

President's Exhaust Note



The Fifth Annual Northern Chevelle Gathering was the best ever! For those of you that attended you know what I'm talking about.

First, I want to thank all the tireless volunteers, particularly Darlene and Linda in the registration room, and Glenn Lever, our show chairman for a job VERY WELL DONE!

So far, the response we've gotten to the new voting format is that the "top ten" voting was less burdensome for participants. It certainly is less burdensome for the vote counting crew. The officers of Can Am would appreciate your input on that, and you can email me directly at 427tri@chevelles.com.

I had so many folks come up to me and extend a hopeful wish that "the show must go on", and go on it will. We realize the location is superb for vacationing, making it a great venue for a Chevelle Gathering.

115 cars on the show field this year, which was off from our peak of 155 last year. Nevertheless, the lesser car count did not impact the fun count. We had a BLAST! Not to be outdone by Tom Rightler, I pulled the rev chip out of Old Red and dropped his hammer in the Holiday Inn driveway, breaking the ice and putting the first set of tire tracks on the tarmac. Something about a 427 reaching out to 8000 rpm, it's like a beautiful symphony! Randy Kirker's wife Candi ran over and kissed me, and said if she had known I'd be having that much fun with Old Red, she'd have ridden shotgun. Always room for a pretty lady, eh!?

But Tom and I were both outdone by some dude from New York City, stretching the “legs” of his new big block, and a tear almost came to my eye as I watched the huge plume of smoke completely blanket the Holiday Inn sign in front of the resort. There’s something decidedly North American and patriotic about uncorking big block muscle. Dang, I wanted to throw a salute in honor of the smoke barrage!

Some might consider this type of behavior childish, or even dangerous. Nothing could be further from the truth. We did not have some pro mod drag car careening off a public road at 150+mph into a crowd. That IS plain idiocy. I think all the participants would agree that the smoke shows that have become a fixture at the Niagara gathering, are measured, non-threatening chaos. Just plain good clean fun!

For the last four years, we’ve been blessed by outstanding weather. In fact, I ordered up a tent this year as I thought our luck might run out. NO WAY! We again had the most perfect weather imaginable, although some who rode in on Thursday did catch the tail end of rain passing to the East. Some drizzle on Sunday morning came in, but nothing to fret over.

On a down note, if we were giving out hardship awards, this year’s show would have had more than all the years past! I saw floor jacks going from one end of the parking to the other, small squads of men bent over under hoods, tow vehicles being sent down to our major sponsor, PADDOCK CHEVROLET, for repairs. The only thing we missed was a huge puddle of oil underneath and a beer can display around Don’s pristine 69 post car!

Participants did an excellent job of judging the cars, and I think our “open format” allowed some cars a shot at a trophy that may have been crowded out in their class. Mark Yerke’s 69 is one. An impeccable car, yet hard to garner a win if stacked up against 30 some odd 69’s. But left to stand alone, it stands tall! Its impossible to satisfy all opinions about how show judging should be done. We tried to keep it dumb simple, yet give the best cars on the show field the recognition they, and their owners deserve. A very different method than the Maryland Chevelle Regional, which is individually judged. Each has its merits.



We've already made a few changes to next years show, one of which is to order more MILD wings from the famous Duff's. Duff's is, arguably, the best wing house in Buffalo, but it's for professional wing nuts, as the heat index, even on their mild wings, is high. Also, a participant reminded me that I promised "Christmas in July", and although we had some nice prizes, we hope to truly provide a Christmas in July 2008.

Glenn is already making plans for next years show, and we BELIEVE the tentative dates will be July 11th – 13th. That has not been finalized, as we need feedback from a few other clubs so as not to conflict with their shows. July IS the month to visit upstate NY, and the last four years of our show demonstrate why – the weather is unbeatable.



Once again, I want to thank all the Can Am members that helped make the show a success. Like any show, it is truly is a collective effort that makes it happen.

Dan Brown, our Canadian show chairman, in conjunction with the officers of Can Am are diligently putting the final touches on our first Canadian- based

show, the Stratford Chevelle Cruise In. For those of you Yankees that don't know Stratford, it a beautiful town northwest of Toronto. http://www.welcometostratford.com/about_stratford.php We are sidelining the Bard for a weekend, and invading with some serious muscle on September 14th, 15th, and 16th. It promises to be an excellent weekend in a most picturesque corner of the world. You can link to the show particulars and hotel information, from the main page of www.canamchevelles.com

My last thank you is to all the participants that made the Northern Chevelle Gathering 2007 an enormous success, and a very memorable weekend. We do it for you, and we couldn't do it without you. Thank you all for coming, and we hope to see you, and maybe a friend or two, at next year's show!

Gene Chaas

Feature Vehicle

Tim Knoll – Kitchener, Ontario

Member #129

1966 Pontiac Beaumont SD

I picked this car up about eight years ago from a friend who I have known for about 30 years, John Fyvie.



He bought the car in 1985. When he found it, it was sitting in a barn. It had no top, most of the interior was not there any more, well some of the pieces were there but not in the best of shape, the top was in pieces, you get the picture. The front clip was sitting on the car with just a couple of bolts holding it on. The hood was smashed up from the owner running into it with a tractor. There were ice hockey pucks installed and being used for frame mounts. This owner had the car in storage for ten years. There was also no drive train but John had that sorted out. He picked that car because he had a 1966 396 rebuilt on his garage floor and the turbo 400 tranny. So, it matched up well.



The car was purchased for \$1,800.00 and, at that time, I thought John was crazy. He just turned to me and said “you see the car the way it is, but I see the car the way it could be”. For some reason that really stuck in my head because it made a lot of sense after I saw the finished project. He definitely saw the beauty in this rare car and then brought that to life.

After we got the car towed home, it sat in my garage for about the next four years until John said enough was enough and he started collecting the parts he would need to do the job. The first thing purchased was the new floor pans and body mounts and from then on it was on its way to become what you see today.

John Fyvie also had a 1971 Cutlass 442 convertible that he had rebuilt. So, when it came to sell one, he figured I would like the Beaumont because as he said: it was a tinker car...meaning it needed a little tinkering to get it up to par. He knew I liked to work on cars so that was it. He also gave me a good deal on the car; actually he just about gave me the car.



I had the car for only one day before I started my modifications. Because of the big cam, it was taking up most of the vacuum so that had to come out in place of something a little milder. I worked on it for about three weeks solid to get it into driving shape and then spent the next couple of years working on it off and on. On the outside it was pretty much in the shape you see it today when John

sold it to me..... except in the engine compartment.

I detailed the engine, installed March Pulleys, Russell fittings, installed a different cam and intake, and a Roller rocker set up. I also cleaned the grease off under the hood and painted the engine compartment.

In the drive train I installed new disk brakes, purchased new rims and tires, a sway bar, boxed the trailing arms and just cleaned it up a bit.

On the body, I put on a new top, rechromed the headlight bezels and the bumpers. The sharks teeth I picked up from Dale Bertrand of **Dale's Muscle Car Parts** <http://www.dalesmusclecarparts.com/> They are reproduction parts. I also picked up the sway bar from Dale as well.



In the interior I installed new carpets, and a wood dash. I put back in the original radio and built a box in the glove compartment for an updated cd player and of course the satellite Sirius radio.

An interesting story is that I made a template for all the holes required to mount the teeth; it was a little scary drilling all those holes in my fender, but I drilled the holes and then found that there are actually two

different size pins on the back side of the sharks teeth. Luckily, the holes that I drilled were the smaller holes and all I had to do was to go back and redrill the small holes to the correct size.

I did most of this in my single car garage, which made it pretty tricky sometimes, but when there was not enough room in there I would have to pull the car outside to do the work as long as the weather was nice.

Now, like every hobby, I try to do something to upgrade the car every year. So in the near future, I intend to do the frame off restoration. I have already picked up a frame from Texas and intend to prepare it in a way that all I have to do is lift the body off and drop it on the new frame. Needless to say, I have some work ahead of me, but I have good friends that I will hit up to help me out. I think they already know who they are!



So I guess the only thing left to say is happy cruising everyone and keep the shiny side up. For additional pictures see

[http://www.leverfamilysite.com/Tim Knolls 1966 Drop Top.htm](http://www.leverfamilysite.com/Tim_Knolls_1966_Drop_Top.htm)

Gee I Wish I Had Known That

Repack Front Wheel Bearings

This may seem obvious but I will say it anyway, Raise the Chevelle off the ground and put jack stands under it. Break loose the lug nuts and remove the wheel and brake calliper. The pictures that follow were off a drum brake car but the procedure is the same. Remove the grease cap, cotter pin (and throw it out, do not reuse!), spindle nut and washer and remove the hub / rotor. Do not drop the bearings.



Remove the outer bearing from the hub. The inner bearing will remain in the hub. You will have to pry out the inner seal to remove the inner bearing. If you are very careful, you can reuse the inner seal, but for the few dollars the inner seals cost, buy new ones. If you are reusing the old bearings, wash thoroughly in cleaning solvent. Do not use an air gun to spin the bearings up as you can damage the races. Once clean, check the bearings for cracked separators or worn or pitted rollers or races



To remove the races from the hub, they make special drifts, but you do not need them. Using a punch, small hammer and a light touch, gently tap the race out of the hub.



Ok, Now it is time to put it back together. To install the new races in the hub, what I like to do is take the old races and grind down the outer surface so that they are no longer a press fit. Now you can use them as a drift to tap the new races in with out the “drift” getting stuck in the hub.



Pack both inner and outer bearings using a high melting point wheel bearing grease. Now is not the time to skimp. Buy the best grease you can find. I have a fancy bearing packer that I like a lot but you can do this without it. Just put a spoon full of grease into the palm of one hand and press the bearing repeatedly into it until you are pushing grease out the top of the bearing.

Ok, you're almost done. I like to put a couple of spoonfuls of grease inside the hub. Do not pack it, as it will just come out the rear seal. Set the inner bearing in and use the old inner bear race as a drift to tape the new inner seal in place.

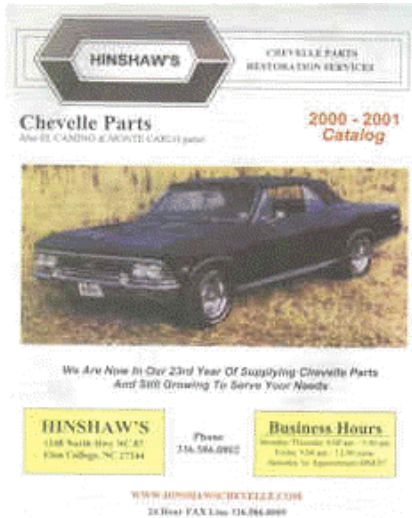


Tighten the spindle nut, and how do you do that? With everything back in place, rotate the wheel and tighten the spindle nut to 12 ft. lbs. of torque. Back off the adjusting nut one flat and insert the cotter pin. Spin the wheel to check that it rolls freely. Bearings should have zero preload and .001 to .008 end movement. Good luck.

Some pictures from the Grand Island show.



Grand Island Show Venders were.....



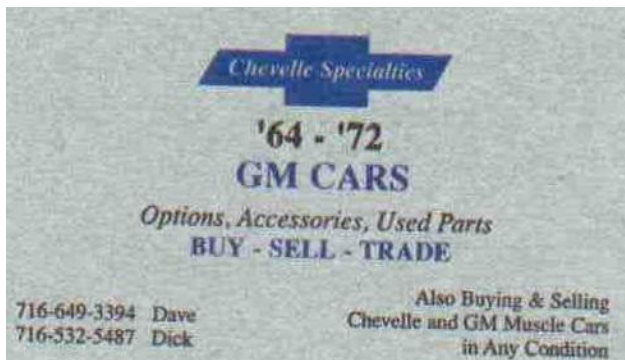
Their address is 1248 N. Hwy NC 87 Elon, NC 27244

Their Phone number is 336.586.0802

The web site address is <http://www.hinshawschevelle.com/>

Show Sponsors included;

- Advanced Auto Parts, Rochester.
- Joe Haniszewski, photographer.
- Advanced Plating, Tennessee.
- Meguiars Car Care Products.
- Painless Wiring.
- Summit Racing.
- National Parts Depot.
- Performance Unlimited, London.
- Hinshaw's Chevelle Parts.
- Tread City Tire.
- Paddock Chevrolet.



Stratford Update

Happy motoring to everyone in the CanAm club. It is hard to believe July is almost over but there is still lots of time to go cruising. Now is the time to fill out your registrations and send them in for our Canadian cruise set for September 14-16 in Stratford, Ontario. With over 175 members in our club it would be great to see everyone. We have been going to shows and cruise nights in southern Ontario talking with non-CanAm members encouraging them to join the club and attend our shows. We are looking for any donations for door prizes etc. Please feel free to contact Dan Brown or Dave Rose if you have any questions or comments. Keep on cruising and see you all in September!!

Upcoming Events

JULY 20-22, 2007

SYRACUSE NATIONALS

New York State Fairgrounds

800-753-3978 or 315-668-9703

staff@rightcoastcars.com

<http://www.rightcoastcars.com/shows/syn/>

JULY 20-22, 2007

NORTHERN OHIO CHEVELLES SHOW

ACES Northern Regional

Hudson, Ohio

For information go to the Club's

<http://chevelles.figure-8.com/>

JULY 28, 2007

OTTAWA CARLETON HOSPITAL CHARITY CAR SHOW

Canadian Tire Store, 1820 Merivale Rd., Nepean, ON

Information Matt Caplan 613-762-9757 or visit

<http://www.carshowsite.com/>

AUGUST 3, 2007

3rd ANNUAL FRIDAY NIGHT CRUISE-IN

Presented by "American Musclicar Club"

Sacred Heart Church, Cicero, NY

Live entertainment featuring "**Ruby Shoes**"

Contact Mike Aregano 315-699-4714

AUGUST 10, 2007

GM POWERTRAIN SHOW & SHINE

GM Plant, St. Catharines, ON

Open to any GM powered vehicles

BBQ, Plant Tours, proceeds to charity

Contact Tom Laing, 905-641-4163

tom.laing@gm.com

AUGUST 17-18, 2007

2nd ANNUAL NORTHEAST CHEVELLE & EL CAMINO SHOW

Presented by New England Chevelle Club

Sturbridge Hotel & Convention Center

366 Main St., Sturbridge, MA

Information - Jim Goodwin 508-845-9752

jimgm1970@townisp.com

<http://www.chev-el.com/>

AUGUST 24-26, 2007

HOT AUGUST BLAST

Fairgrounds, Hamburg, NY

Mike Sackett 315-698-7336

msackett7@verizon.net

<http://www.hotaugustblast.com/>

AUGUST 25, 2007

KINSMEN SHOW & SHINE

Kinsmen Park, Perry Sound, ON

Information Tudor Randell 705-378-2181

tuwen@vianet.ca

AUGUST 25-26, 2007

OSHAWA AUTOFEST

Lakeview Park, Oshawa, ON

Phone contact Gary Challice 905-579-7051 or 905-723-7828

autofest2007@sympatico.ca

<http://www.autofestoshawa.com/>

SEPTEMBER 14-16, 2007

CHEVELLE CRUISE-IN

Festival Inn, Stratford, Ontario

Presented by CanAm Chevelle Club

<http://www.angelfire.com/folk/canam/page47.html>

WESTERN NEW YORK EVENTS

Here is a link to events by other Car Clubs in that specific area -

<http://www.wnycarclubs.com/>

CENTRAL NEW YORK EVENTS

Here is a link to events by other Car Clubs in that specific area -

<http://www.cnycca.org/>

Ohio Events

Here is a link to events in that specific area –

<http://www.bigalslist.com/>

Important Note

EMAIL ADDRESSES

If you received this Newsletter by regular mail, that means we do not have a current email address for you. If you have an email address, or have changed your email address, please let us know. Thanks.

CanAm Chevelle Club
C/O Gene Chaas
3699 Southill Rd.,
Hamburg, NY, 14075
716-649-6038
chaas@adelphia.net

Keep On Cruising!

PRESIDENT - Gene Chaas, 716-649-6038, NY chass@adelphia.net
VICE PRESIDENT - Dave Krespan, 814-489-3942, PA drk64ss@verizon.net
TREASURER - Rod Barker, 519-433-1628, ON doorway@rogers.com
SECRETARY - Rod Barker, 519-433-1628, ON doorway@rogers.com
MANAGER - Matt Gregerson, 814-728-8705, PA n3yvg@verizon.net
WEBMASTER - Don Lightfoot, 613-376-6141, ON don48@personainternet.com
NEWSLETTER – Glenn Lever, 585-342-3261 NY autosshop@rochester.rr.com

CanAm Chevelle Club

<www.canamchevelles.com>

Membership Application

Name: _____ Date: _____

Address: _____ Home Phone: _____ - _____

City: _____ State/Prov: _____ Work Phone: _____ - _____

Zip/Postal Code: _____

Email address: _____

Vehicle Website address: _____
(if you have one)

Vehicle(s) particulars: 1) _____

Year	Make	Model	
_____	_____	_____	
Exterior Color		Interior Color	
_____ CI	_____ HP	_____	
		Tranny	Rearend

Special Features: _____

2) _____

Year	Make	Model	
_____	_____	_____	
Exterior Color		Interior Color	
_____ CI	_____ HP	_____	
		Tranny	Rearend

Special Features: _____

We will need a picture of your car(s). You can send one in with this application (we will return it) OR give us a URL link (_____) to a picture on the Internet OR send one in via email to <don48@personainternet.com> and include your name.

Dues are \$10 (any cheques to be payable to CanAm Chevelle Club). Americans get 15 months for their currency and Canadians get 12 months for theirs.

SEND TO – Rod Barker, 15 Lavender Way, London, ON, N5X 3J2

Make sure you “bookmark” our website to check for news and updates

Thanks for your membership - *Keep On Cruising*