

President's Exhaust Note



Letter from the President.

Welcome to 2008, and on behalf of the officers of Can Am Chevelles, we hope you will have a GREAT 2008!

2007 was a milestone year for Can Am Chevelles. First, our Niagara Show went off

without a hitch, with great attendance. We were, as you might expect, concerned about the Aces Northern Regional, now hosted by the Northern Ohio Club out of Cleveland, cannibalizing the Niagara show. Good news, it didn't! We correctly assumed that with the loss of the ACES sponsorship, we might lose half dozen cars is all, but we were not clear on how the show in Cleveland might affect this.

Well, it didn't. We are still drawing from a slightly different pool of Chevelle owners. As the Cleveland show grows, I'd assume it would draw a higher percentage from west of Ohio, particularly Michigan, and Illinois. The Niagara show continues to draw Chevelles from New York we haven't seen before! Unfortunately, our Canadian brothers are finding the border crossing more and more difficult.

Oh, and please let me take a sentence here and congratulate the Northern Ohio Chevelle Club for an EXEMPLARY job!! To covet is a sin, I know, but I am jealous of the local clubs like NOCC and MCC. It does make the limitations of an internet-based regional car club stand out clearly. But, we knew these limitations when we launched Can Am Chevelles eight years ago, and we planned our club accordingly.

Actually, I'm also jealous of the MCC newsletter, which frankly, I read with more interest than Chevelle World.

Another 2007 milestone for Can Am Chevelle was the VERY successful launch of a Canadian show. Dan Brown and company pulled off one heckuva event! Our mission for 2008 is to keep the ball rolling north of the border and ride our initial success with another 2008 Canadian show, with an eye towards making it an annual event.



As the border crossing becomes more difficult, we felt it important to host a Canadian show. Over 50% of the 150 members of Can Am Chevelles are Canadian. As confirmation of our thoughts, the show drew close to 140 cars, many of which we'd NEVER SEEN BEFORE! That's really far out! Cars that had never been on a show field with nothing but siblings and cousins (I consider the Beaumonts and Arcadians cousins to the Chevelle), finally found their way to a family reunion!

Clearly the demand is there, we've secured a few sponsors north of the border, the newest being the Zoro Muffler chain. But here's the rub – because of professional commitments, Dan cannot head up the show this year.

My first call for volunteers:

Can Am Chevelle Club Ltd., would like to find someone to lead a group to make the Can Am Canadian Chevelle Cruise-in 2008 a reality! Again, we have sponsors, seed money, and you'll have ample volunteers on show weekend. Clearly we would prefer this person be Canadian and living pretty close to the show venue. We are not set on Stratford, although it seemed like a good location and some of the groundwork is done. Dan will help out anyway he can. If you have a little time on your hands, enjoy the camaraderie of a Chevelle show, STEP UP! Please contact Don Lightfoot, Dan Brown, or myself for more information.

The Niagara show is slated for July 11-13, same weekend as last year. You should know that this weekend does cause some issues for the local club members as more than one are GM employees, and the show falls on their annual shutdown. I've had to excuse a few

volunteers so they can take a family vacation! Imagine! Thankfully, we have no shortage of volunteers at the show itself.

But on all other counts, the dates seem to work well as weather is a near guarantee in July and we are two weeks earlier than the Ohio show. Even though border crossings are becoming more difficult, we hope that the ascendancy of the Loonie brings more of our Canadian membership down to Grand Island NY. Attending our Niagara show is 20% cheaper than last year. What a bargain!

Which brings me to my last call for volunteers. 2008 is an election year, if you hadn't noticed. No, I don't mean Hillary and Barrack, I mean Can Am Chevelles! Most of our officer posts are up for election, while Rod Barker has chosen to stay at the financial/recordkeeping helm. I think Rod's function as treasurer is the hardest executive role to transition. The offices coming available are President, Vice President, Secretary and Newsletter editor.

PRESIDENT - All you need here is enthusiasm about the hobby, our Club, and to be present at not only our events but also other Chevelle events representing our club.

VICE PRESIDENT – The President's sidekick!

President and Vice president are truly "diplomatic" roles, in that you are the face of Can Am Chevelles. Of course, you are also the chief decision makers of the Club, although all Execs vote on issues.

SECRETARY - Here we would like someone familiar with Excel to maintain the clubs' database, show registrations, and providing our Treasurer with renewal info.

Again, we are internet-based, an "e-Club", so there are no monthly meetings, and we generally have three or four web meetings per year. The time commitment is not severe in the least.

So I ask you to consider stepping up if you have the time and enthusiasm. I can only speak for Dan Brown and myself in saying that life changes, and while some of us may have had the time in prior years, our professional lives can interrupt that, and they have.

Additionally after being in the Executive capacity with Can Am Chevelles for eight years, I truly think fresh leadership would benefit the Club immensely. I have a number of folks in mind who I know

would do a bang-up job, but I'm not going to call on you personally and lobby you. It's either in your heart to step up, or not.

We've only had a few elections over the years, and they've been Internet based. This posed its own set of problems, so I'm proposing that we have our elections at the Grand Island show, subject to final approval by the Executive committee.

Selecting a Club President, Vice President, Secretary, Newsletter Editor should be done, I believe, in a traditional way. Face to face. We'll have a slate of candidates ready to go, we can give them 2 minutes each to speak, and then cast our votes. I reckon it will only take 30 minutes to complete. The current officers will serve up until the Show date.



So please consider this opportunity to serve! We'd like to build on the success we've had in the past, and keep Can Am Chevelles vibrant and growing into the future.

**CAN AM CHEVELLES
NEEDS YOU!**

Please submit your nominations to Don

Lightfoot or myself. Thank you for your consideration, and we hope to have a blast in 2008!

Gene Chaas
President
CanAm Chevelle Club Ltd.

Feature Vehicle

Robert Mirabile – Green City Park, New York

Member #222

1967 Malibu Convertible



Through my teens I had always wanted a 67 Chevelle, it was my favorite car and especially liked convertible 67's. At age 17 I heard of a guy 2 towns over selling a 67 cheap. I went to look at it and it was a real 67 SS convertible. I really didn't notice it much further than the 138 VIN so it was mine for \$400. That was about average for a totally

rotted, real SS in need of total restoration back in the 80's.

After spending several years and lots of money trying to restore it, the project slowed. I had a rolling chassis with all new suspension components but when it came time to do the body, the project really stopped. Every piece of sheet metal had to be replaced with the exception of the cowl. With the project stalled I came across another 67 Chevelle. A Malibu model but it was a drivable car. I thought that if I bought this one it would give me something to drive and enhance my motivation on the SS. Well like a true gear head, I tore into the Malibu as well.

The Malibu was supposed to get a budget makeover and was the birth of my moniker and Team Chevelle screen name 'On budget'. The problem was budget makeovers, while less than a true resto, aren't cheap either. A decision was made back in 92 to combine the two Chevilles to make one good one. Because the Malibu was



the more solid foundation we decided to make that the car to work on. AHHH if I only had a fortune teller. You see back in the early 90's the muscle car market wasn't booming like it is now and an SS wasn't

worth that much more than a Malibu. I tried to sell the SS complete with finished disc brake front and 12 bolt rear rolling chassis along with the body shell for \$200 and couldn't!!!! So we used all the SS parts and turned the Malibu into a nice driver.

I used the fenders, rear end & suspension, front suspension, bumpers, seats, and many other parts from the SS to complete the Malibu. I then stripped the body down to metal, did some homemade patch repair and a few buckets of bondo and sprayed it outside in my driveway. The paint job cost \$200 bucks in materials and start to finish took 7 12-hour days.

Not perfect but good enough for a budget driver, I moved on to a new top and gave it a try recovering the interior. The engine compartment had an old 69 350 that I cleaned and dressed but mechanically left as it was. All in all it came out good enough to take home a few trophies at local event in the first year or 2.

The Malibu was stored outdoors for the first several years and was driven about 10,000 miles each year in ANY weather including snow. This took a toll on the paint and body but that \$200 outdoor home job is still worn to this day.

Over the years the engine was rebuilt, then rebuilt a second time, then freshened with heads, intake and cam, then another cam, and a 3rd cam, then several ignition swaps, headers and exhaust swaps, 3 or 4 different carbs. The original power glide was then replaced with a TH350, another TH350, then a 700R4, then a second 700, then another torque converter to a best ¼ mile of 13.92 all while still putting about 6 to 10 thousand street miles a year on it, even driving to Chevellabration 4 years in a row at about a 2,250 mile round trip.

In recent years I don't drive it nearly as much. All the trips I go on and all the out-of-town shows we travel to almost always include my wife and children. My family has grown large enough where we can no longer drive the Chevelle on trips and now to trailer it to most events.





Most recently, the big cammed 350 didn't really fit how I was driving the car. Mostly cruising and relaxed road trips with less track time. I wanted something that ran smoother and idled easy but fun to drive. I did a budget 454 swap and dressed it to have a look of a 427, just for fun. So now it's got a mild 454 backed by a 700 OD trans and 4:10 12-bolt

posi. It's a blast to drive and has great manners even getting 14.4 MPG on my last 1000-mile trip (to the Cam Am 5th Gathering) on 87-octane fuel.

My future plans are to keep driving. When the kids are older it will get the redo it deserves, but for now I'm enjoying loading the old Malibu full of kids for a trip to the cruise-in. They can eat and play in this Chevelle, because it's really all about the people. Chevelles just bring us together.



For additional pictures see

http://www.leverfamilysite.com/Rob_Mirabile_1967_Chevelle.htm

Gee I Wish I Had Known That

Sway bar hole spacing rear lower control arms

I will use the centerline of the rear-bushing pocket as a starting point as there are differences in overall lengths of rear lower control arms between styles of rear lower control arms. The distance between the bushing pockets are constant for all rear lower control arms for GM A-Body cars between 1964 and 1972

The sway bar hole spacing on rear lower control arms goes like this;

The first hole center, from the centerline of the rear-bushing pocket, is located 4 and 11/16 inches from the centerline of the rear-bushing pocket.

The second hole center, from the centerline of the rear-bushing pocket, is located 10 and 11/16 inches from the centerline of the rear-bushing pocket.

The holes therefore are located 6 inches apart.

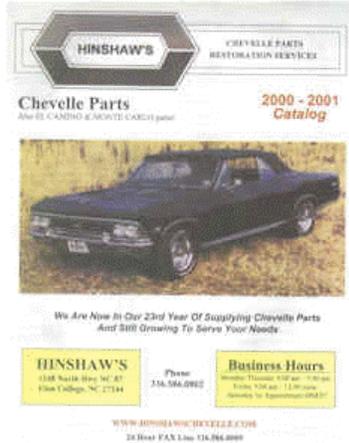
Both holes are located 1 and 1/16 inches from the top of the control arm, not the beginning of the radius of the bend for the top. Lay a flat edge across the top and measure down from it to get your measurement.

The hole size is 15/32 (between 7/16 and 1/2 inches)





Grand Island Update



Hinshaw's will be at our show as a parts vendor.

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/>

LT Classic Auto Parts

LT Classic Auto Parts will also be at the 2008 Grand Island show. You may remember him from our 2006 show.

bill@ltclassic.com

585-733-7226 or 585-733-7227

I am currently in the process of soliciting sponsors for awards and door prizes. Any help here would be appreciated. Last year we had enough door prizes that everyone got at least one if not two. Also things for the goodie bag are needed. I think we had a great goodie bag last year and would like to see it even better this year.

IN THE WORKS

Shaun Warwick and I have been working together to come up with a jacket style and design. He has used his contacts to come up with something. Shaun made enquiries with several suppliers.

We will be doing a Black jacket and the particulars are noted below:

- 100% nylon Shell with 100% Cotton Kasha lining.
- Drawstring waste with elastic cuffs.
- Snap front closure.
- Sizes S, M, L, XL, 2XL & 3XL.
- Picture attached.



We'll have our Club Logo about 10 1/2 inches square embroidered on the back. On the front chest will be your name and car information (EG - 65 Malibu, 67 Beaumont SD, 70 Chevelle SS, etc.).

The Club will pay for all the setup fees to get the program on the supplier's computer. This will cost us approximately \$250.

The jackets themselves are about \$40 or less depending on how many are ordered. The expensive part of this process is the embroidering. For example, there are over 60,000 stitches required for the Club Logo.

The final cost, including all taxes and shipping to you, will be \$115 (CDN or U.S.). To be honest, the Club is losing a couple of dollars on each here, but we need to set a price and came up with this figure.

What I need to know from all of you is if you would be ordering one (or more) if we proceed. Just respond to me with the number. Don't get into specifics (name, car info, size) at this time. We'll confirm this information with you when the time comes.

A lot of members have been asking for this so let's hope we get plenty of orders to make it worthwhile.

Thanks.

Don Lightfoot

Upcoming Events

MARCH 14-16, 2008

PERFORMANCE WORLD CUSTOM CAR SHOW

International Centre, Toronto, Ontario

877-950-1500 or 416-229-9919

performanceworld@meteorshows.com

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

JUNE 5-7, 2008

CHEVELL-A-BRATION

Goodlettsville, TN

Presented by American Chevelle Enthusiasts Society

<http://www.chevelles.com/aces/>

JUNE 28-29, 2008

21st ANNUAL MID-ATLANTIC CHEVELLE SHOW

Town of North East, Maryland

Presented by Maryland Chevelle Club

mdchevelleclub@aol.com

<http://www.chevelles.net/mcc/>

JULY 11-13, 2008

6th ANNUAL NORTHERN CHEVELLE GATHERING

Niagara Falls, NY

Presented by CanAm Chevelle Club

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

AUGUST 8, 2008

ST. CATHARINES, ON

GM Powertrain Plant

Open to all GM powered vehicles

Contact Tom Laing

tom@gmpowertrain.ca

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

AUGUST 15-16, 2008

3rd ANNUAL NORTHEAST CHEVELLE SHOW

Host Hotel & Conference Center

Sturbridge, Massachusetts

Presented by New England Chevelle & El Camino Association

Information contact Jim Goodwin jimgm1970@townisp.com

<http://chev-el.com/index.html>

AUGUST 15-16, 2008

ACES NORTHERN REGIONAL

Westlake, OH

Presented by Northern Ohio Chevelles

For information go to their Website

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

WESTERN NEW YORK EVENTS

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

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

CENTRAL NEW YORK EVENTS

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

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

Here's another Website for a lot of New York events

<http://www.hubcapcafe.com/calendar/new-york.htm>

For a listing of OHIO area events

<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

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Hamburg, NY, 14075

716-649-6038

chaas@adelphia.net

Keep On Cruising!

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