

April Newsletter

News

Our March Meeting & Technical Seminar yielded a great turnout. Many members attended with their classics as the weather is changing. Discussed was the calendar for 2008 including event scheduling and the details on some of our out-of-town trips. Also discussed were the Garden City Easter Parade, LI-GTO Club Show, and upcoming local cruise-ins. At the meeting we welcomed another new member and were then given an informal technical seminar on the basics of installing and tuning a Holley Carburetor by President Rob Mirabile.



Webmaster [Allan Caporuscio](#), has advised us that his new computer is up and running. He will now begin the task of re-creating the member's section to include member's biographies. In addition each member will have an easily updateable page to post their own bio and any information they would like to share with the membership. This format will allow members access to information so they can easily communicate with other members who may live

nearby, have a similar year or era classic, or just to get to know the members who you may have not met yet.

Don't forget to browse the new [Photo Gallery](#) with nearly Two Thousand Photos of our past club activities.

[CLICK HERE](#) to e-mail the webmaster suggesting ideas for the website or member's section.



The Garden City Easter Parade was held over the past month. Nearly 2-dozen members attended the event. New members were amazed at the unique autos the grace the show field each year. LIC-TV was also taking video for an upcoming episode. This month's newsletter photos are all from the Easter Parade.

Kemco octane booster is now available at East Coast Chevelle. Members who require valve seat

lubrication and/or a boost of octane are encouraged to give it a try. We do ask that all members who use this product, report back to the club and let us know your individual reviews.

Chevell~abration 2008: This show is considered by the hobby as the 'National Chevelle Event'. While Long Island Chevelles welcomes all members and enthusiasts no matter what your classic is or what you are into, our main emphasis is, of course, Chevelles! To recognize our commitment to the Chevelle Enthusiast Community, Long Island Chevelles will sponsor the entry fee for any current club members who will be making the trip south to Nashville with their Chevelle. In return, all we ask is you proudly display any one or more of our Long Island Chevelles logo and/or name decals on your vehicle. Look for details in your e-mail inbox in the next few weeks.



Sunday Evening Cruise-in:

Long Island Chevelles, Sunday evening cruise-in.

Starts April 6, 2008 at 7PM

This (and every) Sunday (weather permitting), at Commerce Bank in Mineola. Corner of Herricks Road and Jericho Tpke. Come on out and hang with the guys for an hour over a cup of coffee, some nice Chevelles, and most of all GREAT people.

All makes welcome, new and old classics.

NO tuners please, NO burn-outs, clean up all garbage please.



Meeting Schedule:



April 2008: Meeting Saturday 4/26, 10AM at Dons' East Coast Restoration / Technical Seminar on Trim Restoration.

May 2008: Meeting TBD / Technical Seminar

June 2008: Meeting at East Coast Chevelle & Technical Seminar*

*We are still attempting to schedule a technical seminar

for this meeting. If you would like to do a technical seminar or know of someone who would, please [e-mail](#) the club.

Upcoming Events [CLICK HERE](#) to e-mail the club suggesting events for our calendar.

Long Island & New York City
Oldsmobile Club, Spring Dust-Off
'2007'

Sunday May 4th, 2008 Merrick Road,
Merrick, Long Island, New York

Rhinebeck 2008 May 3-4, 2008,
Rhinebeck, New York

ACES Southeast Regional, May 3-4,
2008, by PEACH STATE CHEVELLES

ACES Chevell~abration '08, June 5-7, 2008

Great American Car-B-Que, May 18, 2008, by The Long Island GTO Club
Crab Meadow Beach, Northport, New York
Registration e-mail will be sent to members shortly.



Club Day at The Drags

Date: Friday, May 9, 2008

Place: Island Dragway, New Jersey

Time: Roughly 10AM- 4PM

Long Island Chevelles has rented Island Dragway for the date and time indicated above. Island is only about 80 miles away in west Jersey. Members will be able to use the track all day and will get as many passes as the time permits. Members can use this opportunity for 'test & tune' and will have plenty of time to make adjustments between passes.

This will be a very good opportunity for members to tune their cars correctly. Members who have never drag raced before or members who haven't been on a track in many years can really make this a great day. It's a perfect 'low stress' way to get used to the track and learn how it's done.

There will also be plenty of photo and video opportunities. Burnouts, racing, and group shots!! The club will serve bagels & coffee in the morning and a BBQ lunch included in the days admission. Bring a camera & a co-pilot if you wish and have a Club Day at the track!

Click on over to the [members section](#) for details!

President's Message

The Great Debate

When does one car become another? 'Numbers Matching' Ethics, Acceptance and Legal Issues.

A topic that is regularly discussed on message boards, cruise-ins, car shows, club meetings, and garages around the country is a never-ending debate. The purists will cringe, the modifiers will be encouraged, and the lawmakers will ignore. Now, I'm not talking about buying a VIN or Cowl Tag on e-bay and fraudulently using it on your car. That is illegal, at least in most states. I'm also not talking about fraudulently producing and representing a build sheet complete with the 'aged' look, again that's fraud and most in the hobby will consider such an act unethical and immoral.

What we will discuss here is what many of us have done and will continue to do. Use the parts from one or more cars to complete our project. This is something the lawmakers never envisioned. For the purpose of keeping this discussion on track lets discuss 66-68 Chevilles only, we can relate our findings to other years and models based on the results. 66-68 Chevilles can be easily decoded by VIN alone to understand the model and to prove the authenticity of Super Sport Cars.

Now is where it gets tricky. My research of many internet discussions, state motor vehicle regulations, and just being a guy involved in many a discussion on this topic at late night bench racing sessions has yielded nothing but speculation based in common sense. The law, either being so vague on the issue or not addressed at all does not seem to help the hobby. Don't expect legislature to investigate and help us here either. With the hundreds of variables in different makes and models and the year-to-year differences there is no way any blanket law or two can address this issue. Not to mention that each state has their own control of the legal aspect of this topic. Even if there were a way to bring all the states together... would they really care? The collector car hobby while large and constantly growing, is still such a small fraction of the registered vehicles on the road today, that our collective voice will never be loud enough for them to do the research and investigations necessary to complete the job. Probably a good thing, if they did attempt to address the issue most would not really understand and I'm sure the regulations they propose would be outside the realm of common sense (like most new legislation already is).

It is my opinion that 'we' as a collective whole should control this hobby. With the absence of any 'hard and fast' rule, our own acceptance will dictate the answer. The power really does depend on us. We dictate prices, we dictate what manufacturers produce (based on demand), and we dictate the future of this great hobby we all enjoy.

While the few who have never engaged in this discussion before might think there is a clear and easy answer...stay tuned. We'll discuss this over the next few months. You'll see how heated it can become, but through controversy we'll find common ground and in the end, common sense will prevail and the hobby can work towards acceptance of a standard.

So let's get going. The hypothetical discussion (and real life story for many) is as follows: A young man who always wanted a nice Chevelle finds his diamond in the rough. Yes it's a 138-VIN (SS Car) and he has to have it. The Chevelle in deplorable condition is his dream car. Full of piss and vinegar, he starts the disassembly. It often seems that disassembly is the only phase of a restoration that is always fully completed. Now with his SS in pieces, he attempts to save some money to get the project going...but wait. The girlfriend is wanting that ring, the career is very demanding, the house, maybe a move (or 2), maybe the military, children, school, college funds, unemployment...yeah LIFE. Life got in the way, but he still has his SS on stands and in milk crates.

Sounds familiar? Sure! It's a story echoed by many a gear-head. I'll dispel the rumors now; this is not my story. It's a fictional account of a several similar stories shared by people whom I've heard over the years. So, what's next? Well, our gear-head pal finally gets caught up in life and want to build the SS of his dreams. Realizing that many of the parts have been lost or mistakenly thrown away over the years he decides to find a less expensive (read non-SS) model to use as a parts car. Great idea!

So now he has 2 Chevelles, an SS and a sub-SS model. Both in pretty horrid condition as they sit in their current state. The careful merging of these 2 cars will yield a solid foundation to which a classic will be born. Hopefully by now you can see where we are going with this. At what point do these car become each other. Sure the SS is the one you might want as your finished product...but what can be replaced to the point where it's not that car anymore? Some will point to the cowl section...that's where the 'numbers' sit. Some will say the 'body tub' is the car itself. We are in the days of possibly replacing just about every panel or part in a car to make it right...where is the end?

Next month we'll explore more specific items in our fictional restoration described above. We will 'what if?' some items to death, but most of all we'll change the direction of these articles based on the feedback from people in the hobby.

What do you think? Send your feedback to info@longislandchevelles.com
Subject: The Great Debate.

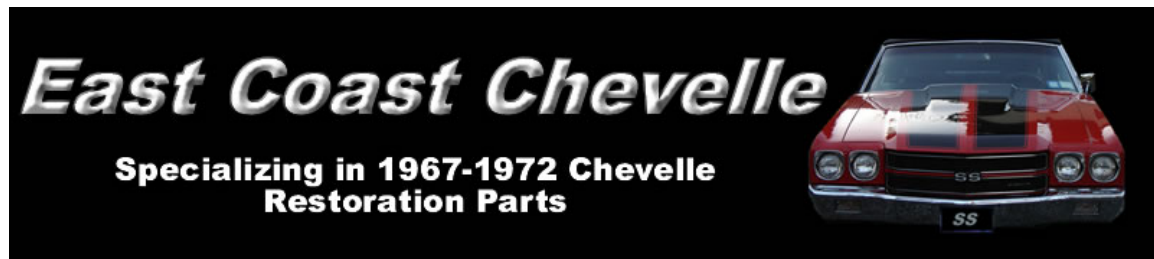
April Meeting:

The April Meeting will be held at 10:00AM, Saturday April 26, 2008 at [Don's East Coast Restoration](#) in Lindenhurst. We will have a short meeting just to touch base on upcoming events. Immediately following we will be given a detailed and informative technical seminar on Trim Restoration. Please visit Don's [website](#), or click on over to our [Home Page](#) for directions.



Sponsor Corner

All members are encouraged to visit Dave at [East Coast Chevelle](#). Specials for Long Island Chevells members are running now. Look for special purchase items from East



East Coast Chevelle
Specializing in 1967-1972 Chevelle
Restoration Parts

Coast in your e-mail inbox. From factory replacement to aftermarket add-ons you'll find what you need at East Coast.

With winter projects winding up there is no better place to get that interior done than [R&R Seats](#). Mild to Wild or even factory correct, Ron at R&R will stitch you up.



Interiors to convertible tops, bikes to Beaumonts, they do it all with special pricing for club members.

Wanted:

Anyone who would like to set up some 'light' and informal technical seminars for future meetings please e-mail the club. All automotive related topics considered. Your location, or ours. Open seminars for May, June, July, and August now being considered.



[CLICK HERE](#) to e-mail the club about technical seminars.

Keep Spreading The Word...

Long Island Chevelles “*Bringing the hobbyist back to the hobby*”