

NORTHERN OHIO CHEVELLES



Chief Motor Heads

President: Ed Nichols

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V.P. Joe Desmont

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Treasure : Ken Smith

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Next Meeting

Feb 21st, 2011

LOCATION TBD

From the Editor—Mark Meldrum

The Winter has not been to bad yet. The mild temperatures and lack of snow has helped me make some progress on my projects. The trunk on the 72 needed a re-fresh and the trunk on the 66 needed to be completely replaced. Certainly not the most exciting work we do on our Chevelles but it needs to be done to finish or improve the look. I would much rather be rebuilding a big block or transmission. There are many mundane things we work on to complete our projects. Putting together our show is a great example of mundane projects that must be completed before we can set back and enjoy the finished product. You will find a copy of our sponsor price list and an entry form for our ACES Regional Chevelle show in this issue. Our treasurer has set a goal for us to reach, so please talk to all the business owners and friends to help us achieve our financial goal for running the show. We already have a pretty good start with six entries and one sponsor for the photos. I am also impressed with the amount of new members that we are attracting to our website. Please keep spreading the word so we have the finances and man power to have another great show this year. The Cleveland Autorama always seems to provide a nice boost to our finances providing we win the best display. The Autorama also helps us advertise our show and our club so even if you don't have a Chevelle to display please help us with the set up. Time to Burn Rubber.....



Project Red Racer—Who needs a Trunk?



69 Survivor by Phil Wojnarowski

Back in 1971, I was nine years old; I remember riding my bike home from a neighbor's house, pulling in the driveway and seeing my older brother's first car.

From the Office of the Prez Ed Nichols

With our regional show only 6 months away (yes, it's closer than it sounds) we need as much help from our members as possible.

Our last club meeting gave the shocking reminder of what we need to put on a show that meets our expectations as well as what the participants have come to enjoy. Bottom line is that we need about \$15,000 and even then we will be just above the expected expenses. Knowing that some will get more and some will get less, if we all do our best to reach out to sponsors we can do this.

In the past most of the work has been left up to a small percentage of members and they have been invaluable to our success. But each year costs go up, the work load goes up, and so does the stress level.

Our club has never required any mandatory involvement and it never will. I hope the reasons that you joined our club will motivate you to help however you can, when ever you can. There is an updated sponsor price list available and will be in the next few newsletters. It can also be emailed to you or accessed on our website. (www.northernohiochevelleclub.com).

If you are like I am and have a hard time approaching sponsors, try teaming up with another member or two, there is strength in numbers!

Once the weather breaks we will have a club outing in the area of our show. We can start by meeting for breakfast, get a game plan set, set out to get local businesses involved.

I feel we need to set a date of July 1st to reach our goal. The officers will talk about incentives as used in the past years on how to help increase the desire to get members involved! Any help in making our show a success does give you a feeling of pride in knowing that what you do keeps people wanting to come back to our show year after year while showing them what kind of club we are!

Club events are a good way to meet other members and have some fun while meetings help keep you informed and are in need of your input. Maybe you know of a good way to raise money or have a fool proof way to approach sponsors. If you don't speak up we may miss an opportunity to reach our goals!

Ed Nichols

President

Northern Ohio Chevelles



PS It has been brought to my attention that February 5th is Superbowl Sunday. With this information the date will be changed to Sunday February 19th. Same location and time. Cloverleaf Lanes 5619 Brecksville Rd Independence 44131 from 3:00 to 5:00 input on Quaker Steak is still needed from you Please respond for head count!

From the Office of the Treasure

Ken Smith

This month, I'd like to start by welcoming our newest members. First up is Tony and Judy Lorkowski of Akron Ohio, owners of a 1972 Concours Wagon. Next is Jeff and Tess Thompson from Harrison Ohio, with a 1967 Chevelle. Scott and Erin West from Atwater Ohio, bringing the club a 1970 Chevelle SS, and Joe Jackson from Oberlin Ohio with a 1967 Chevelle SS.

By the writing of this newsletter, most of you should have received your reminder cards for the 2012 club dues. Members who have already paid their 2012 dues would not have received those reminder cards. These dues are due by April 15th, for the 2012 club year. If you have not received a reminder, don't worry, I've attached a renewal form with this newsletter for you to use.



February's meeting will feature our annual Officer's nominations for the club year. If you cannot make the meeting and wish to nominate someone, you can mail, email or call in your candidate. Nominations must be received 48 hours prior to the February meeting to gain recognition. Mail your nomination to NOCC, 478 Seaman Ave, Akron, OH 44305, email it to n.ohio.chevelles@sbcglobal.net, or call me with your nomination at 330-285-7420. Voting on the nominated candidates will be held at the March meeting.

At January's meeting, I set the goal for the amount of money the club needs to raise for our August show. That amount is \$10,000. For the 2011 show we raised a little more than \$5,000 in Vendor and Sponsor monies for the show. While the goal of \$10,000 seems like quite a bit, it only averages out to a little more than \$100 for each member to get a sponsor to donate to the show. We do have specific pricing for sponsors. So please use the attached sponsor form in this newsletter as a guide when approaching potential sponsors and vendors. Sponsor forms will be available at all meetings and via email by request.

To date, we already have 6 entries and one sponsor for the show. As always, seating at the banquet is our guide for the number of entries we can accept. We fill up every year. Please fill out and send in your entry forms early, so you won't be left out.

Only a few members have responded for our bowling outing, planned for February 19th, at Cloverleaf Lanes, 5619 Brecksville Rd Independence 44131. The outing is planned for us to bowl from 3:00 to 5:00 pm, and then we'll all venture over to Quaker Steak and Lube for dinner. This is a really fun outing, and bowling isn't a requirement. If you can't or don't want to bowl, you don't have to, though we'd like to know if you do intend to bowl or not, so we can have the proper number of lanes reserved.

FEBRUARY 2012

SPECIAL DAYS

Birthday's

Matt Fralick	Feb 16
Bill Humphrey	Feb 01
Bonnie Filby	Feb 03
Denise Koncz	Feb 14
Laura Szabo	Feb 29

Anniversaries

Jim & Pat Umstead Feb 27

Feb 21st Meeting
LOCATION TBD

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			

MEMBERS NOTES & E MAILS

Hi Mark, I'm Joe Jackson (Oberlin) and just recently joined NOCC. Over the past year I have been actively restoring my 67 Chevelle SS. I am looking for an alternator (1100750 -61 AMPS) compatible months of built are 7-H August; 7-J September 7-K October. I can be reached at 440-670-6114. Thanks, Joe

Thanks for the note Joe—Please go check your stockpile guys and gals and see if you can help.

Hello! I'm Mark Hartman from the Pittsburgh area, a new member, this is a pic of my '72 Malibu 350 Convertible at a Pittsburgh area show this past summer! The car, originally sold from Dave White Chevrolet in Toledo, Ohio, according to the build sheet, and is a rotisserie restored all numbers matching 74,000 mile car finished

in Cranberry Red with a white interior & top. The "Cedar Creek Park" show was about 30 miles southeast of Pittsburgh and has between 800 and 1000 classic & antique cars in attendance.

It also boasts hundreds of craft booths, kiddie rides, food courts, model airplane displays & Civil War Reenactment groups, giving the better half & kids plenty to do! Also I have quite a few extra car parts from this restoration, bumpers, hood, tail lights, an off white interior, (wrong color OPG!), & a number of other goodies that are dry garage stored. Anyone interested may e-mail me at



aswcm@aol.com with their needs. Thanks!

WOW is that a nice Chevelle Convertible Mark, I think I have found my twin brother.



Speaking of brothers, here are my Texas brothers Joel and Jarid Jackson standing in front of their latest purchase. It's a 1966 Malibu V-8 Convertible. I am not sure what their plans are but it sure looks like a sweet purchase.

I have some 69 parts for sale -big block parts rear fender ext.radiator cover chrome fuel pump voltreg.etc.

Gary Webb

A two year old 1969 Chevelle SS 396, triple black. It had a 396/350 HP engine, auto trans, bench seat, column shift, power windows, am radio and stereo 8-track. I was instantly in love with that car. I could not stop looking at it. My brother was 16 at the time and bought this car with his own money for \$1600. It was like new. Somehow he slipped this one by my father. After buying the car, my brother took my Dad for a ride and he told my brother to step on it. He did. They were on I-77 and the trans downshifted and the 4bbl opened and off it went. My dad knew it was a mistake, but let him keep the car.



Within a month or two of ownership, my brother wrecked the car. He determined to fix it himself in the garage. It needed a new front clip and front frame replaced. I was in the garage with him for every moment that I was home. I learned a lot about tools (I was the gopher guy) and about the car. I always kept saying, put it back together stock. I was all for putting the car back to the way it came from the factory. I don't know why I felt this way, but always remembered how nice toy tractors, cars and trucks were when new.



From then on, a 1969 SS Chevelle was always my dream car. It would not be a reality for many years to come though. Through high school and college, I never could afford to drive much more than a beater. Although I was always looking for an affordable 69 Chevelle. Most of the ones around here were already rotted pretty badly.

Bone stock and original is how I've always loved these cars. After Air force pilot training back in 1987, I had saved up enough money to buy a 69 Chevelle Malibu, 307/glide/ac car. It was from Alabama, clean and had just shy of 100K on the odometer. That satisfied the Chevelle need for some years. The car was clean, reliable and fun to drive.

In 1993, I saw an ad in the Plain Dealer for a survivor black over red 1969 Chevelle SS 396 4-speed with 22K original miles on it. The car was from North Carolina. The seller was local, I called him, but quickly realized the car was out of my price range. The car did not sell. I saw it advertised a few more times in Hemming's and other venues over the next year. I had always assumed it had sold after the ads stopped running. I was saving my pennies with the hopes that I could someday buy a car like this. A year later, I contacted the seller to see if he still had the car. He did, I thought I might be able to swing the car this time, so I went and took a look. The car was located on the way to Mansfield, where I went weekly for Air National Guard duties. I was blown away by how nice the car was. But, the price was still out of my range, so I walked. In the mean time, while in training with the Air

Force in Little Rock, AR. I bought a very nice, none numbers matching 69 SS out of Texas. It was priced reasonably, a red 4 speed, 350hp with AC. I felt I had satisfied the need for a 69 SS.



A year went by and the seller of the survivor 69 SS called me out of the blue. He said he still had the car and lowered the price. So I said I'll be back for another look. I still really wanted the car because it was so original. I agreed to buy it for his price. I had to sell off the 69 Malibu and the SS from Texas. Those cars sold easily and my then girlfriend, now wife, Lori and I drove down to get the Black SS.

The survivor comes home:

I was thrilled to get the car. That car really started my education on originality and numbers. I had no idea at the time that nearly every component on the car had some sort of date and or number associated with it, and that these should all be in some logical sequence leading up to the build date of the car. I was happy to find out that nearly everything on the car was original except for wear items, like tires, belts and hoses. The only thing missing was documentation. As time went on, I realized how important that was. I tried finding a build sheet by looking under the carpet, dash, seats and anywhere it might be hiding, but only found a few computer punch cards.

I knew the owner history down to the second owner of the car, John Sigmon. I had contacted him and he said he bought the car off the Valley Chevrolet used car lot in Granite Falls, NC. John verified that the car did not have a protect-o-plate, bill of sale or window sticker. And that he rarely drove it. It did have a few North Carolina inspection receipts, that did verified the mileage. I contacted Valley Chevrolet to see if they had anything on the car and they said that they threw away receipts after five years. I figured that was the end of the trail.



Back in 2005, I was surfing the net and went to the North Carolina DMV website. I found a form for a title search. Filled it out and sent it in with a check for \$6. I figured that was \$6 down the drain, but why not try.

Much to my surprise a month or so later, a large envelope comes in the mail with certified copies of the car's title history; starting with a "Manufacturer's Statement of Origin to

a Motor Vehicle", to Tom Brooks Chevrolet. In between was a copy of the original title to first owner, Mabel Summerlin. Wow, a women bought this car new. The history then went to Valley Chevrolet, then on to John Sigmon. When I bought the car, the title handed to me was still in John Sigmon's name. I now had a complete title history to the car. The two collectors prior to me never titled the car. This history verified the ownership lineage and mileage. It was a true low mileage survivor (although I never really doubted that).

With Mabel's name in hand, I started trying to find her to get some history on the car. What I found out was that she had passed away. After numerous calls to many Summerlin's in North Carolina, I was able to get in touch with her daughter Jeannette. She was in her 60's and told me the story of her mother. Mabel had always loved sporty cars. She bought the black SS in 69 because she liked the looks of the car and the big engine. Believe it or not, this was her church and grocery car. Mabel traded the car in for a 1983 Monte Carlo SS at Valley Chevrolet in late 1982. That is where John Sigmon bought the car (the previous title-owner to me).

I spent hours on the phone with Jeannette learning about the family and their history. She currently drives a Corvette as does her daughter. The family is into sporty GM cars. Jeannette even said that both her mother (Mabel) and father had matching 1965 Chevy Impalas with 427's and 4-speeds. Jeannette looked through old boxes of her mother's belongings, but could not find any documents from the 69 Chevelle. She did say that her mother threw away many important papers in her later years while suffering from dementia.

I still call Jeannette every now and then to see if anything has turn up, but nothing has.

The car doesn't get driven much these days, but I do take it to an occasional car cruise when I can. Back in 2010, I took the car to the Muscle Car and Corvette Nationals in Chicago and had it Vintage Certified. It came away scoring 94% original. They checked every single thing on the car and deducted for any replace items such as tires, brake pads, hoses, belts, exhaust and touch-ups. I think the score was very realistic.

Attached are a few photos of the car as it is today. It is just the way I bought it with the exception of the smog system. The original one was removed before I purchased the car. It has been replaced with all dated coded survivor components. Fellow club member Grady Burch helped me identify and collect the needed parts for the smog system. Grady is a wealth of knowledge regarding these cars and has helped me truly appreciate survivors.

Also, I've attached a list of the major components with part numbers and dates. This will give you an idea of the timing of the manufacture of components to final assembly.

I hope you enjoyed the story and information.

How does my Trunk Look?? By Mark Meldrum



A while back I remember Andre writing a story on creating a show trunk. Well Andre's idea of a show trunk and my idea are completely different. Andre likes that custom look while I prefer the factory correct look. Different strokes for different folks but I am sure all of us can appreciate the work that goes into creating either style. I have been avoiding this project like the plague because of how much back breaking work goes into this. Lets start with the my 72 Chevelle Convertible.



I have tried to touch up the trunk several times by applying more spatter paint. Unfortunately, whoever restored the Chevelle back in 1994 used a bunch of undercoating and the wrong color spatter paint. The correct color was a black with aqua speckles. The undercoating caused the old spatter paint to yellow and crack. It was time to strip the paint down to bare metal and start over. I decided to use easy off oven cleaner to start the stripping and scraping part of the project. This method worked quite well. Then I took a power washer to the trunk to neutralize the stripper. The power washer worked great but don't forget to remove the drain plugs or you will have a pool. Then the sanding and body work began....lets skip ahead because that took forever. After using some seam sealer to re-install the *plugs* (*hump side* up) I used a black primer to get the trunk ready for the final coats. I chose a kit from Eastwood which included 3 cans of spatter pain and 2 cans of satin clear. One of the key's to a successful application of the spatter paint is to give it plenty of time to dry (3 days or so). That is because it is a water based paint and needs to be completely dry before applying the clear. I recommend clearing over the spatter paint to seal the spatter paint and keep the rust from coming up through the bottom. It's a shame that you cover up most of your work with and original style trunk mat. Then you can start filling the trunk up with the original jack and jack cover followed by a nice ole Goodyear polyglas tire. It sure seems like a shame to cover up all that good work. Oh well, lets close the "Trunk" on another how to section of the newsletter.



with and original style trunk mat. Then you can start filling the trunk up with the original jack and jack cover followed by a nice ole Goodyear polyglas tire. It sure seems like a shame to cover up all that good work. Oh well, lets close the "Trunk" on another how to section of the newsletter.



Taylor's Pumpkin Truck

This is just a quick line to update the club, Autorama 2012 is on my radar screen, and I'm closing on the target fast! I hung the hood on the car last night... now I'm finding myself just staring at this thing with awe because it's finally beginning to look like an El Camino again!!!!!!!!!!!! (PS: Ed, I'm sure it's not that big a deal for you since you have the exact same car..HA!!!!!!!!!!!! we got twins...) but for real.... the excitement is growing and I'm jonzin to pull the car outside but it's snowing again here in Geauga County so I won't. I plan to finish my list of remaining chores this month...



(see the photo of my own personal "honey doo list" to finish the car...) then deliver the car to my painter up in Kingsville, Ohio in early February. He plans to have the car a week to tweak and touch up the orange, polish and rub and iron out any wrinkles.... My good friend and GM mechanic Doug Canter will get the car next, a week to tidy up any mechanical loose ends.... getting a few lights to work like the rear console light and rear bumper license plate light, adjust the power breaks, charge the AC, tweak the carb and motor...etc.... and when he's done..... following that, I'll need to get the car to a shop that can align the front end and make any final road safety adjustments. Any suggestions?? I was wondering if Don Sitts Chevy could do that? if so who can I call. Once I get the car back from all that, I have to put on the black SS stripes, tags and stickers and such... then I'm DONE!!!!!!!!!!!! I got a pretty good bit of advice from Bill Rose on installing the stripe. If you have any suggestions about where I could take the car to align the front end, please get back to me - thanks Randy Taylor (440-313-8298)



Cleveland Autorama by Mark Meldrum

I have spoken with Ron Hietman who is the Director of this event. Joe Desmont had requested a different shape for our layout but unfortunately the way the show has been laid out for the isles forces us to keep a rectangular shape of 20x60—20x80 or 20x100. Ron will allow us to have one open spot to accommodate our restaurant for the display. The next step is to put our entry together to send in. Ron prefers for us to send all the entries in at once. Please send or give your entry form and \$50 to Kenny Smith (our treasurer) ASAP. The club will pay for the electric for the display which is \$111. We also need to set up some work days to build the display. I am hoping we can still build the display at Don Sitts warehouse. Please e-mail a photo of your car that we can use for the entry form. If you have any questions you can call me at 440 570 9256 or e-mail me at mmeldrum1@hotmail.com. Please print and fill out the form on the next page if your car is in the display. Please send me a good photo that I can use for the placard on your car. I would like to make your show card look like a menu to match the theme. You can also visit the Autorma website at <http://www.clevelandautorama.com/> for more information. I will be able to help build and set up the display but unfortunately I will need to leave for a business trip on March 17th so I will not be able to be there the whole weekend.

Move Display in 12 to 4 on Wed. March 14 2012
Move cars in 4 pm to 6 pm on Thursday March 15 2012
Entry Deadline March 1

Cleveland Autorama
rev. 1/2/2012

Northern Ohio Chevelles Club
Drive in Restaurant Theme
NOCC Burgers

List of things for display



- Pay Phone Phone Booth
- Need display case for office
- Sandwich board with Menu
- sounds of restaurant-Jim Umstead
- restaurant commercials Mark Meldrum
- Credit Card swipe machine – Ed Nichols
- Carpet Gray and Black – Brian Sarver

20'-0"	Resteraunt <div style="border: 1px solid black; padding: 5px; width: 80%; margin: 0 auto;"> 1969 El Camino Randy Taylor </div>	1969 El Camino Bill Stark	1969 Chevelle Gary Webb	1966 El Camino Gerry Lorkows ki	1964 Chevelle Dennis Krieder	1965 Malibu Donna Petrillo	1970 Chevelle Bryan Sarver
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80.00'

People who have volunteered as back ups

- 66 Chevelle Jim Umstead
- 67 Chevelle Ken Smith
- 69 Chevelle Ed Nichols
- 69 Chevelle Rick Herling

46th Annual CLEVELAND ENTRY FORM

ENTRY DEADLINE IS FIFTEEN DAYS PRIOR TO SHOW DATE

My entry will require an electrical outlet (fee paid at move-in) I am eligible for the Under 21 Award

Please make checks payable to **Cleveland Auto-Rama**

Please enclose **\$50** to enter your entry in the above listed ISCA-sanctioned event. \$ 50.00

If you are entering a second vehicle legally registered to the same owner, please enclose an additional **\$25** for the second entry. \$ _____

Total Registration Fee(s) \$ _____

To be eligible for travel money you must reside a minimum of 150 miles away from this show. Travel money must be approved by Show Management.
Amount of miles to the above listed ISCA-sanctioned event: _____

Please print or type clearly all information requested and return to the appropriate person listed below.

Name _____ Age _____ Day Phone _____ Evening Phone _____

Address _____

City _____ State/Prov. _____ Zip _____

Email Address _____ May We Send You Information Via Email (Yes/No)?

Year of Vehicle _____ Make _____ Body Model _____ Has body been changed or modified?
 Yes No

If so, give details _____ Color and type of paint _____

Interior _____ Describe _____
 Original Custom

Engine Make _____ Year _____ Describe _____

Describe Display _____ Display Size 10 X 10 10 X 20 20 X 20 Turnable Yes No

In Club display? _____ ISCA Classification (if known) _____
 Yes No

Local shows in which this car has appeared over the last year: _____

Signature **X** Date **01/30/2012**

By signing I agree with the rules and regulations stated here within.

This application shall be accompanied by 3/4 front and 3/4 rear view photographs of the aforesaid vehicle in display, if available. If said photographs are not submitted with this application, acceptance by the producer shall be conditioned upon producers's final approval of the vehicle at the time and place of move-in for the show.

If exhibitor is under 18 years of age, parent or guardian must sign for exhibitor.





The Rescuing of a Muscle Car By Andre Stephens

So after many months of excuses as to why my car is still not painted, I made the decision to fire my painter and bring my car home. I knew I was not going to do this by myself so I put out feelers to my friends to see who wanted to go on a road trip to rescue a muscle car that was being held captive 2-1/2 hours away. It didn't take long to find someone that was up to the task. I first called my friend Ron Pugel. He's a friend I met at the car show in Mayfield just after finishing my first Chevelle restoration. Even though I felt like he was stalking me that day, I knew he was going to be a good friend. Ron and I have gone to many car shows together, including the Goodguys Indianapolis show. Scott Eckelmeyer was the second to respond to my plea for help. For those that don't know Scott, he is one of those guys that will bend over backwards to help anyone in need. Scott has said on many occasions that he wanted to help



Parts getting ready to be packaged up for her journey home

me so I asked him. Seeing as though my painter acts like he has mental imbalance it did not hurt that Scott has a conceal carry permit. It always helps if you have someone on your side that's packing heat. So it was all set for us to pick up the car on Saturday January 21, 2012 but Mother Nature had a different idea. There was to be a snowstorm on Saturday and my friend Ron had to work so I called up my buddy Scott to see if he wanted to go on Friday instead. After some logistical issues I picked up Scott from his house in Strongsville and we were off to Berkey Ohio. After about 10 miles into the trip I asked Scott if he was packing and with a big smile on his face he said... "NO". This is about the time where I thought we were both going to die today. We kept going and arrived there with no incidents to speak of. When we arrived the car was sitting a foot in the air with no wheels on it. I could swear I heard the car say to me.... "WHERE AND THE HELL HAVE YOU BEEN".

I was so happy to see her that day. The last time I saw my car in person was back in July 2011. While trying to keep my painter in a positive mood, Scott was hard at work outside. He unloaded the rims, installed the ramps, repositioned the truck, and got the winch ready. Oh yeah, did I tell you that Scott is on sick leave healing after knee surgery? I know what you're thinking...Scott's crazy...but that's Scott. We loaded up the car and started our long journey back home. On the way I kept thinking that I am sure glad Scott was there to help. We talked a lot in those 6 hours on the road. I think we learned a lot about each other that day. You really don't know that much about the people we meet in every-day life but I know one thing. I'm glad I met Scott.



This is what 1-year worth of bodywork looks like

Thanks a lot Scott I hope to see you in the club again its not the same without you in it...

See you on the show circuit.

Andre

Copper SS



01.17.2012

Here the rest of the car was put inside to prevent damage



Scott seen here working on Joe Desmont's car trailer

NORTHERN OHIO CHEVELLE SHOW 10TH ANNUAL ACES NORTHERN REGIONAL



**HOLIDAY INN STRONGSVILLE, OH
AUGUST 3 - 4, 2012**

Hosted by the Northern Ohio Chevelle Club
as part of the A.C.E.S. Regional Show Schedule
Event is for '64 - '88 Chevells, Malibus, El Caminos,
Sprints, Lagunas and Beaumonts

TOYS FOR TOTS Bring a New Toy and receive
5 Bonus Door Prize Tickets!!!

Woodstock Themed Party at Awards Dinner
Dress Accordingly
Activities for the Kids - Chinese Auction - 50/50
Corn Hole Tournament - Creeper Races
Friday Evening Cruise with a
Drive-In Movie at Dusk
Bench Racing Every Night



PEACE

Participant judged awards for the Top 40 Cars
Participant judged awards for the top 5 NOCC Club Cars
Best of Show - Marines Toys for Tots Pick
Best Chevelle - Best Malibu - Best El Camino
Best Graphics - Bruce Bender Memorial Award
Strongsville Police Hot Pursuit Award
Holiday Inn Sleeper Award



NORTHERN OHIO CHEVELLES
1964-1988
TOYS FOR TOTS
CHEVELLE-STOCK
A NORTHERN OHIO CHEVELLE CLUB SHOW



DON-SITS
AUGUST 3-4, 2012

**10TH ANNUAL ACES
NORTHERN REGIONAL**

For More Info Visit: www.NorthernOhioChevelleClub.Com
Email: n.ohio.chevelles@sbcglobal.net
Contact Us: Carl (330) 475-9909 or Ken (330) 285-7420

Hotel Information:

Holiday Inn, 15471 Royalton Rd., Strongsville, OH 44136
Call 440-238-8800 for reservations. Special rate for Show
Attendees \$82/night, plus tax. Hotel Rate ends July 10, 2012.
Give group code: "Northern Ohio Chevells" when calling.

2012 10th Annual ACES Northern Regional Registration

Description	Price	Quantity	Total
Registration Package (1 car registration, 1 Awards Dinner)	\$30 (After 7/15 \$35)		
Additional Awards Dinner(s) - (Children 12 and Under)	\$25 (Adult) / \$18 (Children)		
Show Only (Not Judged and Not eligible to attend awards dinner)	\$20		
Event T-shirt S ___ M ___ L ___ XL ___ XXL ___ 3XL ___	\$15 S - XL / \$18 2XL - 3XL		
Total Show Registraion	-----		

Name _____ Address _____
 City _____ State/Province _____ Zip Code _____
 Phone _____ Email _____
 Year _____ Model _____ Trailer Size/Type _____

Please mail this registration to: Northern Ohio Chevelle Club c/o Ken Smith 478 Seaman Ave Akron, OH 44305
Make your Check Payable to: Northern Ohio Chevelle Club

This show is a rain or shine event. Registrants who cannot attend, must notify NOCC in writing, no later than July 15, 2012 to receive a full refund. After that date, no refunds will be given regardless of circumstances. Awards Dinner seating is limited and NOCC can only guarantee seating for the first 250 people. Judged winners who cannot attend or be seated at the Awards Dinner, will have their Award(s) mailed to them. All accommodation arrangements are between the participant and the hotels. The Northern Ohio Chevelle Club reserves the right to refuse any application of entry to the show. All entrants, their families and/or their guests will hold the Northern Ohio Chevelle Club harmless against any damages or injuries by participating in the event and it's activities.



Northern Ohio Chevelles Membership Application

A Club for
Chevelles
Malibus
El Caminos
and Friends

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: _____ Cell Phone: _____

E-Mail Address: _____

Car Info:

Year: _____ Model: _____ Color: _____

Engine: _____ Transmission: _____

Special features of your car: _____

What other clubs do you belong to: _____



Optional Information

Spouses Name: _____ Anniversary: _____

Your birthdate: _____ Spouses birthdate: _____

Other Notes: _____

<p>Annual Dues \$25 Make checks or money orders payable to: Northern Ohio Chevelles</p>	<p>Mail to: Northern Ohio Chevelles 478 Seaman Avenue Akron, Ohio 44305</p>
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Its never to early to start working on sponsors for our show in August. What ever you can do to help out with talking with potential sponsors would be great.

2012 Northern Ohio Chevelle Club Sponsor Worksheet



August 3rd & 4th, 2012 Strongsville Holiday Inn

TOTAL

Description	Price (ea.)			
Event Sponsor	\$2,500			Friday and Saturday Show Field Banners, goodybags, cruise maps show program, DJ, Logo onT-shirt Best of Show Award sponsor to provide banners, business cards , advertisments, logos etc.
Awards Banquet	\$500			Recognition during all aspects of the Awards Banquet & Show program. Banners and/or table literature to be provided by the sponsor
Friday Evening Food and Movie Sponsor	\$250			Pizza, Sandwiches & Movie at Dusk Sponsor name, logo or business card featured in cruise map & Show Program
Event T-shirt Sponsor	\$250			Co logo on back of Event T-shirt
Event Photograph Sponsor (Max 4)	\$300			Permanent logo on each picture
Award Sponsorship				
Best Chevelle	\$100			Name Inscribed on Award
Best Malibu	\$100			Name Inscribed on Award
Best El Camino	\$100			Name Inscribed on Award
5 Award Plaques	\$75			Name Inscribed on Award
10 Award Plaques	\$150			Name Inscribed on Award
15 Award Plaques	\$225			Name Inscribed on Award
Outdoor Swap Meet Space 20 x 20	\$50	or	\$25	\$25 Products or Gift Certificates
Cruise Map Sponsor - Single Line	\$25			
Event Program				
Program Single Line	\$20			
Program Business Card	\$40			
Program 1/4 Page	\$60			
Program 1/2 Page	\$80			
Program Full Page	\$120			
Inside Front Cover - Full Page B&W	\$250			
Inside Rear Cover - Full Page B&W	\$250			
Full page Ad B&W	\$200			
Add Color to Program Advertisement	\$100			

NOCC will also include display logo of sponsors of \$100 or more, for one year on our website, if computer artworks is provided

TOTAL

Name of Sponsor

Phone#

Name of Contact

Phone #

Address

Attach Logo or e-mail logo to n.ohio.chevelles@sbcglobal.net

Make Checks Payable to: Northern Ohio Chevelle Club

Send Check to Northern Ohio Chevelle Club Attn. Ken Smith 478 Seaman Ave. Akron, Ohio, 44305

The Fun Stuff Page

The Mad Hatter!! that's where I use to go to pick up "chicks" man!! BP (before Pat) I loved walking on that Red Shag carpet and having my shoes stick to it because it was Beer soaked!!!!!! That Picture looks like some Stoned Dude!!!

AHHHHHH those were the days!!!!!!!!!!

Ump

Well Jim—Actually our mystery ID from last months news is Robert Reik



Hidden Symbols in these famous logos Can you spot the hidden symbols in these famous logos ? By Mel Bender



Do you see the arrow between the second "E" and "x" ?



2nd and 3rd "t's" are two people sharing a tortilla over a bowl of salsa.



Probably the world's most famous bike race. The "R" in "Tour" is a cyclist – yellow circle front wheel of bicycle.

Arrow probably means Amazon has everything from A to Z ?

amazon.com® Chevrolet:

Two stories have arisen regarding the origin of Chevrolet's iconic bowtie logo. One origin story credits

Chevrolet founder William C. Durant with creating the logo after he drew inspiration from looking at the wallpaper in a French hotel where he was staying. Durant tore a section of the wallpaper and used it to design the famous bowtie. Another version, relayed by his wife, claims Durant created the bowtie emblem after seeing a prototype design printed in a Virginia newspaper when they were vacationing in that state in 1912.

