

October, 2004 Feature Vehicle
Chuck Frame - Mississauga, ON
Member # 4
67 Chevelle SS

Like many people who participate in this hobby, I too am car crazy.

Way back in 1981, at the tender age of 17, I owned my first muscle car which happened to be a 1967 Firebird. OK, so it wasn't the best looking car on the streets, but it was mine. I drove it for one summer before the rotted frame gave out and I parted the rest of it out.



I always vowed that one day I would own another muscle car. Little did I know it

would take me another 19 years to realize that dream. It was early January, 2000 when I decided to commence the search for my ultimate dream car - a black 1967 big block Chevelle SS. As fate would have it, a good friend of mine told me of a '67 Chevelle SS he had just seen at Legendary Motor Car. Luckily, Legendary was only about a 15 minute drive from where I lived so my buddy and I decided to go have a look. When we arrived a very familiar face greeted us as we walked into the show room. As it turned out, Peter Klutt (owner) and I went to high school together. As you can imagine we reminisced over the old high



school days for a while before our attention turned to the real reason we made the trip.

There sat a laser straight, numbers matching, 1967 Chevelle SS. She was equipped with 396/325hp mill, Muncie M20 four speed, 12 bolt 3:55 posi and to top it all off it was black. After taking her out for a ride, and haggling over the price for a while, I decided to take the plunge.

After getting her home I quickly realized that although she was all there, she really deserved to be brought back to original condition. Don't get me wrong, the car was in excellent condition but it had a few too many Canadian Tire clamps for

my liking. The only major change I wanted to make was to replace the stock cam with something a little more lively. I treated her to a Comp Cams hydraulic cam that measured 505/510 lift and 218/226 duration @ .050.

Unfortunately we wiped the cam out the first time, so I decided to pull the motor and have it thoroughly checked over. It's lucky I did because the guys at Active Engines found that the original cast crank had stress cracks. With that news I gave them the go ahead to rebuild the motor. They started with an ARP rod bolt kit and worked their way up from there to a forged crank, another Comp Cams Camshaft and to freshen up the heads with new bronze valve guides.



In the years that have followed, I have concentrated on bringing the car back to original. Although she still sports a 20 year old paint job, the only major change to the exterior was the correct DZ coded steel wheels, dog dish hubcaps and a set of BF Goodrich bias ply red line tires. I have completely detailed out the engine compartment with everything from the salmon tipped dipstick to the phos coated hood hinges. I haven't touched the interior other than to add a tilt column to make getting in and out a little easier.



Although I enjoy showing the car, I also believe in driving them... hard! I must admit with a busy schedule of working late, spending time with my kids and who could forget my

significant other, I don't have the time for the car like I used to... but it still remains something I'm very passionate about and plan on enjoying for many years to come.

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