

NORTHERN OHIO CHEVELLES



Chief Motor Heads

President: Ed Nichols

enichols1@neo.rr.com

V.P. Joe Desmont

jjdesmont@aol.com

Treasure : Ken Smith

subsdotkom@sbcglobal.net

Secretary :Mark Meldrum

mmeldrum1@hotmail.com

Holiday Inn Strongsville

July 19th 6:30 PM

Round Tables and Complimentary Coffee

From the Editor—Mark Meldrum

I hope you enjoy the stories this month. I persuaded my brothers to banter back and forth about the 1970 Chevelle my Dad bought for my oldest brother. I was only 5 years old and barely remember the ole Chevelle. Unfortunately, that Chevelle is long gone. Based on the "Meldrums" experiences you will read about, I think it's a real miracle that any of these Chevelles survived. A mid size car with a high horsepower, bias ply tires, and 18-22 year old drivers was a combination for disaster. My family lived in the "Mecca" of muscle car territory in the late sixties and early seventies. Dad would drop my older brothers off at work in downtown Detroit on his way to General Motors. I remember driving down I-75 when it was first being built. Dad was an executive at GM and every six month or so there was a new car in the garage. I remember everything from Corvairs to Cadillacs. Dad really loved the Buicks, man did we have a lot of Buicks. I can only suspect that's why my brother Rick is into Buicks. While Dad was really into the luxury cars, we managed to talk him into buying a performance cars every once and while. Many of you have heard me tell stories about my Dad and you probably want to tell me that I am full of bull crap. I'll never forget the '73 Buick Century with a 350 badge on the fender and a 455 engine under the hood. The line workers told my Dad he would like that engine better during his visit to the assembly plant. I bet that factory change would drive all the factory documentation freaks crazy. We ended up selling that car to our neighbor and he pulled his boat for years with that torque monster of an engine. I put a few documents in our story just so you would believe me. Dad was a special guy, he worked hard and partied hard. I want to thank all of you for letting me tell our stories in this newsletter and I hope you enjoy them....Time to burn Rubber

Lucky Guy

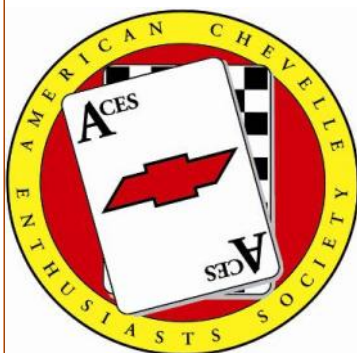
by Charlie Meldrum

Cont Page >4



GM car of his choice, lucky is an understatement.

May 1970, I am about to graduate from Ohio University. I have a job lined up, lucky guy. My father is 2nd in command of the Fisher Body Plant in Detroit, he decides to buy his lucky college graduate son the



Presidents Report by Ed Nichols

With our show fast approaching I hope all club members are working on their Toga's in preparation and anticipation for some fun and exciting times at our regional show!

OK, maybe you're a bit to shy for the Toga, but you still need to come out and join in the fun! We all need to work together during the show, then in the evening play even harder.

Our club has grown over the years and there are many members that we only know by name. Our ACES Northern Regional show this August will be a good place to meet other members and find out what our club is all about and give us a chance to put faces to the names.

If the timing is just not right or life just makes it impossible for you to make it to our show, we all have been there and will understand.

Watch for emails and check your newsletter for other events that might fit your schedule. We even have club events in the "off" season just to stay in touch. There are also monthly meetings with locations listed in the newsletter!

There are no rules or bi-laws that say you have to be involved in any club function to be a member. We just want you to know you are welcome to join us anytime at any function.

Our primary goal is to enjoy our cars and have some fun when we get together. We are not your typical club. Heck, its kind of fun to be a little abnormal in this world full of political correctness!!!



We have to buy Deb a suitcase so Ed doesn't have to carry her Bra's into the Hotel



Here is a peak at Bill Starks 69 El Camino—Keep up the good work Bill—We cant wait to see the finished product, call us if you need help



A new place on the internet to discuss Chevelles and a sponsor of our show



Randy Tailor also sent us a few shots of his 69 El Camino—Get R Done!!

Treasures Report by Kenny Smith

I'm happy to announce that we have people attending our show from the following Country and States: Canada, Connecticut, Georgia, Illinois, Indiana, Iowa, Kansas, Maryland, Michigan, Nebraska, New Jersey, New York, Ohio, Pennsylvania, South Carolina and Tennessee. Registrations have been coming in at a steady rate and we are ahead of last year for the number of registrations received by this time. The show field is filling up at a nice rate, this is going to be a great show.

We have a little over a month before it's the show. To date, we have only 8 club members who have entered their cars into the show. July 19th is the cut off date to enter your car at the \$25 rate, Starting on July 20th, if your entering your car, you'll have to pay \$35. There won't be any exceptions for club members on this, so please get your registration filled out and sent in as soon as possible. A registration form is included with this newsletter.

In addition to the registrations, for those of you who do not want to enter your car into the show, but want to insure that you receive a show t-shirt, you still have to fill out a registration form. Just fill out the part of the form for the t-shirt only. T-shirt orders must be received by July 19th, in order for you to be guaranteed a shirt.

For those of you who will be working the show, but also will not have their car entered into the show, please fill out the registration form for the Banquet portion, listing the number of your family that will be attending the banquet. We need to keep a very accurate list of the number of people attending the banquet, because seating is limited. Please do your part by not waiting till the last minute to reserve your seat at the banquet.

Those of you who intend on spending the weekend at the Holiday Inn, but haven't made your reservation yet, please do so soon. The block of rooms we have set aside are filling up, and rooms at the show rate won't be guaranteed once the block is filled or July 22nd, whichever comes first.

Member participation for finding sponsors has been low this year. Mark has issued emails and posted on the club Facebook page, specials to encourage members to make every attempt to help us by finding a sponsor. If nothing else, try to get a sponsor for the T-shirts. The cost is \$35 for a sponsor to get their name or internet address printed on the back of the t-shirts. That's cheap permanent advertising and usually one of the easiest items for a member to achieve. Please make every effort to find a sponsor for the event. Remember, this is a fund raiser for our charity. You can find a sponsor form included with this month's newsletter.

I still have a bunch of raffle tickets to be distributed. We need to sell as many of these as possible prior to the show. The member selling the most tickets will receive a 2 night stay at the Holiday Inn during the show. Please call me at 330-285-7420 or email me at subsdotkom@sbcglobal.net to get tickets to sell. Or attend one of the several meetings we will be having in the next few weeks to get tickets. I'll have them with me for all of the meetings. See you all soon.



Next Month I will show you the new A/C for my 67

My father was provided a new car about every six months. He let me order a 1970 Chevelle SS 396, with stripe delete, the color... Black Cherry. He would drive the car, then buy it at a substantial discount. What a lucky deal.

Somewhat unlucky, one of my brothers, Jay who starting his Sr. Year in High School in 1969, got to drive the car before I even saw it. He promptly scraped the chrome off the right side of the car backing out of the garage. No problem, an easy thing to fix.

I got the car just before college graduation in April of 1970. I drove it about a week and the clutch went out. Surprised, I called my father and found out that he did not have the patience for a four speed. Second to fourth, done. It worked fine for him on his 30 mile commute to work. Not so fine for the clutch. My father's advice, "call the Chevy Zone manager". Lucky me again. The local Chevy dealer in Athens Ohio put in a new clutch. He decided it would be best to put in a heavy duty racing clutch, lucky me again. More on that later.

Some of you have already read one story about this car. Mark Meldrum's first ride in it. It was a short ride to the emergency room so that a doctor could decide what to do with the ice cream money that Mark had swallowed. I believe the doctor's advice was, "this too shall pass".

Not so lucky, I had a couple of accidents. The first was entirely my fault, off the road and through a telephone pole. The car was fixed back up and good to go.

The second accident happened on my way home from work with my girlfriend (now wife of 40 years, how lucky is that.) We were stopped at a traffic light when I heard screeching tires. I looked up at the rear view mirror to see an old beater Rambler skidding into me. He hit me hard enough to wipe out the rear end and push me into the car ahead wiping out the front end. Unbelievably, his insurance company decided the car could be fixed, so it was.

Back to the clutch. It turned out to be so stiff that my wife could not depress the clutch at all. It also happened that after the last accident the car wasn't really fixed, it was effectively going down the road at an angle, causing the wheel bearings to go out. So reluctantly the Chevelle was traded in for a new 1971 Chevelle, automatic this



The driveway of our home in Bloomfield Hills Michigan. Mark Meldrum age 6 is watching his Oldest Brother Charlie Meldrum age 22 fire up his Brand New 1970 SS Chevelle 396 Convertible.



Athens Ohio in front of the trailer home Charlie Meldrum lived at during his Sr. year at Ohio University.

time and totally boring. Other Chevelles followed including the one that Mark owns now.

Oh, one more thing. Just after I sold the Chevelle, my father got an overdue notice from the telephone company. Outraged, he called the phone company to explain that he paid all his bills on time. What is this bill for. You guessed it. It was the bill for the telephone poll I snapped off in my first accident. Lucky me, I wasn't around to hear what my father had to say about that.

The "Other" Luck Guy by Jay Meldrum

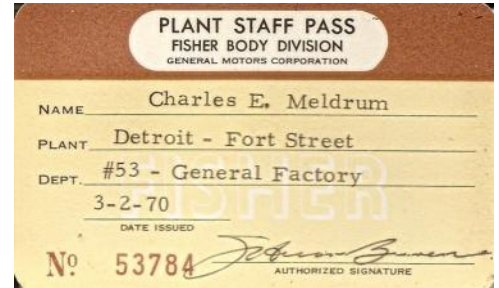
Here is my memory of the Chevelle... We moved to Michigan in the summer of 1969. I graduated from Avondale High School located in Michigan in June of 1970 and started working at Cadillac right away in the summer of 1970.

Dad took delivery of the Chevelle in the fall of 1969 just in time for me to take it to some football games at Avondale. I remember that Dad drove it to work and I also remember that he burnt out the clutch. My older brother took possession in April of 1970. Ohio University closed early that year due to the shootings at Kent State University in May. They didn't even have a graduation ceremony for 1970 Grads that year.

Shortly after that Charlie got a Job in Detroit and moved in with us. Despite all rumors, the only mishap (other than the clutch) was someone clipped the rear "Nader" light in the parking lot at a football game one Friday night. I also remember being quite popular taking the gang out to Big Boy in Rochester in that car with the top down.

Dad's plant was called Fisher Body Fort Street of General Motors. The Fisher Family bought out Brown Lipe Chapin which was the name of the GM plant in Elyria OH and Syracuse NY that Dad worked at. In the 1970's they made the bodies and interiors exclusively for Cadillac Motor Car Division of General Motors where I worked. During that era, all Cadillac's were made to order for a specific person or dealer. The "broadcast system" was synchronized between the two plants so that a body was made, painted, and interior chosen and then shipped to Clark Street a few miles away. When the body was taken off the truck it was put on the assembly line. Front end sheet metal (fenders and hood) was painted separately at the Cadillac plant to match the body. The body was dropped on the chassis which started on another line. The front end sheet metal was added, fitted, and then all the final trim was added. Sedans and coupes were all built on the same line at the rate of 60 cars per hour (one of the fastest rates in the industry). Eldorado's and later Seville's were built on a smaller line at about 11 cars per hour. The Cadillac plant also made its own engines (including casting the block and heads). This was the only plant in the world where iron ore came in one door and finished cars drove off the assembly line. You could opt to buy your car and pick it up at the plant. I gave tours to customers (all new students did this) who bought cars like this. I would tour them through the plant and then the sales department would show them their car and hand them their keys. Customers from all over the world would do this.

To get back to the Chevelle, yes it was spring time which is why Mark had a coat on in the photo and yes, it had whitewalls which were more popular then, especially in Detroit. The car was very squirrely on the road, even a dry road. Forgive me Charlie, but it could spin the tires in any gear at any speed, especially with stock tires which were probably not radials back then. As a result, I was very careful with this car and actually did not drive it that much. I inherited Chic's 1965 Corvair which I later sold when I got the Firebird in the summer of 1970. The Firebird is a whole other story...



Not so Luck Mark

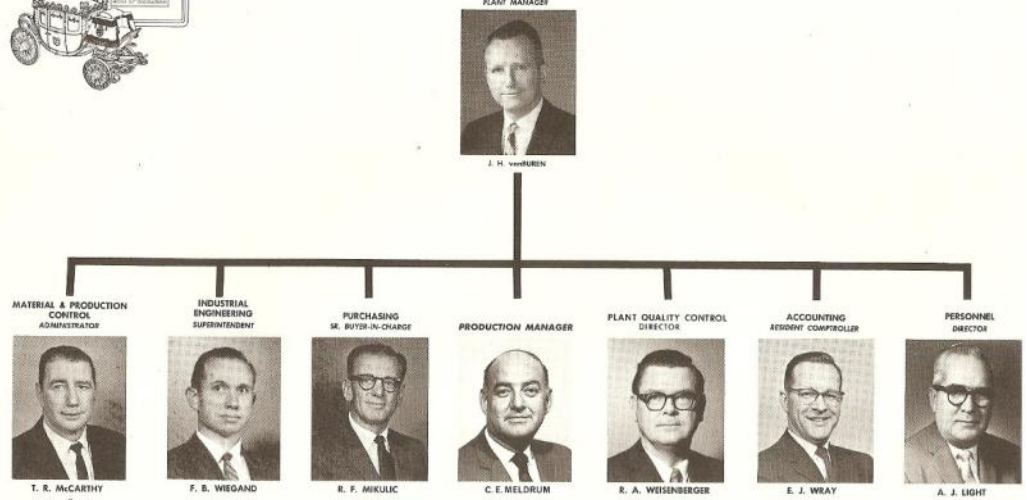
by Mark Meldrum

Those lucky brothers of mine certainly reaped all the benefits of Dad working at GM during the muscle car era. I am 13 years younger than my brother Jay and 16 years younger than my oldest brother Charlie. Many of you who know my brother Rick who is between Charlie and Jay. Rick was more of a Nova /

Buick man in those days and some day I will write some stories about him. After 35 year of working at GM, Dad was forced to retire after his second heart attack. Dad started at the bottom, working on the assembly line in Syracuse NY. He was a pretty smart guy and GM shipped him to Flint Michigan to go to school at General Motors Institute. Unlike me, Dad liked to live on the wild side. He is best known at GMI for being part of a group that took apart a Jeep and then rebuilt it on the third floor of one of the class rooms. After completing his schooling he spent a few years in the Army and was in England, France, and then finally Germany during WWII. He then returned to his home town in Syracuse NY where he navigated his way through various supervisory roles. In 1948 Dad was transferred to Elyria Ohio to start the plant up. In 1969 we had to move to Detroit because Dad was promoted to Production Manager of the Fort Street Plant. I may have missed all the glory days of Dad working at GM but the memories of muscle cars I share with my brothers fuels the passion I have now. By the way, does anyone think we can get a Chevelle onto the roof of the Holiday Inn???



FISHER BODY DIVISION DETROIT FORT STREET PLANT



Organization Chart in 1969



Charlie Meldrum on the Left presenting a service award to Justin Emlich at the Elyria Plant in 1962. Do you recognize any of the parts made in Elyria Ohio?

ACES Northern Regional Chevelle Show Details by Mark Meldrum

We have one month to go before the Northern Regional Chevelle Show. Joe and I like to refer to this as planning for a wedding. The details are mind boggling. So far the Strongsville Holiday Inn has been very accommodating and is looking forward to improving our experience. Thursday is always a busy day setting up the show tents and trailer and getting the parking lot cleaned up. I realize that most of you are working but we sure can use help setting everything up. We usually start setting up things around 10–11 am. Believe it or not, a lot show attendees come in on Thursday afternoon and our friends from Southern Ohio are planning on some karaoke and a small cook out in the parking lot.

Friday the vendors roll in and registration for the show begins. On Friday night we will need a lot of help to give directions out for the cruise and we need a lot of people to go out onto the cruise route and be stationed at each turn. We will keep the route the same and do not plan on any stops.

Saturday will be busy with games, selling tickets for raffles, a tech sessions, collecting votes, and then the awards ceremony.

Gerry will be setting up a schedule for our security from 10pm–6am on Friday and Saturday nights. It's a pretty easy job if you are interested, and we give you a golf cart to keep an eye on the place. The hotel also has a security guard on staff. I know we will be short staffed in this area since a few of our late night helpers have moved away. The Tri-State Chevelle club may help us out this year.

We would like to have the following extra meetings for the month of July

July 19th Regular Club Meeting Holiday Inn—7 PM

We will go over all the jobs for the show.

July 24th—Bag Stuffing at my House 12–3pm
12120 Durkee Rd Grafton Ohio 44044—We will have a small hot dog cook out. Please bring a dish

August 2nd—6:30 Show Committee—final Meeting
Location ??

August ??—Hotel Walk Through and go over show timing —Joe, Mark—, Hotel Manager, Catering Manager



This is a big parking lot to fill—Thank you in Advance for your help!!

Guns – N – Hoses by Kenny Smith

This year's Guns-n-Hoses Parade run will be July 17. Line up will be at the Polish American Club, 472 E Glenwood Ave, Akron, OH. The parade run begins at 3pm, runs North through the Cuyahoga Valley Park to 303, then South on Rte 8 to Green, OH where we will end up at the Legends Sports Bar and Grill for an evening Pig Roast. The cost is \$25 per person for the Parade Run, which includes the Pig Roast. Those of you who would just want to show up to the Pig Roast, the cost will be \$15.

A local group, The Busted Knuckle Band, has donated their time and will be providing the entertainment for the evening, along with a Chinese Auction.

For more information, contact Kenny Smith at 330-285-7420, or go to www.gunsandhoses.lek.net.

Thursday Jobs

Parking Lot Layout for Attendees & Vendors – Mark & Shawn

Park Show Trailer - Joe

Set up Show Tents Everyone

Set up Kids Corner Tent Everyone

Set up DJ Tent Everyone

Move Chevelle into the Lobby

Friday Jobs

Make sure everyone is Happy – Ed Nichols

Make sure everyone has a job – Mark Meldrum

Escort Attendees to Parking Spot—

Escort Vendors to Parking Spot—Shawn Muckleroy

Escort Trailers to Parking Spot Gerry Lorkowski

Greet Show Attendees – Front of Vendors Row—Matt Fralick

Registration—Ken Smith & Crew

Cruise Organization—Joe Desmont

Movie Organization—Jim Umstead

Set up Awards Presentation & Collect Votes - Mark Meldrum

Guard Back Entrance —

Saturday Morning Jobs

Make sure everyone is Happy – Ed Nichols

Make sure everyone has a job – Mark Meldrum

Escort Attendees to Parking Spot

Escort Vendors to Parking Spot Shawn Muckleroy

Escort Trailers to Parking Spot Gerry Lorkowski

Kids Corner –

Set up Awards Presentation & Collect Votes - Mark

Greet Show Attendees – Front of Vendors Row Matt Fralick

Games – Joe Desmont Larry Robinson, Shawn Muckleroy & Matt Fralick – Creeper Race & Corn Hole

Chinese Raffle – Don & ???

Sell NOCC Stuff – Kenny & Rick Herling

Guard Back Entrance—

Sat Afternoon

Set up Award Banquet Room—Bryan Sarver



Joe patrolling the parking lot at night



Umpy and Craig taking a little break



Registration can be a busy place



Putting the awards together is crazy time for me

Chevelle-a-bration Report by Mark Meldrum

Our annual journey to Chevelle-a-bration was great this year. It was very hot and sunny every day. In fact the heat made it very uncomfortable during the day on the show field. Fortunately, the evenings were just right and the hotel parking lots were filled with Chevilles and friends to talk with. This year Larry Robison and I towed my 72 Chevelle down. Members Norm Hergina, Jim and Donna Petrillo were also there for the fun. Norm and Jim did their best to beat the heat by staying in the shade and using ice cold rags. This 3 day event is packed with so much fun its hard to decide where to start with the stories. I enjoyed a seminar put on by PUI interiors on Thursday. We watched a professional put a seat together in about 20 minutes. I put together the seats for Mike Ely's Chevelle and I wished I would have known a few of the tricks that I learned while watching the PUI guy work. On Friday Donna and I represented the Northern Ohio Chevelle Club in the bench race. Donna's grace and my experience pro-

pelled us to winning this event. We beat the Tri-State Chevelle Club to win the championship.

We also met up with our Texas member Joel Jackson who had brought his 69 Chevelle to do a little Drag Racing. The 69 was running great during time trials. Even though I beat him off the line in this photo—he he tracked me down and passed me at the finish line. Unfortunately, due to a battery failure, Joel could not make it to eliminations. I had my problems at the drag strip also when my chief mechanic, Larry, decided to take a nap while working on a pinched fuel line on my Chevelle.

The Northern Ohio Chevelle club was well represented at the awards ceremony. We all brought home a few top three awards along with some great door prizes. I also want to mention that many ACES members recognized the Northern Ohio Chevelle club as the Premier Regional Event during a membership meeting on the opening day.

On Saturday night we all enjoyed the authentic Cajun Jambalaya dinner put on by the Alabama Chevelle club. The Tri-State Chevelle club added a Mardi-Gra flavor to the evening with beads and Cajun music. There are so many side stories at an event like this, and I will write a book someday to document all the adventures. If you have never been to Chevelle-a-bration, I suggest you put it on your bucket list. I guarantee you will have a great time and meet people that will become life long friends.



Its Still In Body Shop Jail

By Andre Stephens



We are now into the 5th month of the major transformation of my Chevelle. As you can see the car still does not have any paint on it yet. The one thing I have learned about taking a car to a perfectionist is that you cannot rush them. Originally I thought the car would have been painted and back on the road by May but boy was I wrong. Its ok I guess because most of the season I would have rather owned a boat instead of a car anyway. So where I left off last time the firewall had been shaved as well as the door handles and the truck lock. You can see by the photo that smooth door handles and locks came out great. I have no idea how many times my painter went over this area but the last time I saw the car it looked like it

didn't have them from the factory. For the past few weeks the body has been sanded with scotch-brite pads to make it perfectly smooth. Normally painters would have primed the car before this so that when start sanding they will be able to see the high and low spots after blocking the primer. My painter said that because of the many layers of paint and primer on my car he could block it without having to prime the car. Why does he do this you ask? Because it saves me a lot of money to do it this way. When he gets done blocking he'll primer the car in orange.

One of the other things I did not like a was that the car has too many dimples and holes all over the engine compartment so I had Brad remove them all. The holes were removed on the inner fenders.

You can't really see because the picture is so small but the inner fenders are now super smooth. I am not quite sure why he primed the inner fenders in black but you can see what the orange primer looks like on the backside of the trunk. For all the people that keep saying that my car is orange, well in this shot you are correct. The funny thing is that the primer's color flips around in the sunlight just like the final paint.





If you look at the shot below you can see how the paint looks like a dark reddish orange but with the flash on the back of the trunk looks bright orange. The car was reassembled again for the umpteenth time to check the gaps. One thing I have to say is that my painter is extremely slow but he is very anal when it comes to gaps. He uses a paint stir like you would use to mix house paint. Every gap on the whole car has to be the width of this paint stick or it is not acceptable to him. I know, I know, I keep saying to myself this is a little ridiculous seeing as though when the car was built it probably had an 1/8" gap on one side of the fender then a 3/8" gap on the other one. While at the Larrywood picnic, I spoke to Larry Robison, Gary Webb, and Jim Per-

illo and they said that at GM if the doors, hood, or trunk closed without rubbing anything then it would pass. Its still too early to see if I am going to make the NOCC regional show but I am doing my hardest to keep Brad on track. So far I have missed a lot of shows this year but three that I really want to make are the NOCC Regional, National Street Rod Assoc. Car Show in Louisville, KY, and Goodguys Indianapolis because they are allowing the participants to drive on the track. Now how cool is that.

See you on the show circuit.

Andre

Copper SS



Cruisin Solon Home Days July 30th by Ed Nichols

If you have read your past newsletters or have attended the last couple of meetings than you know we are going to try to out due our NOCC showing at Super Solon 2 years ago when we rolled in with 28 cars. We are invited to attend again as a club and I hope to get as many members to attend as possible!!! This will take place Saturday July 30th from 2 to 8 pm. on Portz Parkway in Solon. This is a new location and runs with Solon Home-days and should make for a good family event. The cost is \$15 per car. I would like to meet about 1:30 pm and roll in as a group close to 2:00. Meeting location to be determined closer to the event. If you plan to attend, please reply to this email as soon as possible. We (NOCC) will send in the registration in one envelope for all who are attending so we will have parking reserved for all of us together. You can pay directly to NOCC by mail or at a monthly meeting.

Please contact a club officer so we can keep track who plans to attend. Sign up sheet on next page. We have about 10 cars signed up so far.

An update on the Solon show! We will meet the same place we did for the last "Super Solon" show. The address is 7800 Cochran Rd Glennwillow Ohio 44139(Solon). This is at the intersection of Cochran and Pettibone.

2011 Power Tour

By Patricia Umstead

They left from Cape Canaveral Florida on Sunday June 5. Jim and Pat Umstead, in their 66 Chevelle, Joe Desmont, in his 1974 Chevelle, and John and Lori Yedlick in their 1953 Chevy Pickup Truck, left Cleveland on Wednesday June 8 to meet up with the group at the Indianapolis Motor Speedway. It was a five hour drive on a lovely 95 degree day! With the windows down and the back window unzipped we had



a nice "air conditioned" ride; part of the true spirit of the Power Tour. We got to drive our cars around the speedway, slowly, but it was still a once in a lifetime experience and it was AWESOME.

We then went to our hotel and cooled off in the pool and then cooked out in the parking lot. Thursday morning we headed for Muskegon Michigan. We made one stop in Kokoma, Michigan at a nice automotive museum and were greeted along the route with waves, thumbs up and a huge flag on a hook and ladder. We encountered rain and way too many construction cones. We did not arrive until most of the vendors were closing for the day. We tailgated in the parking lot and then headed out into the streets in search of the "burn out pit." We arrived as the police shut it down. Oh well back to our drinks and munchies.



Friday was a beautiful day as our journey took us to Detroit, the final stop of the Power Tour. We collected magnets, stickers and lots of SWAG from vendors. Vic Edelbrock, his wife Nancy, and daughters Christi and Camee, were Long Haulers. They signed autographs and talked to people all week. Late in the afternoon it started to drizzle. It did not stop us from making our rounds to the vendors and enjoying the day. We ended our day with food, friends and drinks. In the morning it

was back to Cleveland.

The best part of the Power Tour is driving your classic car through back roads in parts of the country you might not otherwise see. You meet people who have come together for the love of driving their classic cars. No trailer queens at these events: 1,100 miles in four days at 10 miles to the gallon. You do the math. This is not for the mpg minded people!



July 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

SPECIAL DAYS

Birthday's

Jim Hollingsworth Jul 02

Charlie Morse July 3

Jerry Buckley July 14

Roger Nicholson Jul 20

Craig Youngblood Jul 30

Cheryl Nicholson Jul 25

Kathy Ely Jul 25

Anniversaries

Cary & Sheryl Citro Jul 03

André & Karin Stephens Jul 05

Larry & Ann Robison Jul 16

UPCOMING Meetings

July 19th

6:30 PM

Strongsville Holiday Inn

MEMBERS NOTES & E MAILS

Guys

I'm finally getting around to sending this out. Katie and I are the proud parents of a little girl. Kendall Leighton Kozak was born on May 7, 2011 at 4:35AM and came in at 7lb. 4oz. and was 19" long. All are doing fine and we are adjusting to our new lifestyle. We couldn't be happier; well I could be if the body shop would actually work on my car.

Craig



I want to thank Mike Ely and Great Lakes Fence for hosting our June meeting. Mike bought us Pizza and pop and was a gracious host.



Our condolences go out to Bryan Sarver and his family. Bryan's step dad passed away. JOHN ALLEN PIERCE III, age 62. Loving and loyal friend to many. U.S. Navy Vietnam Veteran.

NOCC

I'm stuck and can't proceed on the installation of my floor shift con-

sole. I have the floor console bracket installed and the console positioned in relationship to the buckets seats. What I can't figure out is "where at in the floor tunnel, do you drill the shift cable hole? the cable runs from the transmission shift bracket thru the floor somewhere to the floor shifter. take some pics... Randy

Randy- I have an automatic car with the interior out & a cable hole drilled, I will take a picture and send it to you. There is an area in the tunnel that has a small radius top and the hole goes there. It will be a little hard for you to see on your floor since the Dynamat is down but I think you can figure it out off my picture!

Bryan Sarver



NORTHERN OHIO CHEVELLE SHOW

9TH ANNUAL ACES NORTHERN REGIONAL

AUGUST 12-13, 2011

HOLIDAY INN - STRONGSVILLE, OH

Hosted by the Northern Ohio Chevelle Club as part of the American Chevelle Enthusiast Society Show Schedule

Event is for '64-'88 Chevilles, Malibus, El Caminos, Sprints, Lagunas, and Beaumonts

Northern Regional Chevelle Show



For More Info Visit: www.NorthernOhioChevelleClub.com
Email: n.ohio.chevelles@bcglobal.net
Contact us: (330) 475-9909 or (330) 285-7420

Hotel information:

Holiday Inn, 15471 Royalton Rd. , Strongsville, OH 44136
Call 440-238-8800 for reservations. Special rate for show attendees \$80/night, plus tax. Special Host Hotel Rate ends July 22, 2011.

Give group code: "Northern Ohio Chevilles" when calling.

Awards:

- Participant judged awards for the Top 40 cars
- Participant judged awards for the Top 5 NOCC Club Cars.
- Sponsored, Theme and Class Based Awards will also be given (NOCC members not eligible for these awards).



Bring a New Toy and receive 5
Bonus door prize tickets!!!

Toga Party at Awards Dinner - Activities for the Kids
Chinese Auction - 50/50 - Corn Hole Tournament
Creeper Races - Friday Night Drive-In Movie at Dusk
Cruise - Vendors - Swap Meet - T-Shirts
Hats - \$1000 Raffle - Bench Racing Every Nite

2011 9th Annual ACES Northern Regional Registration

Description	Pre-Registration Amount	After 7/20	Quantity	Total
Registration Package (1 car registration, 1 Awards Dinner)	\$25	\$35		
Additional Awards Dinner(s) - (children 12 and under)	\$20(adult) / \$15(children)	\$20		
Show Only (Not Judged and Not eligible to attend Awards Dinner)	\$10	\$10		
Event T-shirt \$ ___ M ___ L ___ XL ___ XXL ___ 3XL ___	\$14 S - XL / \$16 2XL-3XL	N/A		
Total Show Registration	-----	-----		

Name _____ Address _____


City _____ State/Province _____ Zip Code _____

Phone _____ Email _____

Year _____ Model _____ Trailer Size/Type _____

Please mail this registration to: Northern Ohio Chevelle Club c/o Ken Smith 478 Seaman Ave Akron, Ohio 44305
Make checks payable to: Northern Ohio Chevelle Club

This show is a rain or shine event. Registrants who cannot attend, must notify NOCC in writing, no later than July 22, 2011 to receive a full refund. After that date, no refunds will be given regardless of circumstances. Awards Dinner seating is limited and NOCC can only guarantee seating for the first 250 people. Judged winners who cannot attend or be seated at the Awards Dinner, will have their Award(s) mailed to them. All accommodation arrangements are between the participant and the hotels. The Northern Ohio Chevelle Club reserves the right to refuse any application of entry to the show. The \$1000 raffle is payable in three places. 1st place \$500, 2nd place \$300, 3rd place \$200. Winners need not be present to win. Must be 18 years of age to enter. All entrants, their families and/or their guests will hold the Northern Ohio Chevelle Club harmless against any damages or injuries by participating in the event and it's activities.

2011 Northern Ohio Chevelle Club Sponsor Worksheet						
August 12th & 13th, 2011 Strongsville Holiday Inn						
Quantity	Description	Price (ea.)		Cost	Notes	Net Price
	One Chinese Raffle Ticket	\$1	or	n/a	available day of show	
	One 50/50	\$1	or	n/a	available day of show	
	15 Chinese Raffle Tickets	\$10	or	n/a	available day of show	
	15 50/50 Raffle Tickets	\$10	or	n/a	available day of show	
	Visors	\$10		n/a	available day of show	
	Hats	\$12		n/a	available day of show	
	Event T-Shirt Please list sizes	\$15	or	n/a	As supplies last	
	Program Single Line	\$20	or	n/a		
	Awards Banquet	\$20	or	n/a	\$25 Day of Show while supply last	
	Goody Bag Promotion	\$25	and	Free	Must Supply minimum 200 pieces	
	Cruise Map Sponsor - Single Line	\$25	or	Free	+\$50 Products or Gift Certificates	
	Co. Name on back of Event-shirt	\$35	or	n/a	First Come Basis	
	Program Business Card	\$40	or	n/a		
	Outdoor Swap Meet Space 20 x 20	\$50	or	\$25	+\$50 Products or Gift Certificates	
	Add Color to Program Advertisement	\$50	or	n/a		
	Center of Program Business Card	\$50	or	n/a	First Come Basis	
	Program 1/4 Page	\$60	or	n/a		
	Program 1/2 Page	\$80	or	n/a		
	5 Trophies	\$100		n/a	Recognition for Trophy in Program	
	Program Full Page	\$120	or	n/a		
Sold	Inside Cover Full Page	\$150	or	n/a	First Come Basis	Sold
Sold	Back of Program Full Page	\$150	or	n/a	First Come Basis	Sold
	Logo on Sleeve of Event Shirt	\$250	or	n/a	First Come Basis	
	Sponsor Photographer 4 available	\$300		n/a	2 are already sold	
	30 Trophies	\$500		n/a	Recognition for Trophy in Program	
Sponsorship will include display of sponsors banner on Show Field if provided in by sponsor						
NOCC will also include display of sponsors logo for one year on our website if computer artworks is provided						
Name of Sponsor				Phone #		
Name of Contact				Phone #		
Address						
Attach Logo or e-mail logo to n.ohio.chevelles@sbcglobal.net						
Make Checks Payable to: Northern Ohio Chevelle Club						
Send Check to Northern Ohio Chevelle Club Attn. Ken Smith 478 Seaman Ave. Akron, Ohio, 44305						

Appr.Ver.
6/30/2011

I revised the list to show sponsor opportunities from low to high in price. I hope this helps you out.

Mel's Musings – by Melanie G. Bender

My mom has been chosen resident of the month (for July) at the nursing home where she resides. And, my youngest nephew graduated from high school. So, I am busy selecting pictures to commemorate each of these events. In looking through thousands of pictures taken over the years, they bring a smile to my face and a tear to my eyes. But, whether they are printed or digital, pictures are wonderful memories, and you should always have your camera (or cell phone) with you.



If you need to purchase a sheet to make your toga for the Chevelle House banquet on August 13th, twin, flat sheets are \$5.00 at Walmart! If you need double, queen or king, I would imagine the price is a bit higher, but nonetheless a great value! Toga instructions can be found on the internet or the April newsletter. Good luck and have fun making your toga!

One of my favorite car "shows" is the North Olmsted Firefighters Cruise-In to benefit Muscular Dystrophy. It is on Wednesday, July 20th at Great Northern Corporate Center, Great Northern & Country Club Blvds. 5 PM to 8 PM. \$10 entry fee. Burgers, hot dogs, pizza for sale, and the best part...5 minutes from my home and even if it's hot that day, you know it will only get cooler as the show goes on!

Why is that salad eaten at a restaurant tastes 100% better than salad you make at home?

And finally, did anyone see Mark Meldrum on the news on Friday, June 17th? I caught a glimpse of him as the Administrator of the EPA visited the Moen world headquarters lab in North Olmsted, OH.



O'Reilly AUTO PARTS Welcomes You To Attend
The Show At The
 "  "
 Just \$ **5** Per Car

 Dash Plaques!
 Sunday, July 17th, 2011
 10:00 Am to 2:00Pm
 FREE Refreshments For Participants
 All Proceeds Benefit The
 Officer Andrew Dunn
 Memorial Fund
 O'Reilly Auto Parts
 229 West Perkins Avenue Sandusky, OH
 For Additional Show Info, please call (419) 621-1333