

January 2012



MINNESOTA'S '64 - '87 CHEVELLE AND EL CAMINO CLUB

President: Stan Shinker
Webmaster: John Delke

Vice President: Tom Brokaw
Treasurer: Michael Sabby

A Note From the NCC Prez

It's time to look back over the good things that happened in 2011, and more of what's to come in 2012.

2011 was another great year for the club. Just a few highlights:

- Yet another great time at Crystal Lake Automotive at the Bowtie Brunch (Thanks Karl!)
- Being at the St. Paul Fairgrounds Buick Show the first weekend in May, sitting inside the Chevelle with the heater on trying to stay warm, and watching a few snowflakes in the air (That's how desperate we are to get the cars back on the road!)
- The rain rescheduled club drag race day at Rock Falls Raceway where everybody had a blast including us that did the 'sit-n-spin' at the line (we know who we are...!)
- A great turnout at the North St. Paul Friday Night as the club of the night (Thanks Tony for lining it up again!)
- Of course, a great showing at Car Craft including the Real Street Eliminator Champion being one of our club members (Congrats Scott P.!) and Best In Class-Chevrolet winner (Congrats Bob L.!)
- The great support and amazing first time turnout at the NCC/MSMA Car Show at Fridley Chev (Thanks Bryan for leading this!)
- Not one, but two Fall Cruises that were both a great time with NO breakdowns! (Thanks Kevin and Jon H. for helping put the cruises together!)
- Finally, a great Holiday party at Old Chicago (Thanks Chad and Shawna!)

I'm sure we'll have as good a year in 2012 with even more club sponsored events from just getting together at a cruise-in, to organized cruises as we want to have more driving events to get out and enjoy our Chevelles/El Caminos! And, we want to include more spouses, significant others, and family members. We had more involvement this year from more than just 'the guys' this year than ever, and we want to continue to grow this direction in 2012!

Our club is now up to 68 registered members (does not include spouses or family members), which is great, but let's keep spreading the word about NCC to others, as we've added a lot of great people over the last year, and I know there are many others out there looking for a great group of people like us that share our passion for Chevelles/El Caminos!

Finally, Tina and I want to wish you All a Happy New Year, and we look forward to seeing you in 2012!

Stan Shinker

Next Meeting
“Bowtie Brunch” Saturday 1/21/2012
Crystal Lake Automotive
16055 Buck Hill Road, Lakeville MN, 55044, phone 952-435-9800
Mechanical and Collision Repair



Join fellow members of the Northstar Chevelle Club, along with members of the Northstar Camaro Club, Impala, and Nova Clubs for the annual Bowtie Brunch at Crystal Lake Automotive. Karl graciously opens his shop to enjoy some great food, and camaraderie with fellow club members during this off-season event. In past years there have been metal working demonstrations, paint seminars, hands-on projects, and an inter-club swap meet. There is sure to be something for everyone. It's also a great time to renew your annual Northstar Chevelle Club membership, and pick up the just released 2012 calendar. Mark your calendars for January 21st!

Little Known Chevelle Facts

Periodically, I will feature an article pertaining to some obscure or lesser know fact about the Chevelle. This Month's feature is about the 1966 and 1967 Malibu SS produced in Canada. Not to be confused with the Chevelle SS 396 built here in the United States.

1966 and 1967 Malibu SS

In 1966, the Malibu SS (Malibu with the Sports Option) was a trim option produced by GM of Canada. With this option you received bucket seats, console (except with three-speed manual transmissions), and the low cost P01 wheel covers. Chevrolet would add the ribbed rocker panel moldings and matching quarter extension from the SS 396. Malibu SS emblems, sourced from the 1965 models, adorned the rear quarter panels. From the front and rear it was pure Malibu, lacking any hood or grille modifications whatsoever. Out back, for 1966, they simply used Argent paint on the Malibu rear cove panel to differentiate the SS.



Under the conventional hood, you could specify all the regular Chevelle engines; 194, 230, 283 two-barrel, the 275hp 327 four-barrel, PLUS you could also specify

the 360 horsepower Turbo-Jet 396 V8. This was a legitimate situation where the 136- series car could have a 396, whereas today, it marks a U.S. car as a fake SS.

Transmission choices in Canada were pretty straightforward as well. Customers could choose between the three-speed manual, four-speed manual (M20 only), or Powerglide automatic.

The only sign showing your Malibu as being big-block powered were the cross flags applied to the front fenders. The 396-powered Beaumont Sport Deluxe was a true sleeper, since it used the same V-8 insignia as was used on the 283 and 327 powered cars. Additionally, no red line tires were available in 1966.

The Canadian model lineup was not as extensive as the U.S. One-source reports there was not a 300 Deluxe series in 1966 (133/134xx) but a reproduction Canadian parts catalog shows it did exist. Regardless, because of the limited model availability, there was a 131/13267 Chevelle 300 convertible and a 131/13235 Chevelle 300 station wagon the U.S. markets didn't offer.

1966 and 1967 were the only two years the two-door sport coupe received a different model number due to the "strut back" design of the top. Model number 17 was used instead of model number 37, which was used in other years from 1964 to 1972.

In 1967 for GM of Canada, RPO A51 was a sport option that came with bucket seats, center console (although some have been found with column shift and no console), and P01 wheel covers, now with “SS” emblems applied to the center. Additionally, GM included wheel opening moldings and ribbed rocker moldings from the SS 396 in place of the usual Malibu lower body side moldings which ran from just behind the front wheel opening to the rear bumper. Up front, there were no styling changes for the sport option to differentiate it from the standard Malibu. Even with the 396 engine, a big-block hood was not included. Again, the rear was also pure Malibu. No special paint treatment was given to the rear cove panel, whether it be Argent, black, or otherwise, to distinguish a Malibu SS.

On the inside, the wood-grain dash strip was used along with Malibu script above the glove box. At least the horn button said SS instead of Chevelle. In January 1967, the Malibu SS was officially replaced with the same 138x7 SS 396 as the U.S. and the RPO A51 option reverted to the bucket seats alone.

As in 1966, the Canadian model lineup was not as extensive as the U.S. One source reports there was not a 300 Deluxe series (133/134xx) in 1967, but a reproduction Canadian parts catalog shows it did exist. Regardless, because of the limited model availability, there was a 131/13267 Chevelle 300 convertible and a 131/13235 Chevelle 300 station wagon, which the U.S. didn't offer.

Our 2012 calendar is hot off the press, and ready!!



Calendars will be available at our January 21st meeting, or you can order them using the [Club Merchandise](#) link on our website. Cost is \$12 plus \$3 S&H for up to 2 calendars. \$10.50 S&H for 3 to 20 calendars. Shipping to a single address only with each order.

Many of you may have seen the American version of this magazine ad, but how many of you have seen the Canadian Version?



La Chevelle... une Chevrolet concentrée.

Ajoutez l'essence, c'est tout.

Chevelle lance 1969... avec la Chevelle, la Chevrolet concentrée. Un coup d'oeil suffit pour s'apercevoir qu'elle possède toutes les caractéristiques Chevrolet. Mais il ne faudrait pas la prendre pour une pâle copie de la Chevrolet. La Chevelle a une personnalité bien à elle.

Elle est nerveuse, sportive, luxueuse, tout ensemble. Présentée en sept modèles, sur deux empattements différents, elle offre aussi de nombreuses variations sur le thème. Quel que soit le modèle de votre choix, vous aurez une voiture d'une grande vivacité.

Ce qui n'empêche pas la Chevelle

d'être une voiture silencieuse, insonorisée jusqu'au plafond. Tous les points de fixation de son moteur sont aussi parfaitement isolés. La ventilation Astro, qui a permis de supprimer les déflecteurs et de donner ainsi une visibilité latérale parfaitement dégagée, est standard dans tous les coupés et décapotables Chevelle.

En ce qui concerne les variations sur le modèle standard, la Chevelle est imbattable. Prenez, par exemple, le modèle en illustration. C'est la Chevelle avec équipement SS 396 comprenant: moteur V8 de 396 po. cu. super-nerveux, super-silencieux, avec échappement

double et boîte spéciale à 3 vitesses, servo-freins avec disques à l'avant, pneus à section ovale à lettres blanches, pour ne nommer que ceux-là.

Mais pourquoi continuer?

Nous ne voudrions pas que les voitures concurrentes paraissent complètement dénuées d'intérêt... même si nous sommes assez fiers de présenter une Chevelle aussi attrayante.



Penser à vous en premier nous fait rester premiers.



Chaque Chevrolet doit faire sa marque pour recevoir cette marque.

RM69-L-1

PERSPECTIVES No 46, 16 nov. 1968 - 23

1970 CHEVROLET MOVERS



EL CAMINO



New Northstar Chevelle Club Support Staff

In addition to the club officers who were elected at our November meeting, there were a number of club members who stepped forward to fill a variety of support staff positions for 2012. These members work behind the scenes to help make this club a success. The new support staff members are:

Webmaster-John Delke

Merchandise Coordinator/Quarter Master/Club Equipment Coordinator: Craig S.

Event Coordinator: Chad L. (With support behind the scenes-Thanks Shawna)

Newsletter Editor: Jeff S.

NCC Car Show Coordinator: Bryan F.

Photographers: John E./Shawna L./Bryan F./Pictures taken by other club members

Calendar Shipping Coordinator: Loren B.

If anyone wants to help support any of these positions, please let any of the Officers know as we can ALWAYS use more help! i.e. 2013 Calendar Editor/Coordinator anyone....?

Ride of the Month

1969 Chevelle SS 396 owned by Jeff S.

As the newsletter editor, I have decided to resurrect the Ride of the Month feature. This being the first month, I had no material to tap into. So I decided to get the ball rolling, and give you some background on my interest in Chevelles.

My first Chevelle was purchased soon after high school graduation. It was a 1970 Chevelle SS 396 with a four-speed transmission and a 4.56:1 Posi-traction rear end. It had about 90,000 miles on it, and was on its third engine. This Chevelle was Forest Green in color, with a dark Green vinyl top and dark green bucket seat interior. It had air conditioning and a factory AM/FM radio. I have many fond memories of this car. Being a teenager,

I couldn't resist the temptation of drag racing from stoplight to stoplight in my hometown. And if my memory serves me correctly, not many could keep up. Of course, that is not a practice I would condone today. Unfortunately, my pride and joy was badly damaged in an accident after owning it just four short months. You can see by the picture, we drove 'em in the winter back then. The remains of the Chevelle were sold for parts. I vowed someday I would own another one.



Soon, the responsibilities of owning a home and raising a family took precedence, but I never lost sight of owning another Chevelle.



Years later, when it was financially possible, I did fulfill my dream of buying another Chevelle. It was a 1970 Chevelle SS 396 with a 400 Turbo and 3.73:1 gears. It was Cranberry red with black stripes and black bucket seat interior. With a little detective work, I found out the Chevelle was not what I thought it to be. From the factory, this Chevelle SS 396 was originally Cranberry Red with White stripes and white bucket seat interior. Someone had also transplanted

an LS3 engine dressed as an L34 in place of the original. After owning it a short time, it was sold and replaced with the 1969 Chevelle SS396 I own today, which is pictured below.



This Chevelle SS is equipped with a numbers matching drive train consisting of a 325hp 396, 400 Turbo, and 3.31:1 Posi. Options on this SS are few, but include; power steering, power brakes, Posi-traction rear axle, push-button AM radio with rear speaker, side sport stripes, and the rare N34 walnut-grained plastic steering wheel. I do have the window sticker, and PoP.

The exterior was repainted the factory code 59, Frost Green color in 1992, and the original dark green vinyl top was replaced in 2005 due to the glue turning to powder underneath. It still rides on the original five-spoke factory SS rims. Inside you will find a medium green bench seat interior with a column shift for the 400 Turbo. The original seat covers were replaced in 2007. The originals were in very good shape, and only needed to be replaced due to sun fading, and areas turning brown. The dash, door panels, seat belts, and package tray are still original.



******* Anyone who is interested in having their Chevelle/El Camino featured in the coming months, please send me some photos and a bit of background information on your ride.