

# Rocky Mountain Chevelle Report

March 2004



## Welcome to the Rocky Mountain Chevelle Club Newsletter!

February was a fantastic meeting for us! We're sorry if you missed the great Technical Session at Pro-Built Cylinder Heads in Denver. If you've never heard a motor on an engine dyno, you are missing out. I think EVERYONE learned something. I learned that I should have had my 327 built by them...

## New Members

We've signed up several more new members in the past month! Our "little" club is now up to 41 members! Our newest members are Michael Morten and Scott Forcum. Michael has a 1968 Malibu that is white with a black vinyl top, a blue interior, and motors on down the road on with a 327 and a Power Glide. Scott owns a black on black 1967 El Camino. His car has a 327/4 speed combo and is optioned with a posi rear end, bumper guards, and power steering and brakes. Welcome! As soon as we get some pictures, we'll put them up on the website.

## 2004 Calendar of Events

Date	Event/Meeting	Comments
April 17 <sup>th</sup>	Tech Day	Body Shop Tech Day TBD on location – info soon!
May 29 <sup>th</sup>	RMCC Show & Shine	Al Serra Sales Event weekend - TBD
June 19 <sup>th</sup>	Rosie's Show in Monument	Alt #1 June 3-6 Chevell-abration in Nashville, TN
July 17 <sup>th</sup>	2 <sup>nd</sup> Annual RMCC Cruise	Garden of Gods Picnic/Cruise to GW Show
August 22 <sup>nd</sup>	Good Times Show	Old Colorado City
September 24 <sup>th</sup>	Normal Meeting at Al Serra	Alt #1 Sept? Grand Junction Show
October 16 <sup>th</sup>	Tech Day	TBD
November 20 <sup>th</sup>	Toy or Food Run	Care & Share/Christmas Unlimited Toy Drive -TBD
December 11 <sup>th</sup>	1 <sup>st</sup> RMCC Christmas Party	TBD

## RMCC Website

Updated constantly, it is located at <http://www.chevelles.net/rmcc/> If you want to see anything put on it, please contact the Bob Caron our Webmaster at: [rwcaron@orci.com](mailto:rwcaron@orci.com) Check it out, as Bob's put some very cool stuff together!

## Club Store

- ?? T-Shirts – these are high quality, white shirts with the logo front and back. Available in M, L, XL, XXL, for \$15.00 each
- ?? Hats – these awesome looking hats are all black with our logo embroidered. Available for \$15.00 each
- ?? Decals – coming soon!

## Feature Car of the month – John & Carol Kearn's 1971 Malibu Convertible



John showing off the trophy he won at last year's Gunther Toody's show!

John and Carol's Chevelle is a beautiful 1971 Malibu convertible that was originally sold in Omaha Nebraska. The car was originally painted gold with a white top and saddle interior, and was equipped with a 307 V8 and Power Glide transmission.

The car went through several owners in Nebraska, Iowa, and South Dakota until it was donated from a living trust to a small private college in Sioux City, Iowa. The car was raffled as a fund raiser and the new owner won the car with a \$1.00 raffle ticket. There was at least one more owner until the car migrated to Colorado Springs and then to Denver.

The Kearns purchased the car in October 2001 and decided that the 307 and Power Glide had to go although the car only had 30,000 original miles. After a re-built Corvette 350 engine, new exhaust, TH350 transmission, radiator, new bucket seats, brakes, new carpet, console, floor shifter, new tires and rally wheels, re chromed bumpers, molding, headers, suspension, and a new red paint job and countless hours of labor the Kearns decided to join ACES and Rocky Mountain Chevelle Club. What they found was a whole lot of Chevelle Car Crazy folks out there just like them.

**Chevell-abration** - The ACES 2004 Event will be held: June 3rd - 5th

This is a shameless plug for ACES – our Parent Club! If you've never attended this show, you have NO idea what you are missing! I've never seen such a huge number of Chevelles and El Caminos in one site. It is truly amazing. More amazing than the cars however, are the people you meet. I managed to meet probably 50 people that I talk with on Team Chevelle forums alone. Chuck Hanson and his lovely wife are the nicest folks you will ever meet!

To give you an idea of the show, here are a few pictures from years past. Trust me when I say they don't do it justice! Get out there and see for yourself!



Moss-Wright Park in Nashville TN.

***The new host hotel for 2004 will be the Baymont Inn - 615-851-1891***

**What is this Chevell-abration thing I keep hearing about?**

*Chevell-abration is simply the biggest All-Chevelle Show in the world, open to all '64-'72 Chevelles, Malibus, El Caminos and other related GM A-bodies, such as Canadian Beaumonts and GMC Sprints. It is the annual convention for Members of the American Chevelle Enthusiasts Society (ACES), and is co-hosted by the Mid-South Chevelle Club in Tennessee.*

**When is this show and where is it held?**

*The show is held June 3rd - 5th, 2004 at Moss-Wright Park in Goodlettsville, TN. About 10 miles outside of Nashville, TN.*

**I'm not an ACES member, how do I join?**

Just go to [http://chevelles.com/aces/app\\_form.htm](http://chevelles.com/aces/app_form.htm) for a membership form or call (615) 773-2237 any evening from 7-11pm CST and get all the information you need on becoming an ACES member.

**Can I join ACES at the show?**

Yes, you can sign up for ACES Membership (\$40.00) at Chevell-abration, but you can't register to have your car in the show while at the event itself. There is no limit to the amount of people who can register for the show, but the number of entries on the show field is limited to 800.

**I just heard about this, is it too late to join ACES and still get registered for the show?**

It's never too late to join ACES!! As for being too late to register for the show.... It depends on how close it is to the show deadline. You can call the ACES HotLine (615) 773-2237 any evening from 7-11pm CST, and find out if there is still space available.

**I can't make it for the whole show, so what is the best day to get there and have the most fun?**

All three days of Chevell-abration are action-packed! Chevelles start arriving earlier in the week, but on Thursday they get registered and start to get cleaned up for the show. This is probably the most "laid back" day, and most Participants are easy to find and talk to while they shine their Chevelles. Thursday evening everyone will get a chance to "take it to the track," at Music City Raceway for some heart-stopping, blood-pumping, asphalt-ripping racing down the 1/8-mile track! Friday is the day of the "Big Show," and all Chevelle showcars will be parked on the show field for judging. There are plenty of Participant activities (Seminars, pedal car races, Redneck horseshoes, the infamous Rod Toss, and even Hot Wheels races) going on throughout the entire event and even a relaxing Country-side cruise through the beautiful hills of Tennessee on Friday evening. Saturday offers plenty more of the same, with all registered cars on the show field, family activities and contests, and the Awards Ceremony/BBQ followed by another huge All-Chevelle Cruise! Sunday is a day to pack it away and hit the highway. Which day is best? You decide.

**I've heard some real nice cars come to this event, I don't think my car is nice enough to put in the show. Will I get laughed at?**

Some of the finest Chevelles in the country show up for this event, that is a fact! However, Chevell-abration is not a cut-throat point-judged show. It's a family event, perfect for meeting old friends and making new ones while enjoying the fun, sun and good old-fashioned Chevelle camaraderie!!! There are Chevelles of all types here, from highly detailed, restored Chevelles to highly-modified race cars, and clean daily drivers to unmolested original Survivors!! There's room and classes for everyone and their Chevelles. The only laughing that goes on here is from all the fun that everyone's having!!!

**Where can I stay when and if I make the trip to Chevell-abration?**

There are plenty of hotels within a half-mile or so of Moss-Wright park, and even more within a 5-10 mile radius. ACES Members get hotel info in their Chevelle World magazine; non-Members can call the ACES Hotline (615) 773-2237 (7-11pm CST) for housing info.

**So how do the cars get judged?**

The cars are judged by the Participants. Every registered Participant gets a ballot when they pick up their Goody bag, and chooses his/her favorite Chevelle in each class. Classes are broken down by each year and whether they fall into the Stock (three changes or less) or Modified (more than three changes), and there are no 1st, 2nd, or 3rd place winners....just the Top Three in each class. This makes for a real laid back atmosphere without the cut-throat competition usually associated with a "point-judged" show.

**Web Links**

?? ACES – <http://www.chevelles.com/aces/index.shtml> American Chevelle Enthusiast Society

?? Team Chevelle – THE definitive Chevelle Website: <http://www.chevelles.com/>

## Tech Tip of the Month – Junk Yard parts

If you are like me, you're on a budget. Shoe-string, that is. A few years ago, I went to the junk yard in the hopes of finding a good HEI distributor to put in place of my old points unit. I found a good one with no slop on the shaft and pulled it. It was a pre-computer unit, and perfect for the job. I cleaned it up, put in a new module, rotor, and topped it off with a cap. Not knowing much about springs and weights, they looked "good enough" to me. I capped the original wires running to the old distributor, and ran a 12ga. wire back to the fuse block to ensure good power. It worked well enough to start and drive the car, but what I thought was a drivability issue with the carburetor, was really a timing issue. To make matters worse I'd never checked the timing after Chevy put my new crate motor in, and apparently, neither had they.

The timing was so retarded; the motor was burning late, forcing gas out of the cylinder and into the exhaust. To top it off, the vacuum advance was shot, and the weights and springs were worn out. As for the bushings – well, what bushings?

I began by putting in the new vacuum advance and the spring and weight kit. Many aftermarket kits are available, but since my local speed shop had Moroso, that's what I used. The kit was very straight forward and easy to install. I used the silver or medium springs since this is a stock motor and that is what Moroso recommended.

With the car back together, the timing PROPERLY set, I noticed an immediate change in the car's drivability. Very smooth power, a much lower and smoother idle and easier starting.

I guess the moral of my story is always replace questionable parts!

## Classifieds

- ?? For Sale - 68-72 Chevy 2 wheel drive trucks in parts condition. '70 Chevy truck bucket seats. Many fenders & doors. Call 382-1027 or 382-9292. E-mail Rob at [robg454@msn.com](mailto:robg454@msn.com)
- ?? Wanted – 1 or 2 71-72 SS Chevelle/Camaro Z-28 5 spoke 15x7 wheels. David Reinecke 487-3257

## Are we having fun yet?

You know, owning a classic car can be at one time rewarding and the biggest pain in the rear next to purchasing a house. After getting my timing issues straightened out, the next day on the way to work, my clutch pedal suddenly went to the floor and refused to disengage. After several minutes of checking things out under the hood, I realized that the linkage was fine; it was the pedal that broke! Thankfully, it didn't snap all the way off, and a friend was able to weld it back up. I'm finding that having friends with better tools than you have is a must when restoring and driving a classic car!

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