



December 2010

It's been a great year, but the year is almost over. January starts another calendar year which we will be able to mark on our new Club calendars shortly. We just elected new officers and I would like to announce that for 2011, Stan Shinker will assume the position of club President as I step down. Chris Reid will become our Vice President replacing John Enga and John Delke will continue as Webmaster. I will take over for Terry as Treasurer and fill the position of Secretary as well. Thank you to everyone for the great attendance at November's election meeting. I'm pretty sure everyone who attended got something out of it. For those who didn't attend, there were door prizes galore including a cool wooden Chevrolet clock, lots of shirts, braided hose cover kits, hats, can koozies, and more! Kevin Champagne took home a metal 3'x6' dealership sign that read GM Goodwrench engines installed here and pictured an engine. I also brought a couple calendars the models inside had signed, a Chevelle poster, a Warn winch poster with TV personality Jesse Combs, and a glossy photo of retired Marine and actor R Lee Ermey. All of those items were signed "To Northstar Chevelle Club" when I was at SEMA. In the parking lot after the meeting, there was also a small redistribution of parts hosted by Derek and his truck's bed. Our meetings are a great place to swap parts.

Next meeting January 22, 12pm

"BOWTIE BRUNCH"

Crystal Lake Automotive

16055 Buck Hill Rd, Lakeville MN 55044

(952) 435-9800

Ding and Dent Seminar

Detailing seminar by RJ Star makers of Wizard's products

Don't forget! As of January 1, all memberships need to be renewed. \$24 covers you for the whole year.

SEMA

SHOW
2010

I'll admit that as a car guy, SEMA has been on my list of things I have wanted to see for years. This year I

was able to make that happen. SEMA stands for Specialty Equipment Market Association, and is held in Las Vegas. Its origins date back to 1963 when a group of performance equipment manufacturers organized their industry and called themselves the Speed Equipment Manufacturer's Association.

Some of those original companies are still around today: Names like Edelbrock, Offenhauser, Ansen and B&M are part of the \$34 billion a year industry with over 7,000 corporate



SEMA 1968

members. When the first SEMA show was held at Dodger Stadium in 1967, there were about 100 booths. Now SEMA will be host to over 1850 manufacturers displaying 1400 vehicles and over 1000 new products. More than 100,000 attendees from 100 countries will attend and completely take over the entire 3.2 million square feet of exhibit space at the Las Vegas Convention Center, entrances and hallways plus the surrounding outside parking lot area. I was there for two and a half days and I know I didn't catch everything, it was just too overwhelming.



SEMA 2010

SEMA is all about the automotive industry and its member businesses. They staff an office in Washington D.C. on behalf of the automotive industry to help "watchdog" the affecting legislation that comes up. This year's SEMA show spanned 4 days and offered 50 free education seminars covering topics such as the science of merchandising and shopping, negotiation, website strategy, freight and shipping logistics, and market research. Even though the booths and displays made me feel like a kid in a candy store, there was a definite vibe of business. Many of the larger booths had secluded space in them with tables to coordinate business deals. In fact, you can't even get into SEMA without being employed by the automotive industry and filling out a credential application. Mine noted the company I worked for and listed me as a buyer. Still, I'm pretty sure I wasn't the only one there with absolutely zero interest in doing business.

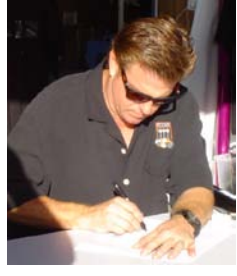
I flew in to Vegas early Wednesday, and was able to make it to the SEMA show at 9am when it opened. I spent the entire first day wandering wide-eyed through the South Hall which was the Global Tire Expo area and home to most wheel companies. Upstairs from that are the powersports, truck, and SUV area, plus the new products showcase. This hall was full of custom import vehicles and barely clothed models all there to attract your attention.



This was also my first glimpse at the many celebrities that would be peppered in various booths. I saw the appearance list, and counted over 75 names for Wednesday alone. Wednesday afternoon I also hit up the North Hall, which was home to the restyling, mobile electronics, paint and body, plus tool and equipment companies which was quite busy as well. This is where I started seeing some people I knew like the guys from RJ Star. They make the Wizards brand products like Mist & Shine. Some of the interiors in the audio section were just incredible. I walked throughout the space for a solid 7 hours until I noticed I was hungry at 4pm. I was so focused that I hadn't eaten since before my flight in.



Jesse Combs



Chip Foose



R. Lee Ermey



Billy the Exterminator



Sammy Hagar

Thursday I woke up and headed for AAPEX (Automotive Aftermarket Products Expo) which is held alongside SEMA at the Sands Expo and Convention Center. I have come to understand the word Aftermarket to mean accessory and performance. AAPEX is actually designed for the replacement parts industry which would be the people who manufacture and supply parts to the parts stores across the country. Point in fact: the entire lower level was dedicated to the Asian importers and manufacturers. Even upstairs, there was a noticeable overseas vibe, but this is also home to many of the parts suppliers I work with daily like Cardone, AC Delco, Moog, and the likes. Honestly, I would skip this



area next time and focus more on the main areas. One saving bonus was a secret I learned about K&N Filters: they can build custom filters. If K&N has the molds already in place as part

of another filter, they can use that to help make a new one. As long as those individual pieces are already in their database as part of other filters, they can take those and combine them into exactly what you need. This is something you have to contact K&N directly for, but it can be done. I will say about AAPEX that I never realized how many different suppliers there are.



**1966 Chevelle 300 post
owned by George Poteet**

After about 2 hours, I left and took the free shuttle to SEMA and headed straight for the center hall. This is the focal point for all of us hot rodders. This is where they have Hot Rod Alley, the performance and racing section, and the restoration marketplace. This is where someone can easily spend 2 full days looking at all the offerings in the various display booths and mentally spend their life's savings.

Virtually all the big names in the industry are represented in this hall, along with many of the coolest display cars you might ever see. As I was walking through the aisles wide eyed and amazed, I found our own Scott Parkhurst who was there to help promote the books his company publishes. We talked for a while about upcoming projects and he even pointed out a few new products I should keep my eyes out for. I also spent some time talking with Mike the new product manager from Metro Moulded



Parts. He's interested in using local car clubs to help develop more products for their catalog, and I offered our club as a resource if we can help. In his business, it is really important to be able to inspect a finished piece after it's installed to check for proper fitment. Something we're all interested in is correct fitting restoration parts, and I hope that one of our members can help out.

OffRoad Proving Ground



Friday morning was dedicated to exploring the area outside the Las Vegas Convention Center, which was divided into 3 sections: OffRoad Proving Ground, Ford Ride & Drive, and DUB Live! These areas were free and open to the public, and it was like a huge car show. The OffRoad area had lots of trucks and a demo area, while the Ride and Drive area was set up for drifting and power sliding. DUB Live! is all about oversized wheels and outrageous late models.



A very small part of DUB Live!



Ford Ride & Drive, OffRoad grounds jump also shown

I spent my last 3 hours at SEMA outside in the sun looking at both high end and daily driven show cars. What a way to end the trip! I spent a total of 18 hours at SEMA and still couldn't take in the whole spectacle. I stopped once to buy a soda, but otherwise took no time out for eating. Sadly, I had to leave before I was ready but I know now what to expect if I get to attend again.

Out and about after SEMA

SEMA ends each day at 5pm. That means there's many hours left in the day for us non-exhibiting laypersons to find things to do. After going back to the hotel for my self-mandated 1 hour rest and goodie bag unload, I hit the phone. After a little networking, I got some numbers for Team Chevelle (TC) members who were in town. There were about a dozen people in Vegas for SEMA but some were already heading home, some were too pooped from a long day, and some already had plans with friends or family in town. I did meet up with Mike (66SSfan on TC) and his wife about 9, and we sat outside Caesar's Palace drinking and talking cars until about 1:30am.



The next night I gave TC member Rowdy a call and we met up about 9pm. Rowdy is the unofficial Las Vegas Team Chevelle ambassador, and a heck of a guy. He drove down and picked me up on the strip right in front of my hotel. His car stands out a little: It's a black 1966 Chevelle and even if you can't see it, you can hear it coming. He's got a 540 with around 750 horsepower and he drives it like it's stolen. I will vouch for every bit of the low 10 second potential, which I think he practices every time he drives it. We cruised up the strip, hit the highway to exercise the speedometer, then went downtown and slid onto a side street

where we parked about 50 feet from the Fremont Street area. We met up with Mark (Doogsetsat on TC) and he climbed in. What better thing to do at night when in Vegas than go to a famous dive bar? We headed to Hogs and Heifers and parked ourselves in Valet parking. We sat there, tolerated the bartenders and their antics, and became part of the atmosphere for a while. When the time came to leave, Rowdy fired up his car and made the Harley owners jealous before we beat it back down to the strip. Idling past the casinos, I felt like a rock star on parade. It all ended somewhere around midnight, but I think it was the highlight of my trip.



**SOME
CHEVELLES
SPOTTED
AT SEMA**



For the next several issues, I thought I would share some of the “skunkworks” vehicles GM has created. These were all part of a 1999 program called the Desert Road Trip. I thought I would start with the Chevelle. You may have seen it since as a mule for other projects.



The Chameleon

Like the chameleon, a master of disguise, this looks like any other '70 Chevelle. The car features subtle upgrades, using GM Performance and GM Restoration Parts, that deliver improved performance with a 1990s conscience.

502/502 Gen VI Engine

Bore/Stroke	4.47/4.00	Gross Power	502 HP @ 5200 RPM
Compression Ratio	8.75:1	Gross Torque	567 Lb-Ft @ 4200 RPM

Technical Features: 502/502 Gen VI V8 complete engine kit (P/N 12371171) containing:

- 4-bolt main block w/ clutch stud boss
- 1053 Forged steel crankshaft
- 7/16-Connecting rods
- Forged aluminum pistons
- 3/8 inch single roller timing chain
- Hydraulic roller camshaft (0.527 /0.544 lift, 224/234 degrees @ 0.050 duration)
- Oval port aluminum heads with 2.25/1.88 valves
- Cast aluminum rocker covers
- High rise aluminum inlet manifold
- 850 CFM Holley carburetor
- HEI distributor
- AC Rapidfire spark plug set
- Red 8mm spark plug wire set and loom kit
- Light weight (10LB) PMGR L29 starter

To complete the swap the following components were utilized:

- 4-Quart oil pan kit (P/N 12495360)
- Shorty 1 7/8 HPC coated headers
- Flowmaster 2.5-inch mandrel bent exhaust kit
- Accessory drive bracket/pulley kit and R143A air conditioning conversion

Transmission Buick Grand National 2004R, 4-speed overdrive automatic

Rear Axle 12-bolt rear axle assembly

- Auburn limited slip differential
- 3.31:1 ring and pinion assembly

Brakes Front - 11X1 disc Rear - aluminum 9.5 inch drum

Suspension Hotchkis rear lower control arms with polyurethane bushings

Wheels Wheel Vintiques five spoke rally wheels 15X8 front 15X10 rear

Tires Goodyear 235/60R-15 front 295/50R-15 rear

Exterior/ GM Restoration Parts supplied by Original Parts Group and Year One

A message from the President:

I would like to thank everyone who helped make this past year possible. Everyone who reads our newsletters would be included in that list. After a very dramatic finish to 2009, I really wasn't sure how 2010 would unfold. Thank you to everyone who offered their support and had confidence in me as I stepped into this position. I have never done anything like this, so it was very much a learning experience for me. I would like to thank my other officers: John E, Terry, John D, Ian and Lori for helping and sometimes being a sounding board as well as taking care of the things I couldn't. Thank you for stepping up and helping to get this club back on track.

I made some promises last December after I took over leadership of this club. I promised that we would be member oriented. To me, that meant doing my best to incorporate member input and trying to make it happen. Some things worked out well, some didn't. Keep those suggestions coming! I promised that this club would not exclude anyone based on the make/model/condition or even ownership of their Chevelle. I also promised that no matter how active a member is, their membership still counted. Every person adds to a club in their own way, and I hope that over the past year I emphasized that this club came about because of the cars, but stayed together because of the people. We're here for each other, making new friendships and making existing ones even stronger. 2011 will be another great year for the club. I know we'll be doing even bigger and better things!

Here's a look back at the past year:



Bowtie Brunch 2010



Club Night North St Paul (rained out)



CA Performance Club Meeting

**Rock
Falls
Raceway
Club Day**



**Car Craft
Summer
Nationals**



**Fall Cruise
and Picnic**



**Broken
throttle
cable**



**Shredded alternator
guts**

**Snapped
pushrod
tip**



**We can always use newsletter
material. Submit pictures and a
description of what you did or doing
to newsletter@northstarchevelles.com**