

NORTHERN OHIO CHEVELLES



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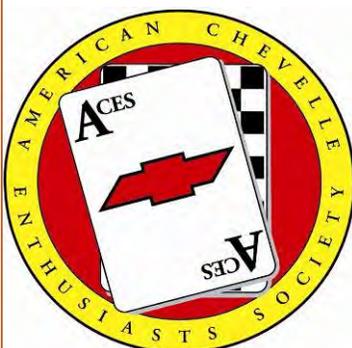
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Next Meeting

From the GUEST Editor—Patty

Women purchase more than 65% of all new vehicles, 48% of all used vehicles and influence 85% of all automotive purchases.



Living the High Life and Schmoozing with the Rich and Famous

By Patricia Umstead

On September 19, 2010, Jim and I attended The Sixteenth Annual *Glenmoor Gathering of Significant Automobiles* with my 1960 Nash Metropolitan. Glenmoor is a private gated community and country club, in North Canton. *The Glenmoor Gathering* is an invitation only event. This show is the Northern Ohio version of Pebble Beach and they let us in! (Andre' should be jealous about now.)



PREZ Report by Ed Nichols

VP Report by Joe Desmont

From the Office of the Treasurer by Ken Smith

Girls can do it too....by Monica Umstead



We submitted an application in spring and waited. There is no entry fee; your automobile must be invited to attend. Our neighbor owns a 1930 Packard and submitted an application three years in a row before his car was accepted. I think the Metropolitan was accepted for its' cute factor.

We drove our car to Canton, which impressed many of the event holders. They thanked us for coming, took a photo, and escorted us to the 18th green where we parked the Met. Most car shows we attend do not know what class to put us in. This show had a class just for us: "Small but Mighty". We were in good company: Crosley, Isetta, Fiat Shellette beach car with wicker seats, and Simca, a little sports car I have never seen before, that was number 1 off the line and owned at one time by Brigitte Bardot. In the field were many beautiful cars from Duesenberg, Packard, Pierce Arrow and Rolls-Royce to Jaguar, Bentley, Porsche, Shelby Cobra (not a kit car) and early turn of the century Fords. We guessed at least \$30 Million worth of cars sat on that fare way.



Visitors are welcome, but it will cost you \$20.00 to walk around and look at the cars. Participants were served coffee and donuts in the morning, a buffet lunch with an open bar, and after the show a dinner was served, all at no charge.

Each class had one Blue Ribbon winner and two Red Ribbon winners. We won a Red Ribbon. I was very excited and honored to win anything considering our competition. We drove the car through the field to the judges' tent and sat in the car while the judges talked about my Metropolitan and thanked us for attending. We would be happy to come back anytime they would like to have us.



**GLENMOOR
GATHERING**
OF SIGNIFICANT AUTOMOBILES





LS5 or LS6, What About The LS2

By Andre Stephens

I have a lot of respect for guys that completely restore their machines back to absolute factory perfection. They cover every detail from grease pencil marks to stickers being installed upside down just because that's how they came from the factory. I can't tell you how many times I have heard someone say they found a NOS fender at a swap meet or an original fan belt on ebay. RestoMod guys have a different philosophy; they open up the nearest NPD, Ground Up, or Year One catalog and just buy the part instead of searching the ends of earth looking for a factory original part. It's also funny hearing the true SS guys talk about the cars by saying things like "well my Chevelle is an original LS5" and then the other can't be out done so he'll say "I have an original LS6 with only 25,000 original miles". As you can guess this just keeps going on and on with no end while us RestoMod guys just go polish more chrome. This brings me to today's topic that is upgrading the old with the new. I have a new project that I have started. I have decided not to go with the traditional LS5 or LS6 for my Chevelle. I have started gathering the parts necessary to swap my current 406 ci small block with another small block. No it's not 283, 327, 350, or another 400, it's a 364ci cast iron LS2 from out of a 2008 Chevy Silverado. Technically it's called the LY6 and it is rated at 367hp stock. My plan is to put a mild cam in change the valve springs, install a 2008 Corvette Z06 intake with a 90mm throttle body. I hope to be just shy on 500hp and still get 25mpg with the use of a 4L70E overdrive transmission.



My



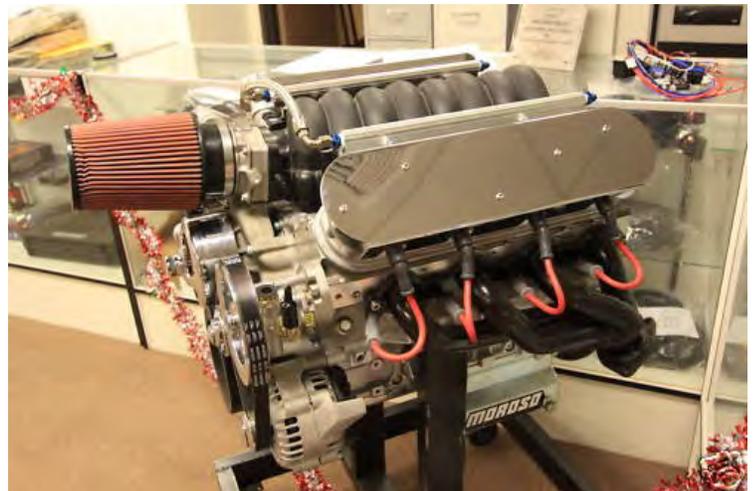
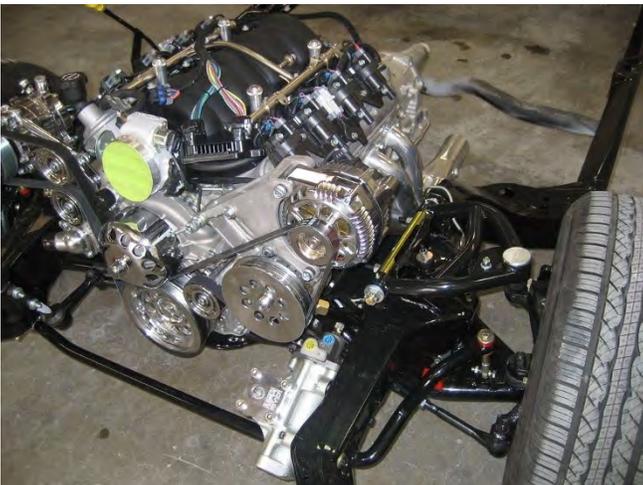
current 406ci puts out 413hp and gets about 6 mpg on the street so this will be a welcomed change to my wallet. Over the next year I will continue to stockpile parts so that I can begin the power plant swap sometime next year. After I get this installed just right then I will completely blow the car back apart and start all over again but do it the right way this time.

This project was supposed to be a fairly simple one but as I did more and more research I found that a conversion of this magnitude has to be done very carefully or I will be wasting a lot of money. Everything has to be compatible because the ECM (Engine Control Module) interacts with every thing from the electric fans, transmission, fuel pump, etc. If the O2 sensors and the accelerator pedal don't match then the car won't run. I know what you're thinking, "what does an accelerator have to do with the car running", well my LS2/LS3 is "drive by wire" which means that I do not have a throttle cable. My throttle body operates by electricity. I know a lot of purists out there will not be a fan of what I am doing but it's my car and I like to do what I want.

Now



Visions of the Future

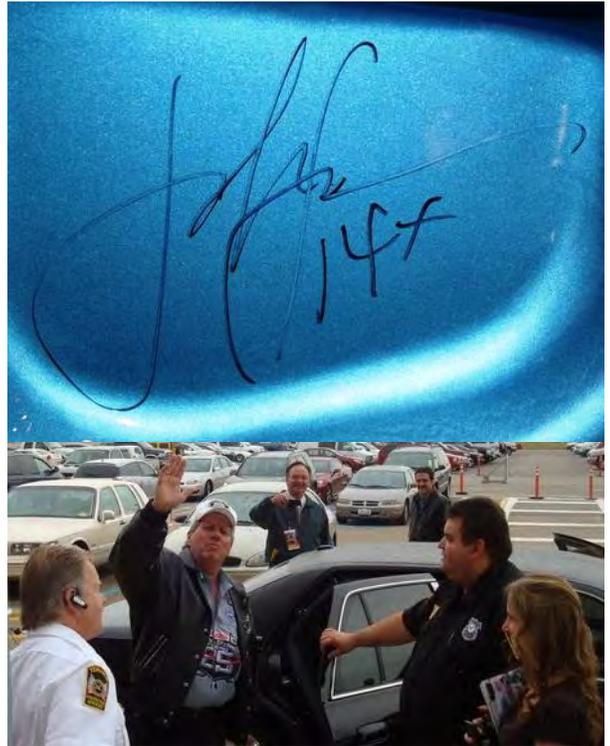


Andre
Copper SS

Hanging Out with the Stars

by Mark Meldrum

I am sure we have all had a chance to meet celebrities a time or two. This year's Piston Power show brought some of the biggest racing super stars to Cleveland. On Saturday, the larger than life John Force came to the show. John Force is an NHRA drag racer, a 14-time Funny Car champion driver, and a 16-time champion car owner. Force owns and drives for John Force Racing. He is one of the most dominant drag racers in the sport with 129 career victories. Now I didn't get a chance to get an Autograph from John but had a much more personal encounter with him. It was late in the afternoon and I paused to relieve myself in the Men's room. I looked to my left and there was John Force draining the main next to me. It didn't really dawn on me until I washed my hands and left the restroom. A security guard was making sure no one else came in. I was a little speechless and just went about my business. I figured the guy needed his privacy and I wasn't about to shake his hand considering where we were. I ran over to tell Andre about hanging out with John Force and ended up missing an opportunity to really meet him. John marched straight over to our display and signed the inside of Don Sitt's trunk. He asked Larry if it was a 66 or 67 Chevelle. After Larry told him a 66, John said that his buddy had a 67 in High School and it was one Bad Ass Mutha.



On Sunday Danica Patrick was on hand to sign Autographs. Danica is auto racing driver, currently competing in the IndyCar Series, the ARCA Racing Series presented by RE/MAX and Menards, and the NASCAR Nationwide Series, as well as a model and advertising spokeswoman. Patrick was named the Rookie of the Year for both the 2005 Indianapolis 500 and the 2005 IndyCar Series season. She placed 3rd in the 2009 Indianapolis 500, which was both a personal best for her at the track and the highest finish by a woman in the event's history. After setting the "Mark" so high with John Force, Mel Bender and Pat Umstead were determined to one up me.

They patiently awaited for Danica to take a break. Unfortunately Danica doesn't have a bladder the size of a pea. So Mel did the next best thing and stood in line to get her Autograph and a photo.

Then there is NOCC Celebrity (in his own mind) Joe Desmond. Joe took it upon himself to sign one Autograph at the Piston Power Show. I am sure the Corvette Club will cherish his signature on there Display.



The Beer Tour Report by Tami Eckelmyer

I hope everyone had a good time at the Beer Tour. I love learning about process of making beers and the different process from lager to ale. The most interesting was the fermenting of the yeast. Some brewers throw the yeast in and let go to it is done. Others keep tasting it till they get there desired taste. Brewery at Thirsty Dog has some great history and Chris Venich was so nice at the Ohio Brewing Co. and had some information about brewing ales. 2 great tours.



Thirsty Dog - great history of brewery



Hopps



Chris Venich owner of Ohio Brewing Co.



Fermenting Kettles

Poker Run Report By Kaylan Konzelman

My favorite thing this year was the Poker Run. I liked it because of the yummy ice cream stop and going to Swings N Things doing Bumper Boats and Go-Karts and picking the cards and the prizes at the end. Thank you Carl for all your hard work in putting this together and letting charge my IPod in your jeep. Thanks for being so caring about my families bizarre food allergies and making sure we can join in on the cook-out too, it is nice to feel included.



November 2010

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

SPECIAL DAYS

Birthday's

Mike Ely Nov 20th

Shawn Muckleroy Nov 16h

Jody Schramm Nov 27

Scott Smith Nov 24

Bob Mills Nov 24

We missed Beth Mills on Oct 24th

Anniversaries

Steve & Laura Szabo Nov 06

Dennis & Carolyn Kreider Nov 14

Jim & Pat Hollingsworth Nov 14

Club Meeting Nov 17th 7pm at
Strongsville Holiday Inn

MEMBERS NOTES & E MAILS

Mark my wife had a short story for
you...

Man driving down road.

Woman driving up same road.

They pass each other.

The woman yells out the window,
PIG!

Man yells out window, WITCH!

Man rounds next curve.

Man crashes into a HUGE PIG in mid-
dle of road and dies.

Thought For the Day:

If men would just listen!

Don Justice

The Fun Stuff Page from



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 Chevelle-a-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 radiator 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 protector 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. I prefer Bounce Dryer sheets, they keep the mice away and smell great. 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.

