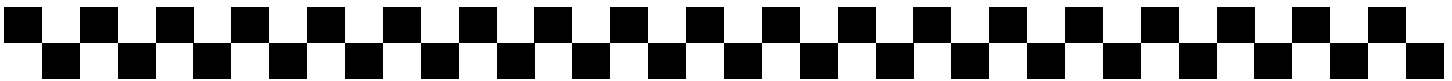
never forget. As time continued to fly by my father and I slowly stopped doing things with each other. Not because we hated each other, but because we were so much alike we couldn't agree to anything. Two month's ago my father had a heart attack that almost taken him away from me. While sitting in the hospital I just kept replaying the fun times we had and how unfair life can be sometimes. My father has recovered but it made me think twice about what is most important in my life.



Be thankful for all we have this holiday season!

See you on the show circuit.

Andre
Copper SS



FOR SALE - \$750.00

SUN MOTOR TESTER MASTER MODEL FROM THE 1950'S includes catalog and original manual, along with a Sears & Roebuck Testing Kit.

Contact Craig Younblood

440 -213 0553



News from The EL Camino Brothers

by Randy Taylor

Regarding 69 El Camino's..... Bill Starks machine is finally done and he just squeezed in the first couple miles on the odometer before the weather went sour.. He's got the car stored already, car cover in place and waiting for spring... Here are a couple photos of his new beast, the day I trailered it home for him and he ran up to the gas station to filler' up for the first time.. He said it ran like a top.. had lots of pull and the 350 cubic inch

4 barrel sounded really good through the dual exhaust. As for me, I went thru a 3 month period where I was stalled. I just couldn't get much done on my Cammy...



But two weeks ago I started back on her full speed, with the assistance of a friend and retired Chevy mechanic. It's like I died and went to heaven finding this guy. He really boosted my enthusiasm and has helped me with the harder stuff.. all summer I struggled with the main wiring harness and other intricate components like the factory air conditioner equipment, dash cluster, under dash heater, ducting, and new wiring in the whole car.. My business was very busy and just couldn't put in much time on it. Plus I was lacking experience on the electrical stuff. Then just like that I run into this guy that used to work at the Chevy Plant in CLE in the late 60's - early 70's, then continued his career as a mechanic specializing in "warranty work" at several Chevy dealerships in the greater Cleveland area... so he and I meet and I hired him on the spot. In a few short weeks he and I have got nearly all that difficult stuff finished. We have another couple days on final assembly then we are firing up the motor.. there's just nothing like firing up a fresh big block Chevy for the first time....
WILL BE READY FOR THE 2012 CLEVELAND AUTORAMA....



Meeting Minutes—Mark Meldrum

Meeting held at Xtreme Performance

The owner Steve Ali bought us all Pizza and pops

Nov 15, 2011 6:30 PM

Treasures Report –from Ken Smith

Correspondence (Mark) – Chuck Hanson using our story for Toys Tots

Joe Desmont passed out ORielly's Auto parts ball Caps

Discussion...

Ken Talked about t-shirt designs – getting close to a new design

Sponsor asking a little different – get logos on shirt made more money –

Covering cost of photographer – did not cover costs

Kenny Pushing more \$'s for sponsors and going after more sponsors

Christmas Party starts at - 4pm Dec 10th at Don Sitts Dealership. There is a Sheraton Inn near the party if you party to much. We will send out a Zoom a Rang to see who is coming.

We Currently have 83 paid members

No meeting in December – Next Meeting Jan 17th. Location at Dons Sitts 6:30

Ed has new window clings one for each member

Ed has business card adds for us to pass out with information on our Regional show in August

Location for bowling not set but it will be in Late Jan or early Feb

Discussion on Zoom a Rang a website to help us send surveys out to the membership for getting information back

Possibly set up Autorama at Don Sitts Warehouse in Cuyahoga Falls

Ed want members to think about new club officers for the nominations in Feb/Mar

Some Shows for next year that members are planning on

Hot Rod Power Tour – 7 or 8 cars starting in Detroit June

All Chevelle Show in Grand Island NY - July

Cincinnati Car show—put on by the Tri-State Chevelle Club

Chevelle-a-bration—Goodlettesville TN in June dates TBD



Special Thanks to Gary Webb for organizing the Meeting at Xtreme Performance in North Ridgeville. Bryan Sarver seemed to be having a good time



Larry Robison and Mike Ely checking on the progress of Mike's Corvette which was in the shop for maintenance.



A look inside the shop



The guys hanging out in the beautiful showroom having some pizza and snacks.

Project Grey Beard

by Bryan Sarver



It has been a few months now since I last wrote about my progress on project gray beard. I have made a bunch of head-way on the car since then but not as much as I hoped. Once all the paint work on the frame and firewall had a chance to dry I started the re-assembly on the chassis. Since I had all of my components prepped and ready to go on a shelf I started with the front suspension. Even though it is not factory correct I like to have my removable parts powder coated. Powder coating is much more durable than paint and it saves



me time from having to spray all of the individual loose pieces. I bolted the engine mount pads to the frame first because it is hard to fasten them after the lower control arms are on. Next I mounted in to place the front upper & lower control arms using my new AMK nuts & bolts. I like to use nice new hardware for assembly and AMK does a great job making these factory correct. Time to bust out the spring compressor, my least favorite tool but a must have when doing front coil springs. Front coil springs are too tall to install without compressing them down first. Once the springs are compressed they will fit nicely between the up-

per spring pocket in the frame and the lower control arm. After setting the spring in place I support the lower control arm with a floor jack. I can then Fasten the pre-assembled spindles between the ball joints of the upper & lower control arms. Once the ball joint nuts are nice and tight, It is safe to relieve the tension on the spring compressor and remove it from the spring. With that completed I moved on to bolting up the power steering gear box, idler arm, center link, tie rods & adjusting sleeves. The front sway bar was the last thing I mounted before moving on to the rear suspension. My rear end housing was very clean & pit free so I decided to have it powder coated instead of painting it. I dropped the powder coated housing off at Henderson driveline for the re assembly work. I used my original GM 3:31 gears but the friction discs were needed in the posi unit. I had to have new axles also because the old ones were pitted up in the bearing area, since I replaced all the bearings & seals the old axles wouldn't fly. My rear controls arms were prepped and ready to go with new bushing, I bolted them to the frame first. I placed the rear end on a padded floor jack and rolled it under the car and raised it up in to place. I fastened the upper control arms to the rear end first and then connected the lower control arms using my new AMK nuts & bolts of course. I slipped the rear coil springs in next, these go in to place without the use of a spring compressor. The last thing I installed in back was the rear spiral shocks & sway bar since 70 SS cars were equipped with F-41 suspension. I moved on to installing the stainless steel fuel and brake lines, rubber flex hoses, valves, brackets & line clips. I purchased all this from Inline tube since I really like the fit and quality of their stuff. I mounted the wheels and tires on the car so I could set it down and get a look without the car being on the jack stands. It has been a long time since the car has been setting on tires & I have a long way to go but it's nice to cross that hurdle!

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ISUZU

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By Jim Umstead

As many of you know I work for the Cleveland Browns part time. I am involved in the Coaches headset system for the visiting team. I am the guy standing on the 50 yard line behind the bench wearing a yellow hat, hoping all the electronics are working. But that is not what I am writing this. It is the people you meet in life and some of the stories you hear. So working for the Browns I met Carl. Carl is the VP of Security. He is also a car guy, owns a 1967 Shelby GT500. I have done a ton of work on it, and some of you may have seen me driving it to a few car cruises.

Carl has become a very good friend; He is a retired Secret Service agent and was assigned to President Regan. Now for the cool story. My wife Pat and I went to the Woodward Dream Cruise this year. Our first stop was the Henry Ford Museum; there we saw the Presidential limo Lincoln Continental. So I took a picture of it with my cell phone and sent it to Carl. Asked "did you drive this?" The answer back was "Yes "with Regan in it!!! Then I got a text saying the "built proof glass was so thick that it was like wearing someone else's glasses!!" Now that is a cool story. To know someone that drove the President!!!!

I am sure we all have some cool stories; I would like to hear some.

Remember the 4 "F's" "FAST, FUEL, FUN, FOREVER!!!!!!!!!!!!!!!"



**Draft Copy
T Shirt
LOGO by
Ken Smith**



TOYS FOR TOYS
CHEVELLE-STOCK
A NORTHERN OHIO CHEVELLE CLUB SHOW



**10th ANNUAL ACES
NORTHERN REGIONAL**

AUGUST 3-4, 2012

Remember...Ass, Gas, or Grass, Nobody Rides for Free...