



NORTHERN OHIO CHEVELLES

Chief Motor Heads

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Next Meeting

No Meeting in December

Jan 19th, 2010

From the Editor

I wish I could say this year was a success due to excessive drinking, but I cant. This is a direct result of a hard working gear heads trying to get the most out of this hobby. Gone are the warm days of cruising with the top down and hanging out at a car show. This gives me a chance to reflect about what happened this past year and what next year will be like. I took a moment to quickly read through all of my editorials for the year to see if I had somehow provided this club with a subliminal theme to the year. I didn't do it intentionally but I think the theme of my editorials have been centered around bringing us together as an organization.

- Jan—Learning from one another
- Feb—Helping club members with projects
- Mar—How to ask for help
- Apr—Trying new things
- May—Watching out for each other like Boy Scouts
- June—Enjoying each others company before its to late
- July—How significant events impact your life
- Aug—Free yourself from hatred, live simply, give more
- Sept—Getting the younger generation involved
- Oct—How things happen in threes
- Nov—Being Thankful

We really tried to spend time evaluating the club this year. It was important to the board to balance club projects with enjoying each others company. I'll be the first one to say we bit off more than we could swallow this year. We tried to add projects to an already full year. Fortunately, we stayed friends and managed to plow ahead. We also received a few compliments throughout the year on how well we all play together. We may not please everyone all the time but this board worked hard to do the right things. We also did a great job of sticking to one common thread, collecting for Toys for Tots. So here's to another great year! Happy Holidays—
Time to burn Rubber—
Mark



NOCC Pounds the Qt Mile —by Mark Meldrum



Mike Matheson 1966 Chevelle SS

Back in September a few of us had the opportunity to participate in the Federated Auto Parts night at Summit Motorsports Park in Norwalk Ohio. You will remember that we were rained out the first time they



From the Office of the Prez Ed Nichols

Over the past few years we have enjoyed helping out the United States Marines in their efforts to make things a little better for some children with the “Toys for Tots”. What started out over 60 years ago (1947) when the wife of Colonel William L. Hendricks (USMCR) wanted to give to a hand crafted doll to a children's organization only to find there wasn't one. She then suggested (told him) he should start one. Like any good husband, when your wife says she wants something done we do our best to make it happen (yes dear).

In 1948 the Marine Corps adopted “Toys for Tots” and took it nationwide. Walt Disney designed the “Toys for Tots” logo still in use today, and the first poster used to promote the nationwide program. There is a long list of notable names of celebrity and political figures who have donated time and have supported this charity organization. A great deal of information about this Charity can be found at www.toysfortots.org , then go to “about Toys for Tots”. Also be sure to check the website for the local Toys for Tots.

(<http://brookpark-oh.toysfortots.org>).



At our last club meeting we had the honor of 2 Marines who met with us to accept the toys we collected at our show and also from the Halloween party. We informed them we would also be sending a check in the very near future. During our exchange of the toys we (The Northern Ohio Chevells) were presented a plaque in thanks for our efforts. I am

please that our club wants to keep doing our part in supporting such a worthy cause. A combination of Mother Nature and our current economy made for less cash received and unfortunately a smaller cash donation this year than we would like to give. Thankfully we did have quite a large toy collection to give. There was also a sizable donation (cash) given anonymously at the Halloween party that will be given separate from ours. Our major sponsor and Club member “Don Sitts” has established his dealership as a drop point for “Toys for Tots” and again we will using certain club events to collect toys and cash donations. The entire club is to be thanked for the work and dedication that makes our club a success which makes it possible for us to help others. A special thanks needs to go to those who put in the long hours and have the vision and ideas that keep things fresh and fun.



From the Office of the VP Joe Desmont,



I guess it is time to say "Season's Greetings" man where did the year go. As we approach the end of another year, I look back and remember what a good year it has been for myself and my family, as well as our club. There were a few downs, but for the most part, it was a good year. I made progress on my El Camino, not as much as I would have liked, but progress none the less. ACES included the 73-88 Chevells, Malibus and El-camino's, and yes I am now a member of ACES. We had a successful Regional Show, rain not withstanding.

So now, it is time to look ahead to the new year....what do we have in store for our membership.

Auto rama is the un-official start of the cruising season, and we have an awesome display planned for this year again...Look out Ford club...we are having a set up for drag racing. Hint Hint, Wink Wink. Have you driven a Ford lately? Then we have the spring clean up party, that is becoming a very fun event, whose house will it be at this time? And the Grand Daddy of all Chevelle Shows, Chevellabration, I will be attending my first one.

Mark has told me so much about this, you would think he was running it. I am looking forward to it. August brings us to our annual regional event, new location, new set up, fresh new look. We are only 8 months away, start planning your vacations accordingly. I would like to take this opportunity to wish all the club members and their families a Safe & Happy Holiday Season.



Thanks for coming to the November Meeting

Winterize Your Chevelle

If the warm weather seems far away and the thought of cruising with a set of snow chains on doesn't appeal to you, then it's time to tuck your Chevelle away for a few months. This is a brief guide to helping your car survive another long cold winter while you make plans to attend exciting events next summer (like the ACES Chevella-bration in June).

First things first. Go for one last drive. This serves two purposes. It's fun and it allows your car to get up to operating temperature. Bringing your engine up to temperature is important to burn off contaminants in the oil and it also gets rid of moisture in the exhaust system. If you've waited too long and it's a bit too cool to get the engine up to temperature, use a piece of cardboard in front of the rad to help things along. Be careful not to overheat it this way. While you are out cruising, stop by a car wash and clean the undercarriage. Then stop and fill the tank with high grade gasoline, be sure and add the appropriate amount of fuel stabilizer before filling up the tank. This will thoroughly mix the stabilizer with the fuel. Now drive straight home and wash and

scrub up the outside of the car. Clean the car as if you were entering it in a show and shine. If it's been awhile since you've waxed it, today is a good day to apply another coat. Dry everything thoroughly. Perhaps grease those door and hood hinges while things are drying off. It's been suggested to pour a bit of 2 stroke oil into the carb just before shutting it down. The idea is to lightly coat the internals with oil. The 2 stroke oil will burn off clean when started again compared to conventional oil. I've never done this, but the idea sounds solid. Some shop manuals recommend that you change the oil at this time, your choice.

Once you have the car parked for it's winter sleep here are a few more points to consider.

Remove the battery and store in a moderate temperature. Trickle charging will do wonders for the life of the battery. Spray the lead terminals on the cables with WD-40 to prevent the dreaded 'green growth' while the battery is away.

Make sure the anti-freeze is better than your coldest winter day by a safe margin. If you have a block heater, make sure it works. You may not use it, but if things turned really ugly you don't want to be freezing your fingers splicing wires in January.

Touch up the exhaust manifolds where needed with high temp paint and a little brush. If you don't, you will not be pleased with what you see in the spring. I always touch up the front suspension with 'chassis black' for the same reason.

A mild protectorant like WD-40 works great for keeping rust from growing on exposed metal parts (bolt heads, tie-rod ends, electrical terminals). I'm fairly liberal with it.

If you plan to have any work done like re-chroming or rebuilding, remove those parts now and get them sent to their appropriate places.

It's been suggested to raise the tire pressure by an extra 10 pounds and while I have never done this, I will this year.

We assume that you thoroughly cleaned the interior and will suggest that you do not put the floor mats back in. Store them somewhere else. Do the same with the trunk mat. This prevents any trapped moisture from doing damage.

Tape over or plug the exhaust pipes. MLM* Mice Love Mufflers. Great winter home.

Leave the windows cracked open. This allows some air movement. Mothballs? Not for this boy. I took a road-trip in a car that had mothballs in it all winter. Damn near killed me, not the moths. Dryer sheets work better!

Cover the car with a breathable quality car cover like Technalon.

If you will be walking anywhere near the car for the next few months, get a couple of scrap foam strips from your friendly upholstery shop and tuck them under the cover in places you (or someone little perhaps) is likely to bump into. I also throw a couple of pieces of cardboard on the hood and trunk. This prevents problems when something is invariably sat on the car (for just a minute). I also throw a piece on the top (convertible only) as I found cats just love sleeping up there and this discourages them.

I like the idea of 'relaxing' the suspension. This simply means blocking the frame of the car up - but not allowing the suspension to 'hang'. Think of it as just taking a bit of the weight off the tires.

I don't recommend starting the engine until spring - depending on your concept of winter. If it's -20, leave it alone. You will do more damage starting it and filling everything with moisture than just leaving it alone. If the thought of not touching it for months drives you crazy, take a large ratchet and turn the engine a 1/4 turn every so often.

Check your insurance policy. Most companies offer storage insurance for a very modest fee. Heavy snow loads or fire can wreck your car just as quick as a road accident.



December 2009

SPECIAL DAYS

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		

Birthdays
Tim Oles Dec 12
Carl Mumma Dec 08
Jared Bodak Dec 14

Anniversaries
John & Joan Padgett Dec 19

No Club Meeting for Dec

MEMBERS NOTES & E MAILS



Here is proof positive that Larry Robinson grows Chevelle parts. Seen here picking drum brakes from his tree.:)

Mark, one of my friends is in a model club and they are working on a Chevelle theme right now. He showed me his '70 Baldwin Motion Chevelle he is doing looks good. It has the hood Shawn said he wanted. I asked him to

send the pictures they do have to share with our members. Have a good day . Scott Eckelmeyer



Mark
 I was just told that Don Sitts mother passed away recently. Northern Ohio Chevells will be sending flowers.

Joe
 Ed/Mark,
 I know you had mentioned that there were a few people that needed some help with their cars. Perhaps an email

to the group with who needs what would help keep everyone moving. With the holidays, perhaps some people have a few days off and can lend a hand.

Matt 216-337-5256
I need so much that I wouldn't know where to start asking for help.LOL

Mark
 I have a confession to make. I got stopped for speeding yesterday. I thought I was going to be able to talk my way out of the ticket. Until the officer looked at my dog in the back seat. Robert Mills



From the Board...

Due to recent events I am sorry to inform you we will not be having a Christmas Party this year. We will plan for one next year and also I am working on suggestions given at our last meeting to set up some type of club event after the first of the year. One of our members suggested we have Christmas in July when we can all enjoy each others company and Chevelles. Enjoy your Holiday Season with your families.

From Chevelle Headquarters

Hey Chuck, Will ACES Regional Shows be required to have 1973 and up classes now? Dan

Good question, Dan. But I think you already knew the answer.

Nope. ACES has never been a heavy-handed organization, and has never dictated the format for any of our Regional events. I think that is the reason each of them has its own distinct personality that reflects the interests of the hosting club, from classing to judging to awards, games, seminars, what have you. The only mandate we have for any Regional is that it be a well-organized, fun, family-oriented event.

You've attended enough of them, Dan, to know that each one is done a little differently, and that is what gives each one its own distinct personality. I like that, and I believe the participants do, as well.

For instance, some of the host clubs have been allowing the "late models" in since the start of their hosting a Regional (even for the entire time that ACES was inclusive of only '64-'72 models) ... while others have stuck to the '64-'72 format for their event. We've never had a problem with that. Some clubs have judging, others have a participant vote. Some have seminars, others don't. Some have participant games, others don't. I think you get the idea...

Along the same vein, some of the Associate clubs have always allowed the '73-up Chevelles into their clubs, while others have clung steadfastly to the '64-'72-only format. That is their choice, and ACES will not dictate the inclusive years to them, either. The decision to include the '73-up Chevelles into the ACES format applies only to ACES and its Membership.

That being said, I think the choice of whether or not to include these "late model" classics (and no matter how you look at, they are classics because of their age, at the very least. I think the generally agreed time frame for a car to be considered a classic is 25 years. At least that is the case in many states to qualify for "collector" or "special interest" tags. I'm willing to accept that.), it is reflective of any club's willingness to move ahead and broaden the acceptability of them. I find it interesting that the NSRA (National Street Rod Association) now includes vehicles that are 30 years old and older, and that the Goodguys organization (another "Street Rod" association) accepts '72 and earlier cars into their organization. As they move forward with their programs, I believe that ACES, too, should continue to move forward.

There's a saying in the business world that "If you are done changing... You are done. Period." Now I don't know about you, Dan, but even through these tough times, I ain't ready for ACES to be "done." In fact, I have an obligation to the ACES Members who have sent in their dues because they believe in this organization, to employ whatever means are at my disposal to maintain the viability of ACES. And that is the focus for practically every decision I make regarding the organization and its operations.

I appreciate you bringing this up, Dan, as other Regional host clubs may have the same question. So I'm forwarding this on to them as well. Feel free to send any other questions or concerns you have about ACES to me, and I'll do my best to answer them. In the meantime, keep on cruisin'!!!

Chuck



Halloween Party—Final Report Out

by Ken Smith

Dear John Letters



Halloween Toys for Tots

Dear John -

The Northern Ohio Chevelle Club would like to thank everyone who attended our /Toys for Tots/ Halloween Fundraiser. In addition to having a great time, we over-filled three huge Fundraiser boxes with toys, more than we ever expected. Now, many children will have a Merry Christmas because of the party goers generosity.

Thank you for your support. We look forward to another successful party in 2010.

Pat Umstead
Northern Ohio Chevelle Club

From Cruisin Times



Safari Mel

hall for the event, selling tickets, decorating the VFW hall, getting the DJ and arranging the catering. I'm truly blessed to be involved with such a great group of people.

We also had an anonymous donor, who donated \$100 cash, in Bruce Bender's name, to be given with our cash donation to the Toys for Tots. At November's meeting, we voted to donate \$500. So we'll be giving the Marines Toys for Tots \$600 total for our cash donation.

For those of you that I won't see before the holiday, Merry Christmas to you and yours.

Like all things our club gets involved with, from car shows we go to, to cars shows we are hosts of, not all of them turn out the way we expect them too. Many might think this was the case for NOCC's First Annual Halloween Party. As any first time event, ticket sales weren't as expected. The club put up \$200 in seed money to get the ball rolling. After all the bills were paid, we only got \$80 back.

A losing venture one might say?? Not me. Even though the event didn't produce any money for the club's coffers, the event did bring in several hundred dollars worth of donated toys, for our charity Toys for Tots. In my mind, that made the event a complete success. That my friends was the

whole purpose of the event. Adding that pile of toys to what we received at our August show, we did pretty dog-gone good. Knowing that we as a club, worked tirelessly to provide toys to needy children with Christmas on the horizon should make all of us feel like we have done something to enrich many chil-



Cancan Pat

dren's Christmas' this year.

My hats off to all of you that participated in both the August Car Show and the Halloween Party to make our club an organization to be

looked up to by our peers. Special thanks goes to Pat and Jim Umstead and Melanie Bender, who put together a great Halloween Party. They did it all, from securing the VFW



Psychedelic Ken

tried to run this event. Once again, they served about 500 people dinner at the track and then let us race about 200 or so cars as many times as we wanted. It was run what ya brung, so we took just about everything we had out of our garages for a run down the Qt. mile. Here is what we took to the strip and some of the driving assignments...

Joe Desmont - 1974 Chevelle Larry Robison 2004 ZO6 Corvette Dennis Bartkiewicz 2008 SS HHR
 Joshua Meldrum—2000 Camaro SS Mike Matheson 1966 Chevelle SS Mike Ely 1986 Corvette
 Monica Umstead 2008 Avalanche

As with anything the Northern Ohio Chevelle Club does, there are many behind the scenes stories to what we do. Let me try to explain a few before we get to race results. Weather conditions were not exactly perfect and I had already been burned once by Mother Nature. So we left the Chevelle at home and towed Mike Ely's 2000 SS Camaro out to the strip. Craig Youngblood had been calling me all afternoon and decided to leave his Chevelle at home also. That may have been a very smart decision as you will read about at the end of this story. I have been storing the Camaro in my barn all summer long since we had turned Mike's Barn into a body shop. This Camaro was owned by Mike's brother who had passed away several years ago. Mike and his brother would always harass each other about racing each other. Josh spent a lot of time cleaning up the Camaro and getting it ready to race. So it was a real special moment when my Son Josh lined up against Mike in his Corvette. Mike told me he shed a few tears as they crossed the finish line.

Then there was Jim Umstead who was still on the road to recovery from his open heart surgery. Jim was held to the sidelines but enjoyed watching all of us blast down the Qt. mile and was quick to help with mechanical adjustments. I am sure Jim will be out there next year with his 55 Chevy. Jim also made sure the Patty's (his wife and my wife) had a fresh drink in hand all night. I used to drag race every week for about 10 years and Patty never once came to watch me at the drag strip. Thanks to Jim and Patty for making sure my wife had a great time while I tried to drive as many cars as I could in one night.



Joe flogged his Chevelle all night long and even won a few races with his quick reaction times. Mike Bartkiewicz and his Son Dennis brought out Mike Ely's turbo charged HHR for some passes.



I want to thank Larry & Mike for letting me drive their cars down the strip. I have never driven four different cars in one night at the drag strip. My first pass of the night was in the passenger seat of my Avalanche. I gave Monica Umstead a quick lesson in drag racing. She had a great time and went on to whoop on a couple guys in a Chevy 4x4. Then I ended up jumping in Mike Ely's 86 Corvette. Mike Corvette is one hard launching car, I clicked off a 13.1 second run at 104 MPH. I came back to the pits and jumped in Mike's 2000 SS Camaro. This time I had to pound some gears and I managed to click a 14.3 just over 100 MPH in this six speed. Larry and I were in heaven. The both of us have done a lot of drag racing over the years but never together. He told me to try his Z06 Corvette out. Then he tells me to turn the traction control off. Now I have some time behind the wheel of Larry's Corvette but I was not sure what to expect. The guys lined me up against Josh driving Mike's Corvette. So here we are, a couple of 400 HP street cars facing off against each other. Josh has the advantage of an automatic trans but I have the experience. Son vs. Dad—winner gets bragging rights for the year. The yellows clicked down and the green light flashed. Both cars were pounding down the Qt mile. I jumped out to a big advantage because of my lightning quick reaction time but hitting the rev limiter let Josh catch back up to me. I





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 LARRY'S MIKE'S
 Corvette 04 Corvette 08

	LEFT	RIGHT
Car #	3038	2799
Class		
DIAL		
R/T	.041	.435
60'	2.152	1.961
330	5.781	5.476
1/8	8.627	8.403
MPH	87.84	83.82
1000	11.062	10.951
1/4	13.100	13.102
MPH	111.01	105.17
Left 1st	.3962	

nailed the 2-3 shift and both cars stayed neck & neck down the track. I short shifted into 4th gear and the top end power of the Z06 really started to pull. The end result was Mark 13.100 @ 111 MPH to Josh 13.105 @ 105.

Then the rain came and a young lady ended up losing traction halfway down the track—she bounced her 2003 Trans Am off of the wall and damaged the front and rear end of her car pretty bad. The car was still drivable and thankfully she was fine. So we packed it up and started heading home but that wasn't the end of the night. I just got past Wakeman when Larry called me and said that his friend Mike with the



66 Chevelle broke down. We unloaded the Camaro and Josh & Monica drove it home. I headed over to load up Mike with the empty trailer. When I arrived at the scene there was Joe and Larry keeping Mike company. Just like an American soldier, NOCC never leaves a fallen comrade. Mike's beat on his ole Chevelle pretty hard and ended up blowing a head gasket. We probably saved a lot of damage by putting the car on the trailer instead of trying to drive it home. It made for a late night but I think it may have gained us another member. I want to thank Federated Autoparts for putting this event on and I hope all of you can support your local store.



Project Red Racer by Mark Meldrum

I announced in a previous newsletter my intentions to restore a 1966 Chevelle. Larry's plan is to restore his 1966 SS Chevelle to Factory Original Condition. Larry's 66 SS Chevelle was a race car for its whole life called "The Bounty Hunter" from Lockport NY. My plan is to build a recreation of Larry's Chevelle, only in race ready condition. The project got off to a bumpy start when my good friend Jerry Jackson from Texas passed away. Jerry and his son Joel wanted to be part of this project and had talked about using one of their Chevilles that was sitting out in the field. I kept in con-



Inside the A & R's Restoration Body Shop Joel, Allan, Larry and Ron discussing the restoration of Jerry Jackson's 66 Chevelle.



Inside of Ron's Home Garage—What a fantastic Camaro

tact with Joel and he told me that this project was still a go because his Dad was really excited about it. We picked a date and Larry, George, Josh and myself hooked up the car trailer to the Chavalanche and took off for Avery Texas. We did most of the drive through the night and I was very thankful to the guys. George and Josh, the night owls, felt very comfortable driving through the night. Larry and myself are early risers so our team driving really worked out for the 17 hour drive. We picked up Joel and headed to A&R Restoration where Project Red Racer was sitting out in a field. They had been using this Chevelle as a Model for a frame off restoration project. We met the owners, Allan and Ron, around closing time for the shop. I was glad that we stopped and picked up a couple of 30 packs because it turned out to be a long night. Their shop is absolutely amazing, we are talking Boyd Codington Shop talent. Allan and Ron have been best friends since high school and built the shop and their homes all on the same property. I want to say they had about 40 Acres of property. The guys are really into 67-69 Camaros and have some pretty rare Pace Car Camaros. In fact, Ron's Hardtop Pacecar was used by GM for advertising



Inside Allans Garage—Had to be about a dozen cars in his shop.

the introduction of the 1997 Camaro Pace Car. These guys were really great hosts and probably showed us a dozen customer cars and over 30 cars they owned themselves. These guys like to build and drive their cars. They have participated in many National Events such as the Hot Rod Power Tour and SEMA. As the night went on, the stories got more impressive, remember, Larry was with us. We finally decided it was time to head back to Joels house for some shut eye. Thank the Lord for our Designated Driver that night, George. But wait this part of our trip was not over. As George pulled the Avalanche out with the 66 Chevelle loaded on the trailer, I heard one of the guys



Ron & Allan helping me fix the flat tire on the Avalanche.

(Continued on page 11)

yelling, "Hey, you got a flat tire." We pulled next to one of the garages and sure enough we had a coon dick in the tire. What's a coon dick you ask? Well, I'm still not sure but we pulled it out, plugged the tire, and took off.

The next morning we woke up in Sulfur Springs and went to one of the local restaurants for a fantastic breakfast. It was hard to tare George away from buffet but we promised him that we would stop for some barbecue later in the day. It was time to head off to Avery Texas where the Late Jerry Jackson's repair shop was located. We met Jerry's wife, Regina. It was pretty emotional for all of us. I have been friends with the Jackson family for several years and always made a point of it to stop and see them when I was in Texas on business. Regina told us how much Jerry enjoyed going to Chevelle-a-bration and having fun with the Ohio guys. She is real nice lady and she is planning to drive Jerry's yellow 66 Chevelle to Chevelle-a-bration next year with her sister. Joel gave us a tour of the Jackson estate which included a collection of many cars sitting in the back yard behind the barn. It's a good thing that Jerry raised a couple of motor head boys who can appreciate all of this fine Chevrolets.

Project Red Racer made it back to Ohio and I will keep everyone up to date on its progress. The Chevelle has already been dismantled and the frame is at the Powder Coaters. If you want to follow the project closely, I recommend becoming my friend on Face book or just stopping over at the house to say hello. Larry already has his frame about



Larry and George checking out the Truck section of the Jackson Estate



There were at least a dozen 66 Chevelles in their back yard



Here we are posing with Joel, Regina and Jerid Jackson



Joel drove his Dads Chevelle down to The Shop



This is Jerry's old shop which was closed up when he past away, so sad





Shh! Don't Wake My Baby

By Andre Stephens

Well another car show season has come and gone. Snow is just around the corner and it's time to put our babies away until spring. Some of us store our cars in our garage, storage facilities, and even car condos that are more palatial than my first apartment. This year my wife decided that she wanted to park her car in the garage during the winter so the search began for a storage facility that I would feel comfortable with storing my car



until May. One thing about car shows is there are always people willing to give you advice on what you should do with YOUR car. For two years in a row one of my friends kept telling me to look into a storage facility called the Auto Annex located on the Cleveland/ Bratenahl border. He said that he has stored his car there for a couple years and loves it. I decided to check the place out for myself since my only entertainment for the day was to watch the Browns game or stick a hot screwdriver in my eye. Well I couldn't get the screwdriver hot enough so I decided to go for a ride. I have to admit that I was not to happy about the area the facility is located but the fact that there are no signs marking the building and the only way in is by escort. I met Walter who is the

manager of the building and he proceeded to show me around. The building has five floors and the size of the parking spaces are a minimum of 10' x 20'. In fact, some of the cars have not moved from their parking spaces since they first started storing cars there in 1976. A local Porsche dealer actually rents about 8 spots on the 5th floor for his Porsche collection. The building is heated and never drops below 35 degrees so I won't have to worry about the block freezing. It has a security system with cameras and motion detectors and a sprinkler system that is checked at least once a year. Walter showed me a spot on the 3rd floor where my car might fit since I am storing my car & trailer. As a matter of fact my car is sitting on my trailer at the facility. The car has been sitting in the facility for two weeks now and I have already visited my car twice because I am so nervous



about something happening to her. So here my car will hibernate until May and I have to admit it feels very strange opening my garage door and not seeing my car sitting there. I know this might sound a little drastic but I bet this feels the same way a parent feels when one of their children leaves the nest for the first time. I have not been away from my car for more that 7 days since I bought it in 2004 so this is going to be tough but at least the wife is happy. We all know the rule golden rule that states, "Nobody is going to be happy if the wife's not happy..."

The Hillbilly Rear End Stand/Mover Shawn Muckleroy

Objective: Build a low cost stand/mover for a rear end so as to make restoration less of a chore and to help maximize your workspace.

With the economy the way it is, finding ways to do things cheaper is always a benefit. I am in the middle of a large restoration project on my Chevelle which includes removing the rear end and 'restoring' it. I needed an easy way to store, work on, and move the rear end in a cramped work space. I

also needed the solution to be as cheap as possible, easily storable, and function properly. Some people told me to use large jack stands but I needed to be able to move them easily in order to maximize space when needed. Summit carries a rack for this purpose but it costs over \$130.00. I'd rather spend more money on parts for the Chevelle instead of tools I may never use again. So I decided to build my own. The best thing about this rig, is that it's very easy to build and, once built, can be taken apart and stored quite easily. It is also a great way to remove the rear end by yourself instead of relying on somebody else to help out (although sometimes that is half the fun). You also do not have to take your wheels off (I have 15 inch wheels with 60 series BFG's) before removing the rear although it was a close fit. Since you are using wood, it won't scratch your finish once you are done (the Summit stand and jack stands definitely would).



This whole project cost me about an hours time and less than \$30.00. Not only do you have a movable rear end stand, but you can take it apart and still use the dollies as normal if you wanted to!

If you want to make this and have questions, please contact me! I'd be glad to help.

Tools:

- Saw of some sort (I used a circular saw)
- Electric drill
- 7/16 nut driver for a drill
- 1/4in drill bit
- 1/8in drill bit
- Tape measure

Supplies:

- (4) 4 1/2 inch x 1/4in lag screws (approximately \$0.50 each)
- (4) 2 1/2 inch x 1/4in lag screws (approximately \$0.30 each)
- (8) 1/4 inch flat washers (approximately \$0.10 each)
- (1) 4in x 4in x 6ft board (Lowe's had these for approximately \$5.50 and they were pressure treated!)
- (1) 16in length of scrap 2x4 or 1x3 wood (I used 1x3 furring strips).
- (4) 3in long wood screws
- (2) Movers Dollies like what they sell at Harbor Freight (the smallest one is probably the best for this use). Here is a link to the one I bought. If you keep an eye on coupons and ads from them you can get them for less than \$10 each. I paid \$8 each.

<http://www.harborfreight.com/cpi/ctaf/displayitem.taf?Itemnumber=93888>



The Fun Stuff Page



330-945-5800



440-748-2632 ask for Rick



Please send me your stories & captions for this photo no later than—Dec 27th. This is Prez Ed Changing a fl at tire on a potential members Chevelle



Who has the wedgie ?

ASS!, GAS!, or GRASS! Nobody ride for free!!!!

Jim Umstead

It's a long way to Ohio boys..



1969 Chevelle Colors

F B S E W W E U L B T H G I L
 D R B S I F K V L V L A R Q M
 Y E P I J I T E M N W N E G P
 N D R O U R U U Z J V E P R Z
 E O N U C E R L S M B U P E E
 E R E Q H G Q B N E U L O Y G
 R A E R A L U T E D T B C Y I
 G N R U M O O H E I T E T E E
 O G G T P W I G R U E N E L B
 R E E K A O S I G M R R S L E
 O P Y R G R E R K B N U S O V
 D J L A N A J B D L U T U W I
 R A L D E N B M W U T C R M L
 E D A M M G G G P E E O J U O
 V E R W J E E M I L K N I E L

BUTTERNUT
 YELLOW
 JADE
 RED
 MEDIUMBLUE
 TURQUOISE
 DKGREEN
 LIME
 CHAMPAGNE
 BRIGHTBLUE
 REDORANGE
 VERDOROGREEN
 RALLYEGREEN
 LIGHTBLUE
 OLIVEBEIGE

GREY
 RUSSETCOPPER
 DARKTURQUOISE
 NOCTURNEBLUE
 FIREGLOWORANGE