



Team Times

Team Chevelle Members — Online Newsletter

JUNE FEATURE El CAMINO



Official Sponsor:
Ground Up Restorations

Inside this issue:

News	2, 3
Show Schedule	17
Feature Car	4, 5
New Members	6
Photo Classifieds	7
Looking Back	10,
Tech Reference	8, 11
911	13, 15
2005 Chevelle	16
Contact	18



1969 El Camino

Owner Joe Barr

I had always liked El Caminos, with the 1969 model being my favorite year, so when I sold my 29,000 mile 69 RS/SS at the inaugural GM Nationals in Carlisle PA, within 10 minutes of accepting the cash for my Camaro, I found myself "wheeling and dealing" on what was a very solid, but not 100% correct, Garnet Red 69 El Camino.



[Continued on page 4](#)

Stolen Alert

69 RS/SS 427 4spd Camaro—
Lacomb, Oregon

Team Member & Moderator Jeff Angerstein's Camaro was stolen from his locked garage on May 26th.

VIN: 124379L523226

[Chevelles.com/alert.html](http://www.chevelles.com/alert.html)

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

A New Chevelle?

You are looking at a 2005 Chevelle, sort of....

Owned by Team Member Steve Sandlin, this concept car is the result of the promotion by Hot Rod Magazine, Primedia and Imagine Motorsports. Yes, you can buy one, but this is the only one with the 'Chevelle' name.

[Read more](#)



[Next Page](#)

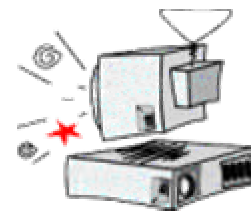
Message from the Admin

The sixth in our series of 'real' newsletters is a bit late this month for two reasons. We wanted to include photos from Chevellation in Nashville which many Team Members attended. By all reports this year was a good time with everyone having a safe and fun filled trip. There was also the poll on whether or not to continue the newsletter in this format which 159 members took part in, that is about 15% of the active members. There was a good showing of support via email with some offers of assistance. I believe it is in the best interest of TC to keep the newsletter format and will be bringing more members who would like to take part in with the newsletter. The stats are showing over 3000 newsletters downloaded so far this year.

This month reviews an article by Wes Vann about security as it's on everyone's mind due to the theft of Jeff's Camaro last month. Mike Hoover (in his excellent writing style) reminds us all about how fast things can change.

Have a safe and healthy summer!

Al



Team Chevelle
Administrator

Stolen Alert - Member/Moderator Jeff Angerstein

Jeff home from work to a wide open shop on May 26th and my 69 Camaro 427 4spd was missing! They busted out the door knob to get in. Must have been in a hurry as they didn't touch any tools or the TT IIs that were sitting right behind it

email: jwa@chevelles.com

City: Lacombe OR

Phone: 541-451-2518

Date: Night of 26 may 04

Year: 1969

Body_Style: 2dr Camaro RS/SS

Information:

It was my 69 RS/SS 427 4spd camaro. far from stock or original. White with orange stripes running draglites and hoosier radialsbut with tuxedo black paint code.

VIN: 124379L523226 Plate: XNG 424 OREGON



A new car wash solution?

Members have been talking up this new product from Mr Clean. There is a link on the internet to save \$3.00 should you wish to try it. Members are reporting great results, even on black vehicles.

<http://www.homemadesimple.com/mrcleanautodry/commercial.shtml>

"The sheeting action of the Dry Rinse Polymer™ works with the Mr. Clean AutoDry Filter so that a thin layer of deionized water is left on the car's surface, which will quickly evaporate, leaving a spot-free result. Next time it rains, the beads will be back—and you get to wash again!"



[Next Page](#)

ACES CHEVELLABRATION IN NASHVILLE



Team Chevelle Members at this year's Show—Photo by Karen Lassiter

CB04 was another successful gathering and saw many TC members putting faces to names and meeting friends from last year's event.

More pictures (larger sizes) of the group photos and information about who some of the fine looking folks in the picture above is available at: http://www.chevelles.com/forum/ultimatebb.php?ubb=get_topic:f=2;t=024076

A special TC thanks to Member Gregg Haskins

Gregg arranged and took photos of Team Chevelle Members and their Chevelle at the Nashville Show. Here is your chance to see your fellow members.

Gregg is hosting all the photos on his site at: <http://www.71protouringchevelle.com/CB2004pix.htm>



[Next Page](#)

Feature Chevelle ✨



1969 El Camino Owner Joe Barr - Johnstown PA

I have been into classic Chevys since I was a little kid, I have owned several Novas, 69 Camaros, and a 69 Chevelle.

I had always liked El Caminos, with the 1969 model being my favorite year, so when I sold my 29,000 mile 69 RS/SS at the inaugural GM Nationals in Carlisle PA, within 10 minutes of accepting the cash for my Camaro, I found myself "wheeling and dealing" on what was a very solid, but not 100% correct, Garnet Red 69 El Camino.



I knew the car needed work, but it showed serious potential, and had all of the factory options I liked... A lady had brought the car down from Canada, and was desperate to sell. I made an offer and within 1/2 hour of selling my other car, I had taken possession of the El Camino! I looked it over thoroughly, but hadn't even taken it for a test drive! The "test" would be to see if it could get myself and my brother home from Carlisle on its own power... a 150 mile "maiden" journey.

The truck performed flawlessly, and the 350hp 396 with AC purred like a kitten, and the TH400 and 3:31 12 bolt allowed us to cruise comfortably the entire ride home. I then contacted my good friend Brian Henderson, who owns and operates the Supercar Workshop in Latrobe, PA. Brian has restored some of the finest Supercars in the nation, and is one of the leading judges in national level shows. I had known Brian for years, and he agreed to help me get the truck into the condition it is in now, which took a little over 6 months to complete.

[Continued on Next Page](#)

I spent all winter driving 35 miles to his shop in sometimes blizzard conditions to work on bringing the El Camino back to its former glory.

At times I questioned if it would ever see the light of day again! Although it required a lot of patience, (not to mention blood, sweat and tears!) the results were worth the effort.

The factory options on the truck include

- Air Conditioning,
- TH-400
- Power Steering
- Tilt Wheel
- Bucket Seats
- Console
- Full Instrumentation
- am/fm
- N34 Wood Wheel
- Tinted Glass
- Vinyl Top
- SS Side Stripes
- G70 Redstripe Tires



Since the completion of the restoration, I have taken many awards with the truck, including a 1st place at the GM Nationals, which was the same event I had purchased the vehicle from just one year earlier. I even ran into the lady I bought the Camino from a year earlier and she could not believe it was the same truck! Although I take pride in keeping it as close to "showroom fresh" appearing as possible, I do drive it regularly during the summer months, and have never trailered it.

I have owned many cool classic Chevrolets, but the El Camino is one of my favorites, as it seems to be a rare site to see one restored to original specifications.

Joe Barr

[Next Page](#)

Team Chevelle Members

Welcome to New Members who joined last month:

Name	Tech Name	City	State
Shea, Tim	tpshea	Gahanna	Ohio
Ryan, Mike	CaptCrunch	Richfield	Minnesota
Burden, George	gburden1	Tulsa	Oklahoma
Mihaik, Jordan	69mal327	North Canton	Ohio
Joffrion, Todd	todd j	Pride	Louisiana
Wertheim, William	BEAUMONTBILL	Clarence Center	New York
LaRue, Alex	KY_AL	Hodgenville	Kentucky
Smith, Lewis	elco68	Humble	Texas
Carlson, Gregory	greg2001	New Kent	Virginia
Abbiatti, David	phoenix	Libertyville	Missouri
Uribe, Cesar	EkS	Carson	California
Griffin, Shawn	shawn's69conv	Lenoir	North Carolina
Goodfellow, Herb	HGSR	Round Hill	Virginia
Cottrill, Harry	ACLineman	Linwood	New Jersey
Graham, Robbie	robbieg454	Fountain	Colorado
Osburn, Shawn	1970code45	Cypress	Texas
Vear, Brad	tuf68	Auckland City	New Zealand
Somers, Scott	ScottS	Addison	Texas
Scalpone, Mark	marsachi	Shiprock Street	Apache Junction

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!!

[Next Page](#)

Featured Photo Classifieds



1970 Chevelle SS

Complete frame-off restoration with white Baldwin Motion paint scheme
Most of engine components chromed.

\$40,000 or OBO



1969 Chevelle SS/396?

The car has a new vinyl top, new rear bumper, new emblems, new mirrors
I am selling the car to purchase another 69 Camaro



1966 Chevy Caprice

283 C.I. engine, 2 barrel carb, Power Glide Auto, rare bucket seats
Car has been in SoCal all it's life so there is very minor surface rust

\$8500 OBO



1967 Malibu Convertible

Car had a complete frame-off rebuild. (approx. 9,000 miles on rebuild) Upgraded motor to a 1993 LT1 with 6-speed trans

New fenders, core support, tail light panel

Must sell (have of \$35,000 in car) will sell for \$18,000.00.



1970 Super Sport LS5 454

This numbers matching 1970, LS5, Turbo (400) Hydramatic, Dark Metallic Blue, Chevelle is a well maintained car and has been driven only 123,000 miles

\$41,000



1970 Chevelle SS 396

Number's matching engine and transmission. 81,000 miles.

This car is an absolute gem.

\$30,000 or OBO

Featured Photo Ads are only \$14.95 a month and get your Chevelle noticed!

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

[Next Page](#)

Thoughts on security



With Wes Vann

What I am going to try to do here is give ideas on car security. The electrical background that I have gives me a little insight to things that can be done. It's just ideas and you will have to figure what you need for a little piece of mind.

There is one thing that you have to face. **It's possible for any car to be stolen!!** All you can do is make your car more difficult or time consuming than what thief wants to do. **Keep the thief guessing and spending time!**

A lot of the systems that are available can't be purchased over the counter and have to be installed by a "factory installation center". I personally think this is bogus, but if you find a system that fits your requirements (or you can't do the work your self), shop around for an installation center that does work up to the quality you expect.

Options and functions vary from company to company. When looking, be sure that you are clear on what the system will do and how it will work. In writing this, I am using a "Derringer 2" system from VSE as an example. It's what is in my car and I have used their products in the past. I'm not out to endorse any product, but I've been very happy with their technical support.



General comments and notes; (things to be said up front)

1. I feel that the fact that you have an alarm system should be notable to the thief. What the system entails, shouldn't be visible. That is the reason that I feel that a system should have a "chirp" when activated. If there is an indicator "led", it should flash.

2. I am not going to go into systems that have a hidden switch for alarm activation due there being just too many possible variations. One quick comment though, if you use a keyed switch, use a "circular" key style switch.

3. The steering lock on factory GM columns offers almost **no** theft resistance! This is due to the fact that the factory column is just a cheap casting that has almost no strength. There are locking covers that go around the column, but I don't know how well they work.

4. My major concern is keeping the hood closed!

5. Any system has to be something that you will religiously use! Don't get your car stolen while getting that cup of coffee at 7-11.

6. Factory door locks mean nothing!! Although it may be illegal to have a "slim jim", it sure seems like they are easy to get.

7. It's **nobody's** business how your security set-up works!!!!!! All bragging rights aside, it's supposed to be a secret. The only people that should have that secret are the people that you would be willing to hand your keys to and walk away.

The "Club"; I've never had one, but they look like a good idea. They are very visible and don't require any modifications to the car. I can't help but think that a professional thief could get around one in quick order. (I know how and it's easy. I'm not going to say how for obvious reasons!)

Removable steering wheels; A good idea however I've never seen one that looked like it was constructed well. They require that the steering wheel is located closer to you and you have to use a custom wheel (normally that is from the same manufacturer).



[Continued on Next Page](#)

Alarm Systems

"Two wire" systems; These are about as easy to hook up as they go. There is a wire that is hooked to a line that has 12 volts at all times and also a ground wire. They are also not very costly. How they work is that they monitor the voltage that is present and if there is a change, the alarm goes off. When a door is opened, the dome light comes on that that would be cause enough of a voltage change for the alarm to sense. They are armed and dis-armed with a transmitter. The problem is that if the battery is close to the end of it's life, the voltage will drop just by sitting. Some have an internal battery. Thanks to Gene McGill for his letting me know about this type of system. Other than the "old" battery problem, he is happy with the one he has.

Passive arming; This is where the alarm system activates it's self after you get out of the car. What happens is that after you turn off the ignition, the alarm waits for a door to open and close before starting a count down to activation. You still have to use the transmitter to disarm the system. A passive arming system may not chirp when activated. A passive arming system may not work door locks (or power windows).

Active arming; On this type system, you have to use the transmitter to arm and disarm the system.

Alarm options;

"Random code" transmitters; The idea here is that a thief can use a receiver to "capture" the code that your transmitter sends. He then can duplicate that code and turn off your alarm. It really isn't a "random" code that is transmitted. It's a predictable pattern (algorithm) that the receiving unit can anticipate. The receiving unit should except several (in order) codes within the code sequence so that if somebody pressed your transmitter (out of range of the car) several times, the car could still be dis-armed. What it has to do is keep track of the "anticipated" code and the next several codes.

Motion detectors; Make sure that the sensor can be adjusted? Some systems allow you to disable the sensor with the transmitter. I personally don't like motion sensors due to living on a major street. If I had one, it would go off every time a large truck goes by (and piss off the neighbors). (The reality of that is that I never park my wagon on the street in front of my house, too many cars have been hit out there, including one of mine.)

Shatter guards; These are sensors that are "tuned" to the sound of broken glass. They are a good idea, however the sensor has to be mounted where it can clearly pick up the sound. If the sensor is part of the main body of the alarm, then the main body has to be mounted where the thief can get to it.



Remote transmitter pick-up (antenna); One of the things that I like about the system I have is that the antenna unit is separate from the main body. I mounted it on the windshield behind the rear view mirror so that it gets a clear signal. The wire from it (a standard phone hook-up cable) runs under the headliner trim to where the main unit is mounted. In other words, the thief doesn't know where the alarm unit is mounted.

Power door locks; I feel that this option is a must! By using it, you always know that the passenger door is locked. (even if you always lock the drivers side when exiting, how often do you check the passenger side) Some systems have the required relays mounted in the main unit. Even if you have to add the relays, it's very simple and straight forward. If the car doesn't have factory power door locks, it's a simple modification. If the alarm doesn't have a "door lock" output, don't buy it!

Power windows; I'm not really sure about how necessary this option is, but I've got in in my wagon. The complication is that a special circuit (control unit) has to be added that "senses" if the window is already rolled up. This is done by sensing the electrical "load" on the window motor. There has to be a sensing circuit for every window! There is also a timing circuit that gives the window a (settable) amount of time to roll up. The circuits cost about 70 dollars for two windows (one direction only, there is no reason to have the alarm roll down the windows!).

[Next Page](#)

Alarms, continued

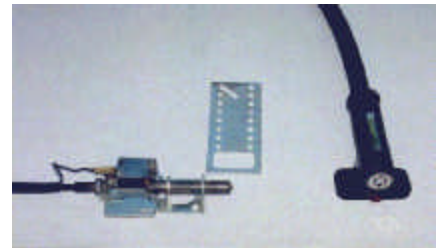
Voltage sensors; These monitor the voltage levels in the car and could sense when the doors are opened due to the dome light going on. I've never played with these and will have to check it out. Check out the section above on "two wire" systems.

"Threshold of pain" noise generators; These are questionably legal due to the possibility of hurting the thief, but if you ask around, you can find them. What they do is emit a noise inside the car that is physically painful. As a result, it hurts the thief while he is inside your car trying to steal it. It's activated when the alarm goes off. (I want one!)

Flashing headlights; I think that the only reason that this may have any worth is due to the fact that it may be easy for the thief to locate and cut the wires to the siren.

Hood Locks;

(April 20,00); In the past, I've gotten a couple e-mails saying that this unit is available through JC Whitney. I've been too dang lazy to grab one of their catalogs to verify it. Well, I just got an e-mail from Christopher Turner and he gave me the link to their web site that shows it. The cable lock is as I've shown and costs \$29.99 (at the time this is written).



As far as I'm concerned, you have to keep the hood closed!! What I've used is a locking cable set-up that mounts to the lower edge of the dash.

It has a circular key lock and also a LED light that can be hooked up to the alarm. The plunger catches on the metal bracket that is mounted to the underside of the hood. You could also have the plunger block the standard hood release from working. If you don't hook up the light to the alarm (or don't have one), at least wire it up so that it flashes so that the thief will think there is an alarm.

At a minimum, get a cable bicycle lock and lock the hood. It may not be pretty, but as long as you get to keep your car, it's worth the ridicule!!!

(April 29/00) Since writing this page, I've generated another page that covers two different methods on locking down the hood. It's at; [tecref25](#).

Tracking systems;

There are two basic systems used for tracking your car once that it has been stolen. Both are only viable within certain areas that have been set-up for the system.

LoJack is a system that is hidden in your car and has to be activated by the police. The problem with this is that you have to contact the police and let them know that your car has been stolen. And then there is the fact that it's up to the police to want to search for your car. If you went to go see a movie and your car was stolen when you went in, the thief would have your car for several hours before you could even call the cops.

There is a one time cost for this system. They have their own batteries that have to be replaced by the dealer every now and then. (I don't know how often) The search for your car is done by "receiver" units that LoJack installs in select police cars. Your guess is as good as mine as to how many cars are set up or where they are located.

A friend of mine is a Sergeant in the Los Angeles police department and he was involved with the set-up of the LoJack system. He thinks they are the greatest. However;



[Next Page](#)

Alarms, continued

The only instance I personally know about is when a friend (of a friends) Porsche was stolen from within his garage. It's my understanding (and LoJack can correct me if they want) is that it took 12 (twelve) hours for the system to be activated after the police were notified. The car was located about 2 and a half weeks latter as a striped hulk abandoned on the street!! I don't know if the LoJack unit was still attached. If the system really works, then I guess that nobody bothered to look for the car.

Tele-trac is a system that works like a cellular phone. It is always active to receive and transmit. It can be activated by the cars alarm system. The car is tracked by Tele-trac once activated (by the alarm). The company "Tele-trac" then tries to contact you to verify if the car is really stolen or not. They then contact the cops. The thief could be caught by the time that your movie lets out!! The problem is that you have to pay a monthly fee for cellular service. It's also possible to wire up the system so that Tele-trac can honk your horn, or what ever you want.

Non-alarm things (and ideas) that you can do;

1. Add a "disable" toggle switch that grounds out the wire that runs from the distributor to the coil. Do this only on a points type set-up. The engine would still crank over, but it wouldn't start. The switch could be hidden anywhere. My feeling is that the thief is sitting in the drivers seat, and as such, the switch should be hidden out of his reach. This makes it harder for you also.
2. I've a battery disconnect switch on the battery that I can use to turn off all of the power. It's an SCCA approved large switch and is under the hood. If I am planning on leaving the car for a long period of time, it's worth the effort of turning the power off and locking the hood. Of course, this means that I need a back-up battery to power the alarm (and door unlock circuits).
3. You could add a hidden switch that is in the circuit that goes to the starter. This would make it so that the starter wouldn't work.
4. Add a switch for an electrical fuel pump. With this, the thief can only drive as far as the fuel in the carb will allow. I'm really not impressed with this due to the feeling that if my car is just around the block, the thief can spend more time to get around the problem.
5. You could add a "line lock" to the brake lines. This would lock up the brakes so that the car couldn't be driven. The problem is that it takes voltage to hold the lock!! I seem to recall that there is a locking unit that you can buy that uses a circular key. This would require you plumbing the brake line to the location of the lock. The locking unit can be purchased from Summit and it is listed in their new catalog. I think the one they have is only for one line (front or rear), but I could be wrong. I have seen one installed that was for both front and rear.
6. Get rid of the factory door lock knobs. These are the ones that you hook up a coat hanger to when you lock your keys in the car. I've seen ones that are just straight and don't have the mushroomed top.
7. It seems to me that it would be possible to add a deflector plate within the door that would prevent the usage of a "slim jim" to unlock the doors. (a "slim jim" is what a locksmith would use to get into your car) I have to research this. Although in some areas it's illegal to have a "slim jim", they are easy to get.
8. You can always add a flashing LED to make people think that you have an alarm. They can be purchased at Radio Shack and just get hooked up to 12 volts. Keep in mind that it's going to be flashing all of the time.

Authored by Wes Vann

An Alternate Solution is the Trunk Monkey!

Yup, this is a commercial which is circulating on the internet and is well worth watching.

The "Theft Deterrent Video" is available on Team Chevelle at this address:



It is available at: <http://www.trunkmonkey.com> along with 3 others.

[Next Page](#)

Looking Back 🙄 1996



1967 Beaumont—Mac Logan

This is a 1967 Beaumont SD 396. Purchased new in Calgary, Alberta, Canada

Mac pulled 3 seat tags and got the GM info.

* Granada Gold with gold interior. * Buckets and console. * 396/325 with M-40. * Non-posi 2.73 12 bolt. * Manual steering & manual brakes, * 4 wheel drum * Factory options included tach with the clock in the console. * Body side SD stripe. * Chrome for 2 tone paint. * Color was always solid gold. * SS hood is original.

The rally wheels are 15x7 with the correct Pontiac non-disc brake centre caps. I also added factory shoulder belts from a full size. The mounting points are in most 67's.



The second Beaumont is my friend/mechanic's 67 Custom Deluxe. It had a 327/275 originally but that was tossed (and not kept) for a 402. Rob Ashton's Dad bought the car new and it has never left the family.

The color and roof are new but correct. It has a 4.11 posi 12 bolt with TH400. Runs low 14's here in Calgary which would be -.6 at sea level.

[Next Page](#)



An Experience by:
TC Member Mike Hoover

I am able to breath today and thought I would write to let you and the rest of the Chevelle team know what happened. Amazingly, I am at home already too, and done with the narcotics!

This all starts Friday May 28th, the day after I got back from a postal related meeting in Denver. When I got up to go to work my right calf was sore. It felt bruised to touch and didn't want to "work" right. After walking a bit, it seemed to have walked off and although it felt bruised to touch it didn't hurt unless I crossed my legs and put my right calf on my left knee which is something I almost always do when sitting for a long time. Saturday, Sunday and Monday mornings were pretty much repeats of Friday and I was "kidding" Cheryl about having blood clots in my leg from all of the sitting on my ass I had done going to Denver and back.

Tuesday morning the leg pain was gone but while doing my daily morning mini workout (pushups every morning) I felt a pain under my left pectoral muscle. I thought I possibly had a minor muscle strain from clearing brush on the Monday holiday so I ignored it as a minor inconvenience. Wednesday morning I had the same problem but it hurt worse than on Tuesday so I figured I must have hurt the muscle worse than I thought on Tuesday morning.

While driving home Wednesday evening, about 5:00 PM, that darn muscle started to really hurt and I felt a very bit short of breath. I thought that was a bit weird and figured I must have actually separated a muscle between my left ribs while clearing brush. I was a bit upset as I was thinking that was going to make my first real vacation in 4 years possibly a bit painful as I had dealt with a rib separation about 20 years ago after getting a hard hit while playing football and it felt like this was going to be as painful. We were planning to leave for vacation Friday morning.....

I got home and "kidded" Cheryl about having chest pains and maybe I was having a heart attack. I ate dinner and about 6:20 the pain was worse and it was starting to make it painful to take a deep breath. I told Cheryl my chest muscle hurt and we put a heating strip on and she said I should go to the doctor to be sure it wasn't something more serious. I said no it is just a muscle pull but by 6:30 the "muscle" pain made it hard to take a deep breath and since we were going to be going on a vacation I thought I better listen to Cheryl and told her I thought I should head to the hospital to find out what I had hurt.

We got in the car and I started to drive to the hospital and by the time I got to the end of the driveway I noticed I was a bit dizzy and the muscle pain was getting worse. By the time we got about 500 yards further I suddenly was hit with SEVERE pain in my left chest and it no longer felt like a muscle pain but INSIDE my chest. I told Cheryl I think I may be having a heart attack and the fire station was about 100 yards away. I made it to there and told Cheryl to get the CELL PHONE and call 911. She was panicking and had a hard time telling them what was happening or where we were but did get it out. I now couldn't talk from the pain and knew if I didn't get blood to my head I would pass out so I opened the car door and slipped to the ground to get my legs up on the car seat and by now there was an elephant dancing on my chest.

Fox Island has a volunteer fire and rescue team that responds to the fire station to get the fire truck for emergency calls and within two minutes of the call the first team member arrived. Most of these people know me from the 20 years I have lived and done volunteer work on the Island so the first person on scene was Warren. He got oxygen on me but I felt like I was drowning. I felt like I could breath in but I couldn't breath out. The pain made every pain I have ever felt before seem like no pain as this was enough to make me want to pass out. I felt if I passed out I would die so I was trying to concentrate on anything in the real world.

[Next Page](#)

It gets weird now as I can only concentrate on one thing at a time to stay conscious. I hear Warren and see his face, I hear Cheryl trying to tell people what has happened. I feel my right leg trying to twist my body to the left to get the elephant off my chest. I heard the ambulance. I hear Warren telling me I need to help them get me off the ground. I tell the rescue crew many times to turn the oxygen up as I feel like I am drowning. I tell everyone to not let Cheryl drive. I tell them she has to go in the ambulance. I am in the ambulance and it is going too slow. I hear the reddish blonde man yelling at me to hold my arm still so he can get a line in. The ambulance stops. The elephant is dancing on my chest. The ambulance pulls over. The guy with the needle is still telling me to hold my arm still. I tell him to turn the oxygen up. The elephant..... The ambulance is too slow. The elephant..... I find if I don't talk or move the elephant is lighter. The ambulance is too slow. I hear things now..... The radio calls..... They don't think it is my heart as the "strip" indicates normal sinus rhythm. (I am pretty sure that is what I heard). I can't move or the elephant standing on my chest starts to dance. I feel every bump in the road like a sledgehammer hit to the elephant. The ambulance is too slow. The guy with me is talking to me but I don't know about what. I have to not move. I have my left arm wedged against something soft and that gets the elephant off my chest but I am still drowning. The guy has to step over the arm but I can't move it. I have to hold my right arm in the air or the elephant wants to jump back on board. The ambulance is too slow. Can't they turn the oxygen up. I start to hear more things. I hear Cheryl's voice. I hear the guy with me getting authorization to give morphine instead of nitroglycerine. I think that means it isn't my heart. I hear the guy with me telling me we are 9 minutes out. It seems like it has been too long to get me to the hospital. I have my left arm wedged and my right in the air to keep the pain down to white hot irons. I get warm (morphine?). I am having a hard time breathing but the world is starting to come back a bit at a time. I hear Cheryl talking and she sounds scared. I hear the ambulance driver and the guy with me talking and that we are a couple of minutes out.

The world comes back in focus and I tell the guy with me that as long as I don't talk or move my arms I can breath now. I now think I may actually live but what the heck is going on? We get to the hospital and all my family in Washington is there and I can see them and they are told to get back and go to the emergency entrance. I give them a thumb's up with my right hand as I still can't move my left without a sledgehammer hitting my chest.

I can now think again and answer questions and talk to people as long as I keep my movement to near zero and my left arm extended over my head. In the questioning from the doctor I remember giving blood platelets Tuesday, a bloody nose Wednesday and the pain in my right calf from last week. I tell him I suspect a blood clot or a bleed from giving platelets but the pain started before I gave blood? I am confused still..... Even these minor movements and talking causes hammerblows of pain and the slightest touch of the left chest the same. I still feel like I can't breath.

The tests start and I start to get my humor back and as long as I take baby breaths and don't move the pain is just red hot. The world around me is now back to relatively normal in appearance. Every movement is still a hammerblow and I still feel like I am drowning but heck I am alive. I visit with Cheryl and the kids and family and even friends find ways to "sneak" in with trading of emergency room passes.

The x-ray requires a lot of movement and brings back a baby elephant and then the cat-scan does the same but the experience is short lived and I don't feel out of the world. My sense of humor is back and I am fully aware that the thought is blood clots in my lungs.

I am given some very serious amounts of morphine now and I can now move but still feel like I am drowning. I can breath in but it feels like I can't get the air out for new air to come in. The pain is just pain now and comes in waves but I can think and talk fairly well. The results come back and I am told I have some pulmonary embolisms in my lungs, blood clots.

So, Cheryl and I will not be going on the vacation we had planned it seems and I get to spend some time in a hospital for the first time since I was born.

The drugs really do the job for ending the pain and they start thinning my blood massively. I have a weird reaction to narcotics in that I can't sleep and they make me itch all over so I don't sleep until day two! All is well it seems my being in fairly good physical shape is a really good thing but they tell me it would be best to drop 15 pounds..... The doctor's determine I am a good candidate to be able to continue treatment from home if I can inject the blood thinners into my stomach twice a day. I have a very serious needle phobia but I do manage to demonstrate I can give me the shots..... tough choice though between that and a week in the hospital.....

So, I am writing this from home. I expect to make a full recovery in 5 to 8 months and I have been told I can even go back to work once I get done with the injections and stable on the blood thinners. This will be in about a week they expect based on my bounce back so far.

I will have to be careful as I will be inclined to bleed easily until the blood clots in my leg and chest are gone. This should take 5 to 8 months if all goes well. I am already pretty much pain free with just a hard time taking a deep breath. The damage to my lungs seems to be causing me to get out of breath with hardly any activity right now. I don't know how long that will last but I have been told not to even consider mowing the lawn or doing anything other than sitting around for now. They didn't define how long "for now" is expected to be!

So, that brings the "story" to where I am now, sitting around the house. This is tough as I want to go do a lot of things already but walking across the house and being out of breath quickly reminds me that there is a problem. Since the alternative is not a current option I will LIVE with this for now.

I do expect to be back to work in a week. That is my current goal. I will most likely have activity restrictions at first from the "hints" given I won't be spending long times sitting in one position or traveling but that shouldn't be too tough to deal with.

I was really lucky with the fire station being so close and on the way to the hospital. Even luckier that the first volunteer was there within two minutes with oxygen - I have no brain damage or apparently any expected long term serious damage to my lungs. The moral of this is to call 911 with any sort of chest pain that escalates even if you are about positive it is muscular in nature. I was chastised by every doctor, EMT, my wife, my kids and every one I know for getting in the car to drive to the hospital. It was made very clear to me that I most likely could have died if we had not been at the fire station or if we had been in a cell phone dead spot..... or if I had passed out on the freeway..... killed people..... Denial isn't just a river in Egypt.

Still got my humor and still walking in this world so it's not all bad!

P.S. - They say my heart and related blood vessels are in real good shape!

Mike Hoover

Bring your Chevy to Dale Earnhardt Incorporated!

Dale Earnhardt Inc. and Chevrolet are proud to bring you the Dale Earnhardt Legacy Chevrolet Show Series. The series fulfills a vision the seven-time NASCAR Winston Cup Champion had when his lavish Mooresville, NC headquarters was completed in 1998. The Intimidator imagined the compound gleaming with Chevrolets, as their owners told stories of their cars and how they became more than just devices for transportation.

Team Members are attending and discussing the event in the Tech Forums at:

http://www.chevelles.com/cgi-bin/forum/ultimatebb.cgi?ubb=get_topic:f=24;t=000919

To fulfill his vision, we want Chevrolet enthusiasts from around the world to bring theirs to special Saturday gatherings here at Dale Earnhardt Inc. during 2004.

June 19, will be the date for Chevelles at DEI's series of car shows.

Thanks to James Devenny for the notice on this event.

<http://www.daleearnhardtinc.com/content/legacy/series.aspx>

[Next Page](#)

Concept Chevelle On the Power Tour



Posted in Mid May:

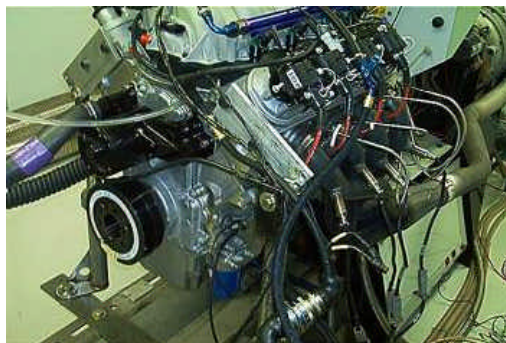
This car will not be for everyone, that's for sure. Hot Rod magazine and PriMedia productions feel like they can promote and peddle 30-40 units. I have my own opinion about that, but time will tell.

GM actually "blessed" the use of the "Chevelle" name on car #1 [my car], but thereafter...they're named HRSS and HRSS-454. The car is scheduled to debut on the HR Power Tour, so anyone that wants can see the car and make their own opinion. I can say this...the rendering and the actual car are enough different that I recommend folks reserve their opinion until it hits the streets. We ran the all aluminum 454ci engine up on the dyno for the first time, last week. It dyno'd 640HP and 578TQ [as I recall] on the first pull. If nothing else, the car will be a fun ride with plenty of power and creature comforts.

The selling price is a BIG number, no doubt, but there's a lot more than a few bolt-ons going on here. I can assure you that Hot Rod made a lot of calls, before they got the "S's" in the rolodex, to find a dumba\$\$ willing to sponsor the prototype car #1. The tranny and rearend of the GTO are about all that remains from factory production unit.

For those that can make it out to any of the Power Tour stops...look me up for more info and demo ride [except HawaiianJeff]. Hot Rod magazine got over 40,000 [I heard] emails of interest in building the car, but it's certainly not for everyone. Just a fun car, with good intentions to commemorate the '70 Chevelle SS

Steve S.



For more information please visit the following resources: <http://www.alohadreamcars.com/hrss.htm>

Discussion in the [TC Tech forums](#)

[Next Page](#)



Regional Chevelle Events:

June

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/>

July

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>

August

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>

Team Get-togethers?

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>

New Club Forming in Washington State

Columbia Basin Chevelles is a Washington classic car club located in the Tri-Cities (Pasco, Kennewick and Richland). Our membership is open to owners of 1964 thru 1972 Chevelles and El Caminos. The purpose of our club is to preserve and thoroughly enjoy the hobby of driving and showing our classic vehicles, as well as providing family oriented activities for our club members, such as dinner cruises, pot lucks, cruise nights and other activities to promote our hobby and have fun at the same time.

Gary Wells

1921 Pheasant Lane

West Richland, WA 99353 Phone: 509-967-0884

wobblin454@cs.com <http://ourworld.cs.com/wobblin454/myhomepage/club.html>

Soon to be hosted at: <http://chevelles.net/cbc/>



[Next Page](#)



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 Chevilles, 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

ContactTeam Chevelle

Team Chevelle
Box 68
Porthill, Idaho
83853



Team Chevelle
Box 231 Creston, B.C.
Canada V0B1G0

Email: members@chevelles.com - support@chevelles.com

Newsletter copyright—Team Chevelle