

March 2004

Volume 1, Issue 3



Team Times

Team Chevelle Members — Online Newsletter

MARCH FEATURE CHEVELLE



Official Sponsor:
Ground Up Restorations

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1967 Chevelle

Owners Cary & Daphne Bawcum

All The Good Stuff!!! This 1967 Chevelle was meticulously and professionally built from the ground up.

Paint by Palm Coast Rod & Custom -. House of Kolor Bittersweet Orange with very faint Tangelo Orange ghost flame down each side.



[Continued on page 4](#)

No Stolen Alert :)

New Products

Just Released.

Spiral Shocks- 1964-72 Chevelle

Brand New

OEM Motor Mounts- Made in USA.

TC discount pricing available.
[See page 8](#)

Ebay vehicle auctions—buy it now scam.

There is a new round of scams taking place on Ebay.

Classic vehicles are being auctioned with a reasonable or very low 'buy it now' price. It appears that the photos of the cars are taken from someone's website and do not belong to the person listing the ad. Most of these are from overseas and may use a website with a legitimate looking logo and escrow services, which are also fake. You send your money and that's the last you will see of it. Ebay has been prompt at removing these scams but I've heard of one buyer who was not so lucky.

If you see a low buy it now price, ships worldwide and it asks bidders to be pre-approved then find out more before going any further.

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

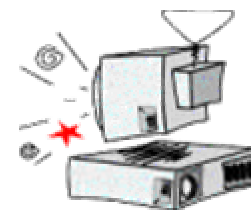
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Message from the Admin

Spam! Yup, that's what's on my mind right now. As much as I enjoy being online, the spammers are winning. I mentioned in earlier newsletters that my main email of admin@chevelles.com was going away but there were too many real emails using that account so I've left it open, well, until now. Between Dot and myself we have received over 150,000 emails in the past few months and are personally responsible for blocking (via cloudmark) over 60,000 spammers. Out of that batch of email, no doubt real mail was lost. I can be emailed at am@chevelles.com and members@chevelles.com will also work. Do not send to admin as it will be disabled. A plea to the Gold members who have TC aliases. Please do not set any spam filters to be 'rejected' as it will go no further than our server and clogs things up pretty bad. Just set the email you do not want to 'delete'.

Since mentioning in last month's edition that Peter Lohr is taking over the Wagon section of Team Chevelle he has been hard at work and many changes have taken place. Visit <http://www.chevelles.com/wagons> to have a look. For questions about the Wagon section or to add your wagon on Team Chevelle please contact [Pete Lohr](#)

Thanks! Al



Team Chevelle
Administrator

A new record of 439
(members and visitors)
was set in the Tech Forums on February 17,
2004 06:31 PM

GM Restoration Kit for Chevelle/El Camino

Many members and guests of Team Chevelle are taking advantage of the free information kit available from General Motors in the United States. While this service has been available for a number of years, it is not well publicized.

You can receive an information package for your year (not all models available) by calling GM customer assistance hotline toll free at:

800-222-1020 or alternately 810-696-4800. They will ask for your VIN so make sure and have it ready. It's not specific to your car and is a generic package of info that is still pretty cool to have. Shipping varies but many members have reported receiving their packages within a week.

There is an online discussion in the Tech forums —click here

http://www.chevelles.com/forum/ultimatebb.php?ubb=get_topic:f=35:t=000123:p=2

Canadians take note : The above Free info is not available and you will be re-directed to Vintage Vehicle Services which offer a completely different service. If your car was built or imported into Canada they will provide you with the actual build information on your car which is excellent and documents exactly how your car was built. There is a charge for this of \$48.15 Cdn.

In general they have, *as available*, option content, shipping and/or production date, selling dealer name or code, trim and paint codes, production numbers for that model at our plants, producing plant, engine size and HP and most engine ID stamping codes, mvma or engineering specifications, and some promo material from the current day.

The phone number in Oshawa, Ontario Canada is **905-644-5843** from 7:30am to 5:00pm Eastern, Monday to Friday. Ask for **George or Frank**.

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



Free Information Kit from
GM.

Toll Free



800-222-1020

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Detroit Iron CD Rom Discounts

We have received an update from Detroit Iron, the makers of Factory Manuals on CD ROM.

Detroit Iron Information Systems offer Team Chevelle members a substantial discount on their entire line of Automotive Shop Manuals. Normally selling for \$49.95 + shipping.

Finally, a way to keep your factory manual from getting ruined with greasy fingerprints. You will no longer need 2, 3 and up to 5 separate paper manuals for your car. With our CD-ROM's you can simply print out the page or pages you need, use them and either file them or toss them. It takes seconds to find what you need on our CD-ROM Manuals, and they will last indefinitely!

Now you can have all of your Factory Automotive Shop Manuals on CD-ROM!

Version 2.0 operating software now available

Example: *The 1971 Chevrolet CD manual includes the:*

- Chassis Service manual
- Chassis Overhaul manual
- Fisher Body manual
- 1964 thru 1972 Parts books

Equals FOUR separate paper books on one CD

Cost to Team Members will be only \$39.95 for each CD and includes FREE shipping to US addresses.

Order securely via the Team Chevelle Store

For a list of Chevrolet products available visit:

<http://chevelles.com/members/suppliers/detroitiron.html>



Software Upgrades—Free

For those with an older version of this program. - Version 2.0 Detroit Iron operating software now available.

This upgrade to Version 2.0 fixes the problems associated with the earlier versions and a conflict with installed programs.

[Discount Page](#)

Team Chevelle Classifieds—Auto Notify

Team Members have the ability to be notified of cars and parts for sale which match their search terms. The Team web server will send you a notification if a new ad is posted that matches your request.

To use this feature, simply go to the members area and click on the Auto-Notify link or directly at:

<http://chevelles.com/members/notification.shtml>

Choose a section. You will be asked for a username and password next. **THIS IS NOT YOUR TEAM INFO.** The classifieds program is completely separate so if you have not participated in the classifieds recently you need to 'Register for an account', fill out the info. We recommend that you use the same username and password as the members area, but it is not necessary.

You can now setup your keyword search. Please be specific or you will receive a lot of false emails. If you would like to be specific (esp if looking for a particular car) click on the link at the top for the 'Advanced search form'. This feature may give you the extra edge finding your car or part!



**Email Notification Feature
Available to Members**

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Feature Chevelle ✨



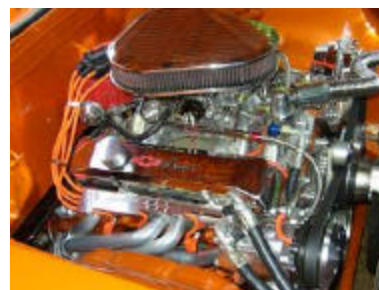
1967 Chevelle

Owners Cary & Daphne Bawcum—Houston, Texas

All The Good Stuff!!! This car was meticulously and professionally built from the ground up.

Engine

383 stroker street crate engine professionally built & dyno'd by Wheeler Motorsports Jacksonville, FL. Dyno'd at 392 horsepower with 400 ft lbs. torque. Tuned by Larry Snell, Snell Automotive Memphis, TN. Holley Street Avenger 670 CFM. Sanderson ceramic coated headers. MSD Pro-Billet HEI distributor. Aluminum finned oil pan. Engine is fully dressed with chrome & Billet Specialties accessories. Flowmaster exhaust system is fully ceramic coated.



Transmission

Turbo 400 street/strip with 2500 rpm converter built by Jackson Racing Hendersonville, NC. Aluminum finned pan.

Suspension

Suspension components by Classic Performance Products, Buena Park, CA. 2" drop front spindles. 4 wheels disc power brakes. Frame & suspension components powder-coated matching orange color. Front & rear sway bars. Quick ratio power steering. 12 bolt posi-traction, 3:42 ratio, built by Art Houser Rearend Service Mertztown, PA.

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Wheels

- Billet Specialties Hustler
- Front 17 x 7
- Rear 18 x 8

Tires

- Bridgestone Potenza S-03 Pole Position
- Front 225/45YR17
- Rear 245/45YR18



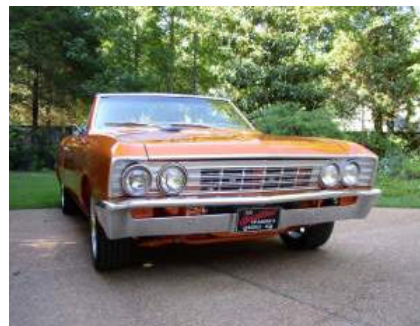
Interior

Autometer UltraLite gauges. Billet Specialties Hustler steering wheel. Hurst Pro-Matic shifter. Custom console and dash. Chevelle & bow-tie emblem hand-painted in passenger dash. Power door locks. Power windows. Power trunk opener. Upholstery by Shreck's Deland, FL. Matching aircraft-style retracting seatbelts made by Snake-Oyl Products.



Sound System

Kenwood KDC-719 AM/FM CD Receiver with Changer Controls. Rockford Fosgate Power 550X Multi-channel Amplifier. Infinity Kappa 6 1/2" round & 6"x9" oval speakers



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Feature Chevelle—continued



Owners Cary & Daphne Bawcum

Photo backgrounds of this months Feature are available for downloading at:

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

Team Chevelle would like to feature YOUR Chevelle or El Camino. We welcome submissions via email or regular mail.

Send to: members@chevelles.com

GROUP PURCHASE

Team Member Nathan Crowe (techname crowenate) is offering members a discount on Vintage Air products. This group purchase is different than the previous one he had for Hotchkiss.



He is now offering 15% discounts on Vintage Air products. The deadline is listed as March 1st, but Nathan may extend this if you contact him.

Nathan has a topic in the Interior Forum of Chevelle Tech where he is answering questions. He can also be reached via email at: crowe@650dialup.com

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Team Chevelle Members

Welcome to New Members who joined last month:

Name	Tech Name	City	State
D. F. Silarski	engineer	Houston	Texas
Keith Weisgerber	SamW_65SS	El Mirage	Arizona
Ronad McAtee	Clays72SS	Warner Robins	Georgia
James Clark	jim9254	Rahway	New Jersey
Lance Hooper	bowtielegend	Gold River	California
David Barnes	65_Convertible	Melbourne Village	Florida
Doug Anderson	Doug Anderson	Glenarm	Maryland
Phil Repass	prepass	Silver Spring	Maryland
Steve Foustanelas	stavros7a	Toronto	Ontario
Robert Peterson	robbysparts	Jax	Florida
John Paradis	JKP	Libertyville	Illinois
Mark Hodges	MO_Chevelle	Perry	Missouri
Keith Anderson	AndyK	Sterling	Illinois
Eric Onick	onick	Chico	California
Christopher Delandy	wazooi	Marina Del Rey	California
John Fardone	kimstajohnsgn	Croydon	Pennsylvania
Rachael McKenzie	circletrack	Sun Prairie	Wisconsin
Michael Lee	lee69z28	Wetumpka	Alabama
David Lewis	72Sprint	Fredericksburg	Virginia
Edward West	Pvt.Cowboy	San Francisco	California
Richard Racich	richard racich	Norristown	Pennsylvania
Steve Randall	speedballalice	De Soto	Missouri
Jeffrey Woodward	wd wrd68	Fountain Valley	California
Don Johnson	donselyello	Kent	Washington
Mark Haning	ChevelleSSWanabe	Rochester Hills	Michigan
Peter Nussbickel	67slowpoke	Sierra Vista	Arizona
Dana Buccini	DanaB	Marietta	Georgia
Thomas Jablon	ss406ci	Seminole	Florida
Tom Cantor	my68chevelless396	Richwood	Ohio

New Magnets available for 5 year members.

It's really been Five years since we started the Memberships?

We have many members who have been with us for the entire time and we created some special three color magnets which will be sent out to those who are renewing for the fifth time.

Thanks to our new members and long time supporters for believing in TC.

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

Please keep us up to date: members@chevelles.com with any email change!!



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New Products!- NOW AVAILABLE!

From GROUND UP RESTORATION

Proud Sponsor of "Team Chevelle"

JUST RELEASED!!

SPIRAL SHOCKS- 1964-72 CHEVELLE

"Official GM Restoration Parts" front and rear spiral shocks are finally here!

This is what you've been waiting for! No need to buy 35 year old NOS shocks for that authentic looking restoration when you can get *Brand New! Front and Rear Spiral Shocks* for your classic Chevelle. Shocks are manufactured to the strict tolerances of today, licensed by GM and have that authentic classic spiral look and color. Although there are no dates or part # stampings on this item your classic Chevelle will have that classic look without breaking the bank!



Ground Up part # DSS-R64 (rear) and DSS-F64 (front). Regular price \$79.99 each.

ON SALE* for \$300.00/ set of 4 (front & rear)-use part # DSS-KIT** CALL TOLL FREE 1-866-358-2277 TO ORDER**

**Sale is for Team Chevelle members only. You must mention that you are a Team Chevelle member and have a valid Team Member #. No additional discounts apply. Offer expires March 31, 2004

Brand New!!

OEM Motor Mounts- Made in USA.

These super high quality engine mounts are now available in matched pairs. No need to settle for cheap, inferior quality imports that don't fit. Our USA made motor mounts are guaranteed to fit. These engine mounts are manufactured by the Original OEM supplier. Applicable for all 1968-72 Chevelle and El Camino with V-8 engines (All), and 1969-72 Camaro with 350, 396, 402, and 427. These are the finest on the market.



Ground Up part # AMX-96. Regular price \$79.00/pair. **ON SALE* ONLY- \$69.00**/pair**

CALL TOLL FREE 1-866-358-2277 TO ORDER

**Sale is for Team Chevelle members only. You must mention that you are a Team Chevelle member and have a valid Team Member #. No additional discounts apply. *Offer expires March 31, 2004

Featured Photo Ads

1968 Chevrolet Chevelle SS 396 V8
"Numbers Matching " Matador Red
with white top,

325 HP \$24,500.00 - David Reese



1970 El Camino SS look ..
White with new black interior 350
pdb, ps, a/c, tach and gauges

\$8950.00 OBO - Gary Harvey



1967 Chevelle Super Sport A beautiful
Chevelle with attitude!

"True" 1967 Chevelle SS 396
\$29,000—Greg Kline TC #1064



1967 Chevelle SS 396
Here's one for all you purists! All
original sheet metal, 91k miles with a
396/325hp
Asking \$19,000 - Tom Williams



For more information visit: <http://www.chevelles.com/classifieds/photoads/>

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Looking Back 🙄 November '98



November 1998 Feature Chevelle

February 2004 Update

1967 Chevelle Chris Forno Sheppard AFB, TX

I bought my car in 1984 for the huge price of \$475. It had \$500 cash written across the windshield. It was an all original car that even had the "Protect-O-Plate" in the glove box. This is the car that transformed me into a certified car crafting nut. I've been hooked ever since.

I started tinkering with this car and I performed several modifications to all parts of it, mostly just hopping up the drive train. It started out as a 283 two-barrel with a powerglide and a 10 bolt rearend. I rebuilt the 283 to stock specs but had a reputable shop perform the machine work. After a couple of months the stock motor became not enough. I installed a bigger cam, a set of headers, and a four barrel induction set up. I had the car repainted in 1985 with 1977 Mercury star burst gold with black deck stripes front and rear. While my chevelle was being painted the body man suggested that I might try turning my car into a super sport. I got all the parts and I cloned my all original Malibu into a Super Sport. This whole ordeal was my first attempt at a "restification" of a muscle car.

In 1986 I spun the harmonic balancer off the front of the 283's crank and decided it was time to get serious. I bought my first small block 400. I got a great deal on it too, \$500, a running and complete motor that was from the carb to the oil pan, balancer to the torque converter. This motor kicked butt and gave my car enough guts to run really strong. I also swapped to the Turbo 350 tranny and 12 bolt posi during this phase.



In 1987 I got involved in bracket racing. I had gotten a few tickets street racing and I needed a change. Bracket racing is cool and I won lots of trophies in the "Street 1" class at Idalou Motor Sports. I placed in the top three six times out of ten attempts that summer. But racing really takes it's toll on a car, and this was my daily driver and only car I owned. I ran mid 13's in the Texas heat.

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I went to Desert Shield/Storm in 1990. When I returned, the chevelle had been vandalized (some idiots appreciation for serving my country). Needless to say I was a little upset about the whole ordeal. The stereo was torn from the dash and the wheels and tires had been heisted. The bums didn't even use blocks under the car and the car sat in the Louisiana mud for four months. The good news was that they only got three wheels off the car cause one lug nut was stripped out. The interior was also completely covered in mold and mildew (totally nasty). I then decided it was time to get really obsessed and totally restore my beast.

I started by removing every part from the car. I pulled everything except for the rear quarter windows and the trunk wire harness. I did not pull the body off the frame due to room limitations. When all the parts were removed and laying all around I remember thinking that there was no way I was going to get the car back together. I sandblasted away all the rust and replaced the holes with fresh metal. I installed new trunk pans, a right rear lower quarter panel, patch panel. Both the front and rear glass areas were filled with new metal as were the lower areas of the front fenders. All the disassembled pieces got a fresh coat of paint and then it all got assembled. The finishing body work was completed and then came six coats of PPG Delstar 1970 Corvette "War Bonnet Gold" paint. Next came blue pearl on all the body accent lines and a fine misting a very fine gold glitter dust. It was then topped off with four coats of PPG DAU 75 Poly clearcoat. A new interior kit was next. The grueling task of color sanding and buffing was completed, and finally all the trim was installed after a meticulous cleaning. Prior to the interior being reinstalled I decided to build a custom stereo system for my car. I hunted around for bargains on all the parts I needed. The dash has two horn tweeters mounted in the dash defroster vents, the forward kick panels have 3 1/2" mid ranges, the rear deck houses 5 1/4 mid ranges and in the trunk went a custom box that houses a pair of ten 10" woofers. It got all wired up and then it was time to complete the interior.

I ordered an interior kit from OPG and got busy. I stripped the old covers off and installed the new ones. I also installed all the other components and a new weather stripping kit on my own.

Here are some updated pics of my Chevelle. A lot has changed with my car since back in 1998.

I built and installed a new 468 big block and turbo 400 combo. The motor has a fully machined block, Edelbrock RPM heads and Torker 2 intake, a Holley 870 Avenger carb and fuel pump, a Comp Cams XE274 cam and Pro Magnum rockers and push rods, forged TRW pistons with Moly Speed Pro file fit rings, a Moroso oiling system and ignition and much, much more. The suspension has been upgraded with Hotchkis springs, sway bars and trailing arms, new disc brakes and poly urethane bushings in the A-arms.

Click for larger views—images stored on our server



Photo Backgrounds of Chris's 1967 are available here:

[Http://www.chevelles.com/backgrounds/](http://www.chevelles.com/backgrounds/)

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Diagnosis of HEI Ignition Systems



Techref series by Wes Vann - HEI authored by: Shurkey Swanke

Got the HEI No-Spark Blues?

Don't worry, be happy. HEI's are as easy as pie to fix. You don't even need kilobuck 'scopes, module testers, or computer interfaces.

The Usual Legal Disclaimers And Stuff.

This is NOT the official factory diagnostic procedure. This is shorter and simpler. It requires fewer special tools. It is a little less thorough, but a lot faster. This is not designed to locate everything that could possibly go wrong with an HEI. It will locate the common problems.

General Assumptions:

You "know which end of a screwdriver to hold onto". You've even replaced a distributor cap and rotor and timed an engine at some point in your life, and the engine ran after you completed the job.

You have basic hand tools.

You have a non-computer controlled HEI (the module has only four terminals) with the coil built into the cap. If you have a separate ignition coil, the basics are the same, but the details are a little different.

You don't have a pacemaker, 'cause we are dealing with 50,000 volts and I don't want anyone to have their ticker "vapor lock", if you know what I mean. You do not want to "catch a spark" even if you're completely healthy. It hurts, especially if you are leaning over the fender and the spark grounds through your pants zipper. Damn, I hate it when that happens.

Whenever I tell you to crank the engine, I'm assuming the ignition is ON and the car has the park brake engaged and the trans is in "Park". Your necktie is not wrapped around the fan blades.

Special Tools:

The most important special tool is a fully functional brain. Be sure yours is completely engaged. If the clutch plates of your mind are slipping, press "BACK" on your browser.

Spark tester: K-D tools 2756 (also available from Snap-On), A-C Delco ST-125, Mac ET 760H, or equivalent. Cost is about twelve dollars. Available at any well stocked auto parts store. This looks like a spark plug with an alligator clip soldered to it. If you're a low budget dude, you can make your own, but I don't recommend it. The real thing has a calibrated spark gap that will properly load an HEI coil whereas the homemade unit won't present as much of a challenge to your coil. I have seen weak coils that would allow the engine to run at idle and light load, but could not produce a spark at the HEI spark tester like those I've listed. Toss the coil! If you do make your own, be sure to remove the side electrode from a new spark plug, as you don't want false readings because your spark tester is oil fouled.



A spark plug boot: Needs to be a straight one. You'll cut it so that when you slip it over your spark tester, it extends about 1/2 inch beyond the tester.

Jumper wire: Plain old 14 gauge primary wire about three feet long, with alligator clips on each end.

12 Volt test light: A cheap one is OK, but test it every time you use it. If the wire is connected to ground, (the usual arrangement) touch the probe to a power source and make sure it lights up. HINT: Use the alternator positive terminal if it is easier to reach than the battery positive terminal. On those occasions that the wire is connected to a power source, touch the probe to ground and make sure it lights up. It's very frustrating to have to re-do an hour's work because the bulb in the test light burned out and has been giving you false readings.



Ohmmeter/voltmeter: Even a ten dollar Radio Shaft unit will work. (but NOT for module testing!)

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OPTIONAL TOOLS:

Soldering gun rated at 450 watts: Yup, that's a big'un. (wv - a soldering gun is different from an iron in that it looks like a "gun" and has trigger that is used to cause it to heat up)

10 MEGOHM input impedance Voltmeter: This is required for module testing.

Remote starter switch: (or a buddy to crank the engine while you're inspecting parts from over the fender) If you use a remote starter switch, be sure the ignition is ON when you're cranking during testing. You'll waste a lot of time if you crank the engine with the ignition off.



Basics:

You have an engine that won't run properly, or won't run at all. When you look down the carb throat and work the linkage, you can see fuel squirt out of the accelerator pump nozzle. The engine cranks at it's usual speed. (wv - you may want to charge the battery over night, so that there is a full charge)

STEP ONE: Verify No-Spark.

Select the easiest to reach plug wire and remove it from the plug. (on an inline six or four cylinder disconnect the coil wire from the cap and use it for this test) Connect it to spark tester and ground tester to any convenient chunk of nearby iron, such as a header bolt or the alternator bracket. Hint: face the sparking end of the tester so you can see it from the driver's seat. Crank the engine with the car in "Park". If you have a good spark, check other plug wires. The HEI is OK, but perhaps your distributor cap or some of your plug wires are defective. If you have no spark, test a couple other plug wires. Still no spark? Reconnect the plug wires and go to step 2.

STEP TWO: Verify power supply to HEI.

Disconnect the power wire to the ignition coil. If the coil is built into the distributor cap, this wire will plug into the cap, at the "Batt" or "C" terminal. Probe the connector on the power wire with the test light or the voltmeter. With the ignition ON, but not cranking, you should have within one volt of battery voltage, or a very bright test light. With the engine cranking, you should have a minimum of seven volts on the voltmeter or a medium brightness on the test light. Poor voltage? Repair wiring from ignition switch. If you have good voltage, reconnect power wire. Go to step three.

STEP THREE: Exploratory Surgery

Remove the distributor cap and rotor from the distributor. If it is easier, label and remove the plug wires from the cap, but leave the other wires connected! Flip the cap upside down. Push the "Special tool" plug boot over the spark tester, and then push the open end of the plug boot over the center post of the distributor cap. This is the post with the carbon doohickey that rubs on the top of the rotor. The tip of the spark tester will be touching the center post of the cap, held in place by the cut-down rubber plug boot. Use your jumper wire to connect the spark tester to a good ground.

If you have a separate ignition coil (inline six or four cylinder) disconnect the cap and rotor, but just install the spark tester in the coil in place of the coil wire. Use the jumper wire to connect the tester to ground.

Make sure the advance mechanism of the distributor will clear the upside down cap. Crank the engine with the ignition ON. Watch the distributor so you know it turns when the engine cranks. This is a repeat of step one, but without the plug wires, rotor and cap in the circuit. If you now have spark, start looking at the wires, rotor and cap. If you have no spark, LEAVE THE SPARK TESTER IN PLACE and go to step four or five.

Continued.....

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STEP FOUR: (only if you have the big soldering gun)

THIS IS IMPORTANT—don't hold the hot tip of the gun next to the pickup coil, and most definitely don't touch the tip to the pickup! You want to hold the "body" of the soldering gun near the pickup. The idea here is that the pickup will sense the electrical "goings-on" (non-technical term!) inside the body of the soldering gun and cause a "trigger". YOU ARE NOT TRYING TO SOLDER ANYTHING! IF YOU DO THIS RIGHT, THE TIP OF THE SOLDERING GUN WON'T EVEN GET HOT.

Plug in the soldering gun, and with the ignition ON, hold the body of the soldering gun **as close** to the pickup coil as you can. Keep your arm away from the spark tester. Pull the trigger on the gun. (one second is enough) look for sparks at the spark tester. This is a repeat of Step three, but with the pole piece (reluctor) out of the equation. The alternating magnetic field in the body of the soldering gun will induce voltage in the pickup coil which should trigger the module, which should trigger the ignition coil. If the soldering gun is not big enough, or is held too far from the pickup coil, you won't induce voltage in the pickup coil and the test is invalid. Experiment with this on a known good system, it's a real time-saver! If you're sure you've done this right, and you get no spark, LEAVE THE SPARK TESTER IN PLACE and go to step five. If you get spark here and you didn't in step three, the pickup coil is defective in a way that is not common. Re-do step three to be sure.

STEP FIVE: Eliminate the pickup coil.

Disconnect the two very fine wires from the module. Connect the wire on your test light to a voltage source such as the alternator POSITIVE terminal. Touch the probe of the test light to the module terminal labeled "G". (Its the smaller of the two terminals that you disconnected the pickup coil wires from) The test light will not light up on this test. If you get no spark, go to step six or seven. If you get a spark each time you remove the test light from the module, but got no sparks in the other tests, your pickup coil is defective. Replace it, connect the pickup coil wires to the module and repeat step three. If step three produces spark, the problem is fixed. Put it all back together and go cruising.

STEP SIX: Only if you have a voltmeter/ multimeter with 10 megohm input impedance.

Unplug the connector from the "TACH" terminal, if there is one. Usually there isn't. Set meter to lowest voltage scale that will accommodate 15 volts. Connect the positive voltmeter lead to "TACH" terminal on distributor cap (or separate coil) Connect the negative lead to ground. With ignition ON, repeat step five, except watch the voltmeter not the spark tester. The voltage reading should read high, but spike downward when you remove the test light from the module terminal. If it does, replace the ignition coil and repeat test five. If it does not, replace module and repeat test five. If you get sparks in test five, the problem is fixed. Put it all back together and go cruising.

STEP SEVEN: test ignition coil.

Remove the spark tester and all wires from distributor cap. Lift the cap out of the engine compartment for testing. Use ohmmeter set on a "high ohms" scale. First test: Connect between "Batt" ("C") terminal and "Tach" terminal. Resistance should be very low. If not, replace coil. Second test: Connect ohmmeter between Batt terminal and the carbon button in the middle of the cap. Read ohmmeter. Connect ohmmeter between ground terminal (the middle one of the three parallel blades) and the carbon button. Read ohmmeter. If BOTH of the readings in the second test are infinite, indicating an open circuit, replace coil. If you replace the coil, repeat step five. If the coil passes both of these resistance tests, replace module and repeat step five. Step five should produce spark, and the problem is fixed. Put it all back together and go cruising. If not, go cruising in your buddy's car to clear your head, then start from Step Two and re-check all your work, making sure you have good connections at the spark tester, test light and volt/ohmmeter. Then verify that the wiring that connects the components is sound. If you're ABSOLUTELY sure that everything tests good, and you still have no spark, replace the module and retest.



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Other HEI problems:

A. Insufficient wire gauge to "Batt" or "C" terminal. You **must** have 12 gauge wire or thicker. GM knows this, but often cars get converted to HEI and thin wire or the old resistance wire is used. This will produce weak spark, especially at higher RPM.

B. Module **MUST** have dielectric silicone grease between bottom of module and distributor housing. **WHEEL BEARING GREASE WON'T DO!** The module transfers heat through the silicone grease so it doesn't toast itself.

C. Windings in pickup coil open when underhood temperature rises. Car runs great cold but dies when hot.

D. Windings in ignition coil open when hot. Same symptom as C above.

E. Wires that connect pickup coil to module break inside the insulation. (they don't look broken) When the vacuum advance moves the pickup coil, the broken wire opens the circuit, the engine dies. Vacuum is reduced, the vacuum advance relaxes, the wire reconnects and the engine runs. Cycle repeats.

F. Centrifugal advance doesn't get lubed and wears out the holes in the weights and the pins that the weights pivot on. In addition to screwing up the advance curve, all the metal dust from the worn out weights and pins is now stuck to the inside of the cap and rotor, making a possible path to ground for the spark.

G. V-6 cars that run really erratic may have mis-matched reluctor and pickup coil. If you have an odd-fire reluctor and an even-fire pickup coil, (or the other way around) the engine may run, but three cylinders are going to have timing that's really screwed up. I even saw a V-8 with a six cylinder pickup coil. Count the number of teeth on the reluctor and pickup coil. There should be one for each cylinder. The teeth will be unevenly spaced for odd-fire V-6, evenly spaced for everything else.

The End

Via Email:

Although I'm involved with a '56 Chevy truck frame up rebuild project, I have got to tell you that this is the BEST board on the internet for advice and support.

I asked a few questions and could not believe the refreshing and knowledgeable feedback I got almost instantly.

You guys are great and I cannot begin to describe how much I appreciate your support.

Please keep this up...there are a lot of rookie knuckle busters like me out there that need your experience and insight.

Best regards, Roy

TIP: from headerfire

Hold a small screwdriver next to the rear bearing cover of your alternator with the engine running.

If the rear bearing cover grabs the screwdriver (like a magnet), your system is *probably* charging okay



Team Chevelle Showrooms

Many visitors to our site like to include a picture of their Chevelle, shop, parts or whatever they are describing. In order to do this the image has to be on the internet 'somewhere'. While there are a number of different methods ranging from free (with banners) to several dollars a month, Team Members have the option to use free personal web space on our server to host their pictures. <http://www.chevelles.com/showroom/>

This very easy to use web space is setup only by request. If you would like a personal showroom just email members@chevelles.com and it will be created for you. There are some limitations in that we request you do not use the showroom to sell items on Ebay (due to the possible huge demands some of these ads will create for pictures) and also not to use it for those little 'avatars' on tech forums (for the same reason).

Next month, a complete HOW-TO for uploading and managing your showroom.

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Enjoy the Show!

How to participate in, and enjoy a car show. *Continued from February:*
By Al McKenzie

The Show

I tend to rush this next part as I develop the get-there-it is. Every car I see on the road older than 20 years I figure is going to the same place and will be taking MY spot at the show. This is where the drive-by the previous day helps. I know where to go and how to get there. My rule on turns is: 3 rights are better than one left. Left turns and classic cars do not go together, especially in unfamiliar territory. I plan to arrive without having to make said left turn and there is no pressure sliding into the gate lineup. I hate the feeling of a semi's-grill rapidly filling my rear-view mirror whilst I'm wondering if my signal light is indeed blinking, and if so, is it bright enough to avoid being part of his grill.

If you have pre-registered, have your paperwork ready and prepare to slide by all those guys who were after your show spot. If you have not pre-registered, have the entrance fee ready in small enough bills to not create havoc. If there is a selection of classes in the literature you received it's best to already know which one applies as the guys at the gate are usually not the best to determine what class you should be in. Keep your windows down, the radio off and listen to your partner (chances are you are looking all over and missing the gent with the flag trying to get your attention). Almost every show I've attended the parking crew does a great job. Follow their instructions and ask questions if you are not sure where they are trying to send you.

Quite often the final parking position is up to you. If you have any say in the matter, avoid parking near:

Anything with an open hatchback, they are there to show off their amplifiers, not their car.

Anyone with more than a dozen stuffed animals, this guy is cool though —>

Any truck taller than yourself.

Don't slide into a row of cars that are obviously together. A Chevelle in the midst of a batch of Mustangs, 567's or Impalas just isn't going to feel welcome and part of the group.

Don't park next to the same year and color car as yours. Women are right, if two are wearing the same outfit, one is going to look better than the other. --One of you might get picked apart and also the minor shades in the paint variations will stand out.--

Avoid trash barrels. While it might seem handy at first, by early afternoon every wasp in the county is going to be showing up for a buffet.

Avoid the porta-potty area, but it's nice to have them in sight.

Try not to be near the loud speakers, but not so far that you can't hear what's going on.

Watch the wind direction and do not get downwind of the food vendors - *although the smoke from the grease fires do help if you are near the garbage cans and swarms of wasps.* Take your pick.



Take your time and back into your spot. The rule of thumb is to leave enough to open the door without touching the car next to you. More is frowned on by the organizers trying to maximize the lot and less is frowned on by your new neighbor. If they are parking on a slight angle, do the same. When finished the front ends of the cars in your row should all align, don't be the guy left sticking out a foot farther as that's a classic rookie mistake. If in doubt have someone stand behind while you back into place. This is perfectly acceptable and involves one more person of your party in the event.

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Now the fun starts. I really enjoy setting up the chairs and getting ready for the day. Plan ahead for chances of afternoon shade. Sitting in the morning sun for a couple of hours is worth it to bank ahead for a nice shady spot about 1 in the afternoon when the feet are tired. This is the tradition “shine” part of the show and is meant to be enjoyed not labored over. Your car should be reasonably clean to start with so the idea is to finish up the detailing before the spectators arrive. Clean the interior and wipe down any areas of the body that need it. One area often overlooked but stands out is the tire tread. Run an old rag over them after the rest of the car is clean, this removes grass and rocks that give the car an un-kept appearance.

If you are using spray cleaners, please pay attention to the overspray and shoot the product directly into the cleaning rag instead of hosing down the entire area and sending clouds of vinyl cleaner over the next three cars. I was amazed at the ‘two duderoots’ with matching 02 camaros at a show last year as they liberally dosed the air with their retched version of some lemon shine, covering some cars that were already cleaned up for the day. They didn’t even have a clue that what they were doing was akin to tossing cigarette butts on the Soprano’s pizza, although the results were similar.

Depending on the show, don’t take this shining part too seriously. I missed countless opportunities to talk to other owners thinking that this was a job to be finished until it finally dawned on me that this entire process was akin to saying ‘hey, I’m the owner and let’s talk about my car’. Once the show starts the chances to talk to owners takes on a different approach and I now take the time to clean while talking or doing the same to other owners. It’s the start of the day and everyone is in a good mood when only the participants are at the show and there is no better time to get acquainted. Now, with that being said, understand that not everyone thinks this way and if it appears you are interrupting them (or if it’s **SERIOUS** class show) thank them and say you’ll talk to them later. They will appreciate it and remember when you come back later.



This is the best time of day to take pictures as you do not have to wait for people to move out of the way and the lighting is usually quite good for showing off the paint. If there are vendors at the show it’s not a good plan to interrupt them while they are getting ready. I’ve yet to meet one that is happy to sell me anything until they are completely set up. Instead this is a good time to scope out the show and get a coffee. I always try to support the event by purchasing the products from the coffee and burger stands. The only time this backfired was a show in Seattle. You just don’t ask for ‘a coffee’ there. You are required to pick from a long list of names I’ve never heard. My ultimate choice was prepared with a cloud of steam, hissing and hand motions normally reserved for large industrial boilers manned by scared chimps. The final product was interesting but my choice for coffee beans must have been packed a little lower on the mule as it made it’s way down the mountain, if you know what I mean. See the note at the start of this article about bringing a kit with antacids which saved my day although there was no doubt that I was awake with a rather unique caffeine buzz that I miss to this day.



I highly recommend wearing a shirt (TC preferred) while at the event. It gives others a chance to start a conversation while you are checking out the cars and acts like a calling card. It never hurts to say a kind comment on a car you admire. It doesn’t have to be a long winded statement to be effective. I’ll ask if this is their car then pass on a positive comment. You will know exactly what I mean when someone does this to you. If they want to talk more, they will ask a question afterwards and that’s your cue to get out of the chair and talk to them. This is a good time to have some business cards handy to exchange. It saves time trying to find a pen and paper to write down information or the always hoped for ‘I know this guy with a bunch of parts he is trying to sell and I think they fit this car’.

Plan your lunch early or late. Do not wait for high noon or the announcer to remind everyone that they are hungry. There are enough line ups in life without wasting your time standing in line at the car show. I suggest going early even if you aren’t ready. Once the smell of the fried onions fill the air someone in your group is going to decide they want lunch and you, being the hero that you truly are, have already anticipated this and arrived back at the car with the finest juicy burgers that fire can create. If lunch was good, keep in mind some of the local clubs put the food on sale near the end of the show. If you have many miles to go when you leave this saves quite a bit of time, money and helps the club by picking up super to go.

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Judged Events vs Open.

There are some things done differently between the two that you need to be aware of.

For both judged and open (voter's choice)

Open your hood about 1/3 of the way. Look left and right to make sure that you don't have yours open further than others along the row. Whatever you do, don't make people play peek-a-boo with the hood open a few inches as they will (correctly) think you are hiding something. A closed hood is also sending a message and I've been to shows where the owners were livid they never won although they never opened their hood. What they were thinking is beyond me and it happens all the time. I've never voted for an entry with a closed hood and never will, no matter how glossy the paint.

If the event is judged, it is permissible to remove your positive battery cable to avoid draining the battery due to under hood, dome or trunk lights. Judged shows like the drivers door to be left ajar as an invitation to open it and inspect the interior, if it is closed the judges will not open it and hence a lower score. Trunks also have to be open and empty of all items as well, for judged shows. I usually have a duffel bag that everything gets tossed into and hid under the rear of the car. Convertibles will be judged with the top in the up position, so don't lower it first as all you will do is introduce a bunch of wrinkles that the judges don't need to see. Copies of documentation on the front seat can be beneficial as do the before and after photo books. The judge may or may not know your particular car model and it's up to you to let them see what you have and what's been accomplished. They are all gearheads and can appreciate what you have to offer.

Pretend you are judging a model you are not familiar with and what would help you to understand or appreciate it better, then provide that same information for your car. A note of warning, do not put your original build sheet or protecto plate out unless you are not leaving the car, use photo copies. I've heard of these being taken, most likely by someone jealous, stupid, or both.

Some judged shows will check the operation of all your lights and accessories. Make sure a burned out bulb does not cost you points or create traffic problems on the way to and from the show. I've seen quite few points deducted over the years for a lack of a spare tire or jack.

Judges will be looking for:

Fit and finish of all panels. Door and fender alignment is an easy deduction.

Paint should be uniform and free of dirt, fading and chips.

Chrome and glass should be bright and free of scratches and sanding marks.

The undercarriage should be presentable and free of drips, grease and obvious neglect.

The interior should not have rips or tears. Carpeting should not be faded. Plastic chrome should not be rubbed off.

The scope of this article does not allow room for all the combinations of classes, stock, modified and custom. Different shows have allowances for fitting into each category and three changes may move you into a different class.



I would suggest being available while the car is judged but by no means follow them all around the car. Be ready and willing to answer questions and point out features that they may not be aware of, thank them for their time and hope for the best. If you are not available it will usually not make much of a difference and it's customary for them to put a small round sticker on your headlight so you know that your car has been judged. This allows you to close the trunk and doors. Sometimes each judge will have a sticker so it might be best to inquire about this ahead of time.

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Awards ceremony.

Plan ahead for this by seeing if you can setup your chairs in a nice spot to watch. Again, shade is a blessing if it's a big show and there are a number of awards (or if Chuck H is the MC – just kidding Chuck). Awards are generally done by year starting with the oldest so don't delay if you own one of the more senior cars. Make sure that you pack up your belongings and lock them safely in the trunk before leaving your vehicle unattended. Once seated, take a look for the best way to the stage. Hey, it doesn't hurt to think you might win and there is no reason to be stumbling and tripping over kids while you try to beeline your way to the trophy if your name is called. Do not get the family worked up thinking you have a chance at a trophy as this could wreck a great day when someone else is called. I've been in both positions, lost when I felt there was a good chance and won when I felt that there were better cars than mine. Such is life and the car show.

Ok, time to talk about the winning issue and local clubs. I'm sure everyone has heard a story how the local club member wins an award when maybe there were better cars. If it's a people's choice done by voting it's most likely because they were there first and also parked in a good spot. Voting for your favorites sometimes creates these situations as spectators with ballots are inherently lazy and will not go to the end of each row to inspect all the cars. There, right up front is a very nice whatever and the number is easy to see, yup, that one will do. Many people vote early, a bit too early and if you are not in the show yet, guess what? No vote from them. I've done this both ways. Parked right up front next to the voting area once and won (didn't know why at the time) and also showed up a bit late to a show and lost to a real turd. One 'ol boy filled me in on all this and it became pretty clear after that. The three most important things in a people's choice is the same as real estate, location, location, location – well, it helps to have a pretty nice ride as well.

Getting Gone



Once the event is over everyone is a bit uncertain what to do. Unless you won an award and the promoters are taking photos or you want to watch, I suggest that if you have a clear shot to the gate, take it. Remember how you packed everything up before attending the awards? That was for a reason. This is the same as lunch. Everyone thinks they will wait a bit for things to settle down and then about the same time they all stampede for the gate. You are better off either rolling asap, bs'ing with some of the others who are going to wait or depending on the show location, check out any shopping available. This is one time that you should not 'go with the herd'.

I've finally caught up to some of my early idols who just wheeled into a show, hopped out and enjoyed themselves, but it took time to reach that stage and I hope that the information presented here helps you achieve this goal sooner.



Remember to have fun and take the time to make some lasting memories



Regional Chevelle Events:

Southeast Regional / Peach State Chevelle Show

May 1-2, 2004

The show will be held on the campus of Gainesville College in Oakwood, GA

<http://peachstatechevelles.com/regional.html>

Chevella~Bration

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

Moss-Wright Park in Nashville TN. <http://www.chevelles.com/aces/shows/>

The Midwest Chevelle Regionals 17th annual Show June 25 and 26

Hosted by the Queen City Chevelle Club in Springfield, Missouri.

http://midwestchevelles.com/htm/chevelle_events.htm

Mid-Atlantic Chevelle Show & Swap Meet/ACES Northeast Regional June 26 & 27 North East

Community Park

North East, MD

Chevelle & El Camino Club of Oregon 3rd Annual Car Show, June 27th.

<http://chevelles.net/oregon/>

Northern Chevelle Gathering presented by CanAm Chevelle Club July 23-25, 2004

Holiday Inn Grand Island Resort Grand Island, NY

<http://www.angelfire.com/folk/canam/page35.html>

ACES Mid America Regional August 6-7, 2004 Olathe Kansas

<http://macc.chevelles.net/regional.htm>

Northwest Regionals August 14-15th hosted by Yesterday's Chevelle & El Camino Club

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

Check the Cruisin Forum at Team Chevelle for local Chevelle Get-togethers.

<Http://www.chevelles.com/tech/>

Team Get-togethers?

Strawberry Festival, Melbourne, FL, Sat March 6th

Seattle Area TC Spring Get together Issaquah, WA, March 7th

Nostalgia Good Guys March Meet Famosa, CA, March 12,13 &14th

Kool April Nites Redding, CA April 14-18, 2004

Rod runs in Pigeon Forge, TN, April 16-18th

Dale Earnhardt Inc Show, NC, June 19

Check the [Cruiz-In forum](#) for more information and updates.

Check our online events calendar at:

<http://chevelles.com/events>

You may add your own events and information to this section by visiting:

<http://www.chevelles.com/cgi-bin/events/teamcal.add.pl>

Chevelle & Beaumont 40th Anniversary Celebration

SEPTEMBER 17-19, 2004—Kingston, Ontario, Canada

Open to all 1964-88 Chevelles, Beaumonts, El Caminos & GMC Sprints (62-63 Acadian Beaumonts welcome)

It has been forty years since the first A-Body Chevelles and Beaumonts rolled off the assembly lines and the Can Am Chevelle Club is planning to participate in this event and invite other owners to be a part of the events: car show, 1/4 mile racing and cruises.

<http://www.angelfire.com/folk/canam/page22.html>



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Our Official Sponsor for 2004

Team Chevelle is pleased to be an ACES associate. <http://www.chevelles.com/aces/>

We encourage our members to join the American Chevelle Enthusiasts Society.

Benefits include an ACES member card, window decal and a subscription to CHEVELLE WORLD, a bi-monthly magazine devoted exclusively to classic '64-'72 Chevelles, Malibus and El Caminos. ACES members are also eligible for free advertising in the Magazine and participation in all ACES activities and events.

Application for membership in the
AMERICAN CHEVELLE ENTHUSIASTS SOCIETY

Name _____ Phone _____

Address _____

City _____ State _____ Zip _____

E Mail Address _____ (if applicable)

Year, Model, and description of your Chevelle(s)

_____ Enclosed is \$40 for regular membership (US only)

_____ Enclosed is \$50 for Canadian membership (US funds only)

_____ Enclosed is \$70 for foreign membership (US funds only)



Make checks or money orders payable to:
American Chevelle Enthusiasts Society
4636 Lebanon Pike, Suite 195
Nashville, TN 37076-1316

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