

Tri-State Cruiser

Volume II, Issue I

February, 2004

Chuck Hanson, President of A.C.E.S. says hello to Tri-State Chevelles

Upcoming Events:

- Keep your eyes here for the latest cruise-ins and car shows ~ coming soon.
- Submissions can be made by email or by posting in the forums

Greetings to all our friends and Members of the Tri-State Chevelle Club. And congratulations on the growth of the club to over 40 members in such a short time. At least it seems like only yesterday that "Steve" Martin was contacting me for information on how to get an ACES Associate club stated in your neck of the woods. Thanks to his hard work and diligence, plus the support of all the current Members, the Tri-State Chevelle Club has become a place where enthusiasts can come for camaraderie, technical support, and just plain ol' good times with a bunch of good people. And that, my friends, is what makes this hobby so special.

I know it may be difficult to believe, especially with several inches of snow still on the ground, but spring will soon be here. And of course, with the nicer weather come the opportunities to get our Chevelles out of the garage so we can show everyone what has transpired over the winter months. I know I look forward to the warmer months, spending time with friends and behind the wheel of my Chevelle. I've been working on a "new" '66 wagon that will see a lot of use this Summer as I hit the highway to all the ACES Regionals and other Chevy related events as well. In fact, last July I was able to meet several Tri-State Members at the Trim Parts show, and I hope to get invited back again this year.

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If you're able to make it to the event, either as a Participant or a Spectator, please come up and say hello when you see me. I look forward to meeting as many of y'all as possible when I'm there. Who knows? We may even be able to sneak off and grab a bite somewhere... as long as it's not Skyline Chili! There's just something too weird about spaghetti with chili on top of it!

Can't make it to the Trim Parts Show? Well ACES puts on a little get-together down here in Tennessee that you might enjoy... That's right, Chevell-abration '04 will take place the weekend of June 3-5 at Moss-Wright Park once again. While it's true you don't have to be a Member of ACES to spectate and have a good time, I guarantee you'll have a GREAT time by taking a more active role as a CB'04 participant. Besides the 500 Chevelles we expect to attend this year's extravaganza, there's also a swap meet, seminars, parts vendors, participant games, door prizes, and even a \$1000 cash drawing! You'll find information on CB'04 and a registration form in the Jan/Feb issue of CHEVELLE WORLD, plus info on our ACES Regional events if you can't make it to Nashville.

Thanks again to everyone in the Tri-State Chevelle Club for creating a place for local enthusiasts to gather and appreciate the cars that bring us all together! I wish everyone continued health, happiness, and success in the coming year!

Best regards,

Chuck Hanson
President, ACES



'05 SS Chevelle (?)

Only the PR Man Knows for Sure

Text by *Ro McGonegal* Photos by *Mark Takahashi* and *Bob Mehlhoff*



JOIN THE CAMPAIGN

This Chevelle SS looks pretty exciting, doesn't it? Born in the pages of *HOT ROD* magazine, this Chevy does not currently exist. An exercise in computer technology by Art Director Mark Takahashi, it could remain a pipe dream forever. If you think, like we do, that GM should source this car along with the real GTO, please let Chevrolet know your feelings at chevyhighperformance.com, not by regular post. We'll forward your comments, as *HOT ROD* magazine has already done, in the hopes of seeing Chevelle SSs appear in dealerships in the future.

From the 10th floor balcony it doesn't pop, it doesn't signify like say, a black eye ... even though it's lipstick red. But in the underground car park it flourishes. Clean, cherubic, organic lines, immaculate five-spoke rims, body settled down nicely over squatty BFGs.

Though the doors are large, they present a somewhat tight entrance to the otherwise comfy bucket seats and interior landscape. After that initial squeeze, you set eyes on a well-planned layout of controls and an aesthetically correct pallet. For a five-nine, 160-pound carcass, the reach and the placement of the shift lever and the controls are perfect and even tend to warm up your attitude. You feel as if the bucket was meant to have you in it. The fit and finish of the interior is one of the best we've seen, easily the rival of any high-dollar import and quite apart from anything currently built by GM, save that of the Z06-

powered Cadillac CTS-V. After 30 seconds in a moving SS, you feel like you were born to it.

But the SS isn't built in North America; it comes from Holden, GM's Australian subsidiary, where it's called the Monaro CV8. Why was this car destined to happen a world away instead of in Warren, Michigan? Maybe because it's the literal incarnation of people who get it, who know the value of having such a badge and such a platform ... and revel in the image and the adamancy. In terms of fit and finish, these guys apply wicked diligence. Even though this Chevelle was a pre-production pilot car, which is often rough around the edges, its exterior seams were equally spaced and fit the body shell evenly. The main gauges stare back at you, rivet you, red fields with white characters, like the eyes of a huge feral creature—but only if the exterior is red. Ones with blue paint get gauges with a blue background, and so on. >>



Chevelle's understated brushed-finish wheels could easily become 19s fitted with 275-section rubber. Note the nasty exhaust tips at the end of those real (no Y-pipe) dual exhaust pipes. Rumble is mellifluous rather than raucous, yet creates a pertinent, head-turning statement.

So you twist the key and the big duals spit condensation like obligatory lungers on a sidewalk. Via some craftily engineered engine mounts, the LS1 engine rocks gently back and forth in its cradle like the cam has too much overlap, an intentional and well-planned visceral connection to the day, folks. But that's where you leave the day and whiz back into the now. The Chevelle is thoroughly modern in its feel and demeanor and is no throwback to the "good old days." Like we said, the high-zoot imports have nothing on this car. It maintains poise and smoothness and is seamless in operation. Things that stand out are the silkiness of the clutch release, the quietness of the transmission, and the way the LS1 reacts to the throttle. A Muncie M21 never felt this smooth. We know that the car had been thrashed hard, but no squeak, groan, or squeal of protest came from any quarter. The constants are a throaty exhaust that burbles on decel, precise action even from a flat-shifted transmission, and the strong, steady wrap of the rpm band when you hold the loud pedal down.

We know from the dynamometer that an LS1 crate engine rated at 320 hp packs at least 370 at the flywheel, so the actual output of the SS engine is liable to be more than that 350 hp. People are even talking out of the sides of their mouths that a LS6 will soon be

huffing in the engine bay. All Chevrolet needs do is add the higher-output engine to a chassis already chomping for more responsibility. As evident in other cars fitted with half-shaft rear axles, the weak link exposes itself under harsh applications of torque. In the course of a single First-to-Second flat-shift, we'll predict that the aftermarket will be offering a solid axle conversion for the blood-lusters who'll take the whole thing too seriously.

They'd be missing the point. The independent-suspension system is the key to the Chevelle's exemplary ride and handling. If all roads were glass-smooth, a live axle would be a korner king. But roads are like test tracks. No need for both rear wheels passing the chatter on to the occupants when just one of them isolating the harshness will do fine. In any case, the Chevelle's 55/45 weight distribution poses a fertile platform for larger tires, wider wheels, and a more aggressive suspension.

In terms of handling, the original Chevelle SS would feel like a wheelbarrow with a flat tire next to the ascender. Its high-quality rubber, perfected suspension geometry, favorable weight distribution, relatively low center of gravity, and agile steering put it solidly in the BMW arena. You point, it goes and sticks. The steering has just the right amount of heft to it and gives good feedback from the tarmac, and the power assist is never obtrusive. In all, it is >>



Though the bumper pad has been moved from between the taillights where it was originally, the current notion and the flashback warm our black little hearts. Somewhat plasticky ignition-coil covers spruce up the 350hp LS1 engine. How about moving the coils to the side or rear, tossing the cheesy plastic, and using substantial rocker covers? The rumor of an LS6 is a strong one. The key to the modern Chevelle's ride and superb handling is found in its IRS.



nicely weighted, and with three turns lock-to-lock, quick to respond. As a package, the suspension system rates an "A"; it's firm enough to always hold your interest but not abrupt enough to disturb your kidneys or conk your noggin on the side glass when you're not looking.

Our in-seat time was limited to an overnight squirt, about 150 freeway and surface-street miles. No track time, no safe place to really whip the snot out of it. In fact, all our observations are subjective. Two days were not enough to photograph, drive, and record instrumented documentation as well. So we've relied on our pals at *Motor Trend* for the real-time data. >>



The seat fit like a glove. The shifter and transmission are jewel-like in operation. Clutch take-up is superb. All manual controls are within easy reach and operation. The SS is a driver's musclecar.

As you might suspect, the '05 SS smotheres the original in every performance slot save for the MSRP. The precursor went out the door for something like \$5,000; the new-millennium alter ego costs seven times that.

For the arena, the Chevelle is destined to rub wheels with its Audi, BMW, and Mercedes-Benz counterparts. It returns more perceived value than its competitors and has a couple of huge pluses going for it: The 350hp V-8 is standard, and though the Chevelle isn't built in the USA, it has a rich American history behind it ... as well as the hearts and minds of its constituents, down-on-the-ground enthusiasts who bought V-8-powered trucks rather than suffer the hopelessness of gutless front-drive sedans. They are the hard-core for whom the Chevelle SS is really for. Hopefully, the SS's revival will prompt Chevrolet V-8-powered (passenger-car) iterations that'll be built in the home country. In Motown, stranger things have happened. **CHP**

Speed Reading

ENGINE

Type: 90-degree V-8, 345.7 ci
Bore/stroke: 3.98/3.62 inches
Block: Deep-skirt aluminum
Induction: SEFI, composite intake manifold, tuned runners, 25-lb/hr injectors at 58 psi, 75mm throttle-body
Crankshaft: Nodular iron, with undercut and rolled fillets
Connecting rods: Powdered metal, 5.098 inches
Pistons: Forged-aluminum flattop, 10.1:1 compression ratio
Cylinder heads: Aluminum, symmetrically arranged ports, 2.00-inch intake, 1.55-inch exhaust valves
Camshaft: Roller hydraulic, 0.500-inch lift, 200/203 degrees duration (at 0.050-inch)
Valvetrain: Roller lifters, pushrod-actuated 1.7:1 roller-rocker arms
Ignition: Coil-on-plug
Exhaust: Tubular headers, 2.25-inch dual pipes, four catalytic converters, two mufflers
Output: 350 hp at 5,200 rpm, 365 lb-ft at 4,000 rpm
Redline: 6,200 rpm

DRIVETRAIN

Transmission: Tremec M12 six-speed manual (4L60-E four-speed auto., standard)
Clutch: Dry disc, hydraulically operated
Rear axle: Independent, halfshafts, 3.46:1/1.97 final drive ratio

CHASSIS

Construction: Unitized body frame
Front suspension: MacPherson strut, progressive-rate coil springs, 1.1-inch antisway bar
Rear suspension: Semi-trailing control arms, gas-pressure dampers, 0.63-inch antisway bar
Steering: Power-assisted, rack-and-pinion, three turns lock-to-lock
Brakes: 11.7-inch vented disc, front; 11.3-inch solid disc, rear; four-channel ABS

WHEELS & TIRES

Wheels: Cast aluminum, 18x8.0
Tires: BFG g-Force KDWS P245/40ZR

DIMENSIONS

Wheelbase: 109.8 inches
Track: 61.4/62.1 inches F/R
Length: 189.8 inches
Width: 72.5 inches
Height: 54.9 inches
Turning circle: 36.1 inches
Curb weight: 3,725 pounds
Weight: 55/45 percent F/R
Fuel capacity: 18.5 gallons

PERFORMANCE (data courtesy Motor Trend)

0-60: 5.3 seconds
¼-mile: 13.62 at 104.78
60-0: 120 feet
600-ft. slalom: 63.5 mph
200-ft. skidpad: 0.80 g
EPA mpg: 18/26 (est.)

Name and Description	Discount
<p style="text-align: center;"><u>Cruiser's</u> http://www.cruisers-truck.com</p> <p>Car and Truck accessories. While the web site doesn't show it, I believe they perform installations of most items including vinyl tops, sunroofs etc. The web site doesn't begin to cover what they sell out of the catalog. Order the catalog from their web site. It's the thickest one in my collection. Some parts for Chevelles specifically.</p>	<p style="text-align: center;">10%</p>
<p style="text-align: center;"><u>Gary Harmon's Restoration World</u> http://www.chevroletrestorationworld.com</p> <p>Gary has been around for a long time. If there is something you need for your Chevelle, he either has it or can get it.</p>	<p style="text-align: center;">10%</p>
<p style="text-align: center;"><u>Hawkins Speed Shop</u> 116 S.W. First Street Richmond, IN 47374 765-962-4927 800-443-7748 hawkins@ruraltek.com</p> <p>Hawkins Speed Shop is your complete specialty automotive store. Our knowledgeable staff has the experience to help you with your next project. We carry a complete line of aftermarket performance products and accessories from only the most trusted names in the industry. Our facility also enables us to give our customers a full service installation and performance facility. We offer product installation as well as complete chassis and engine building services. Whether your look is rod and custom, pro street or O.E.M. we are here to give the customer the</p>	<p style="text-align: center;">10%</p>
<p style="text-align: center;"><u>Undercar Specialty Warehouse</u> 1654 Springfield St Dayton, OH 252-8890 800-875-9776 http://www.undercarspecialty.com</p>	<p style="text-align: center;">10% (except Flowmaster)</p>
<p style="text-align: center;"><u>Advance Auto Parts</u> Milford/Newport http://www.advanceautoparts.com</p> <p>If you have a question email Dave Maphet via the club email address, here.</p>	<p style="text-align: center;">5%</p>

Jim's Chevelle

Croton, OH (near Columbus)
(740) 893-4596

Savage Auto Parts

Hamilton & Maple

Bill Jr's Radiator & Air Conditioning

923 Springfield Street
Dayton, OH
258-1061

Dick's Crank & Camshaft Service

603 Warren Street
Dayton, OH
224-7542

Kammer & Kammer Enterprises

4990 Nebraska Ave,
Dayton, Ohio
937-237-8675
<http://www.kammerracing.com>

Moschovie Welding & Exhaust

Tealtown Road
Eastgate Area

NAPA Auto

Urbana, OH

Engine Machining

R&S Transmissions

Smith Automotive

Rte. 42
Pisgah (West Chester), OH

Prospective Car Shows for 2004

<u>Date:</u>	April 25	<u>Loca- tion:</u>	Cincinnati, Ohio	<u>Event:</u>	Sharonville Antique & Classic Car Show
	SCC Show Registration 11006 Reading Rd., Suite 301, Cincinnati, Ohio 45241 Early Registration is 15.00 and after April 9, 2004 \$20.00 Call the Cincinnati Chamber of Commerce if you have any Questions @ (513) 554-1722 Registration form (PDF), Rules (PDF)				
<u>Date:</u>	May 28-30	<u>Loca- tion:</u>	Clark Co. Fairgrounds Springfield, Ohio	<u>Event:</u>	Cars & Parts Swap Meet
	<i>2 spaces for Club Use, if you have big or heavy parts DG has a 5'x5'x8' enclosed trailer.</i> <i>Drop offs will be accepted No Later Than May 27th</i>				
			This is a CLUB EVENT!!!		
<u>Date:</u>	June 3-5	<u>Loca- tion:</u>	Moss Wright Park, Nashville (Goodletsville), TN.	<u>Event:</u>	Chevellabration
			This is a CLUB EVENT!!!		
<u>Date:</u>	June 11-13	<u>Loca- tion:</u>	Louisville, Kentucky	<u>Event:</u>	Papa John's Cardinal Stadium AMCA Muscle Car Nationals 2004
<u>Date:</u>	July 8-11	<u>Loca- tion:</u>	Indianapolis, IN.	<u>More info:</u>	Super Chevy Indianapolis Raceway Park
<u>Date:</u>	July 13th *tentative	<u>Loca- tion:</u>	2175 Deerfield Road Lebanon, Ohio	<u>More info:</u>	Trim Parts Factory Show More info coming soon!
<u>Date:</u>	Aug. 21st	<u>Loca- tion:</u>	Detroit Michigan	<u>More info:</u>	Woodward Dream Cruise DAWN TIL 9:00 P.M
<u>Date:</u>	Sept. (Labor Day wknd.)	<u>Loca- tion:</u>	Hara Area, Dayton, OH.	<u>Event:</u>	M.D. Charity Car Show
			This is a CLUB EVENT!!!		

Membership Application

Do you have a 64-72 Chevelle? Interested in becoming a member of the Tri-State Chevelle club? Just fill out the following form completely and a club officer will contact you soon.

Dues are currently \$36/year for Full Membership and \$6/year for Associate Membership

First Name:_____

Last Name:_____

Address:_____

Phone: _____

Year of Car:_____

Model:_____

Special Skills (not required): _____

E-Mail address (if applicable):_____

Send application to: Tri-State Chevelles

PO Box 971

Middletown, OH 45044-0971

P.O.Box 971
Middletown, OH 45044-0971



Web site- www.chevelles.net/tristate
Email– Tristatechevelles@yahoo.com