

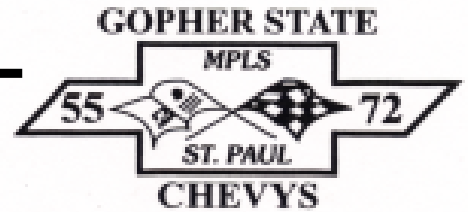
GOPHER STATE CHEVYS GAZETTE

GOPHER STATE CHEVYS

P. O. BOX 120561 NEW BRIGHTON, MN 55112

DECEMBER 2010

FROM THE PRESIDENTS CORNER.....



At our last monthly meeting there were many topics discussed. My focus of concern is if our club should be affiliated with both the National Impala Association and Eckler's Chevy classic as a dual membership. A committee was formed to research how this would affect how our club functions. A recommendation will come from this committee and we as a club will then decide which direction to take.

After much discussion we finally agreed on the three charities to donate to this Holiday Season. Check out the Secretary's Report in this issue for organizations selected to receive the money. We are only able to achieve this through your help at the car shows—primarily the All G.M. Show. Thanks to all of you who participate. It is because of you this is made possible.

We all enjoyed a wonderful dinner at Mancini's in November. We were seated next to the fireplace. Cozy and Warm. Good Food, Good conversation and Good time.

Leaf Cruise Continued.....

We left the group and continued by way of Red Wing. Since we had taken the long route to Stockholm for that ever elusive piece of pie, the pickup was thirsty. We stopped at the local SA. No non-oxy gas available so only put in \$20.00 worth of gas to get home on. One month later we get a letter from the manager of SA. She stated an older red pickup with white lettering had been cited as a drive away without paying for \$53.00 worth of gas and had been turned over to the local police department. For seconds my heart skipped a beat. Then my head took over. First, the pickup won't even take \$53.00 worth of gas. The tank is too small. Second, I paid for the gas with a debit card and had a copy of the \$20.00 transaction. I have since mailed a copy to the manager who has apologized. She said the boy working could only remember a little red pickup out at the pumps at that time and had the license plate number. So I guess the moral of the story—Don't use cash and be sure you can find proof of payment. But it's nice to be noticed driving around in the classics but preferably on the road or at a show

Be sure to check on page 49 of the December issue of Eckler's Chevy Classic. That good looking couple is our own Pat and Norm Wells. Norm you sure know how to *pickum* Women and Cars. Although my wife says maybe it was Pat

who knows how to *pickum*.

Black Friday and Cyber Monday are over so I guess the Holiday Season has officially begun. Have a safe, happy and stress free Holiday By the way, the perfect gift for your car enthusiast is an air condition unit for the classic. And when you are along for the cruise you will be cool also.

SEE YOU DOWN THE ROAD

DENNY

MINUTES OF THE GOPHER STATE CHEVYS NOVEMBER
18, 2010 GENERAL MEMBERSHIP MEETING

The November 18, 2010 meeting of Gopher State Chevys was called to order by president Denny West at 7:00 PM. There were 6 board members and 7 other members present. The secretary and treasurer's reports were read and accepted.

COMMITTEE REPORTS

CAR SHOW: Harley was absent so there was no news about car shows.

SOCIAL: Dinner this Sunday at Mancini's Char house at 5 PM. Discussion followed about a location for the Christmas party. Most halls and hotels charge for room rental and have a set menu that must be ordered and paid for ahead of time. A few members will look into other venues like the VFW in Spring Lake Park, Timberlodge in Bloomington, New Brighton community center. We are looking at Jan or Feb for a date and hopefully will be able to decide something at the December meeting. Come and bring your ideas.

HISTORIAN: Don received a few emails on our website about things to do in the Kalamazoo, Michigan area of next summers NIA car show. He also has flyers on attractions. Also received was info from Beaches Long Lake service station about a club dyno day next spring or summer. People decided that most of our club members wouldn't be interested in that event. Verne Franz gave Don info about setting up an NIA club. A committee was formed with Pete Severson, Norm Wells, Don Rohweder, Cal Kamholz, and Tom Masso members of the committee and discussion will follow at January meeting.

Happy Holidays to all GSC members, family and friends.

NEWSLETTER: Norm received an email from Jody Anderson about NIA associate clubs. That will be included in discussion by the committee. Board members will be listed in the line chaser. Norm will send a small article about our club to the Star Tribune for publication in a Friday Star Tribune newspaper.

OLD BUSINESS: None

NEW BUSINESS: We need to think about doing Culvers next year. Harley wasn't present to comment about it. Denny wants to give thanks to Ed for his article and to Alex, Norm and Don for pictures for the newsletter. Anyone who wants to write a short article and/or send a picture should email it to Norm.

Jeanne discussed the budget and we are ahead a little due to increase in profit from GM show.

Donations: It was voted on and approved to donate \$150 each to Open Hands of Midway which Tom Masso is connected with, Salvation Army, and Childrens Cancer Research Fund. Jeanne will prepare the checks.

Next meeting we need to discuss and decide how to handle the required two board meetings per year. Donations to the church will be done in Dec. Also we will pay for internet site and newsletter costs.

Briefly discussed car shows to attend next summer. No final decision yet.

Meeting was adjourned at 8:13PM. The next meeting is Dec. 16th at 7 PM at Christ the King Church in New Brighton.

Respectfully submitted,
Pat Wells Secretary

DECEMBER CALENDAR OF EVENTS

THURSDAY, DECEMBER 16

General Membership Meeting at 7:00 PM, Christ The King Church, 1900 Seventh Street NW, New Brighton

My buddy celebrated his birthday by buying an all terrain 4 wheeler.

Here is a picture of him playing with it in his back yard.



A MORE SUITABLE CHRISTMAS POEM

'Twas the night before Christmas and out in the garage,
There wasn't a trace of a Ford, a Chevy, or a Dodge.
The presents were wrapped and the lights were all lit,
so I figured I'd mess with the ole hot rod a bit.
I popped the release and I lifted the hood,
When a deep voice behind me said "looks pretty good."
Well, as you can imagine, I turned mighty quick, and
there, by the workbench, stood good ole Saint Nick!

We stood there a bit, not too sure what to say,
and then he said "don't suppose that you'd trade for
my sleigh?"

I said "no way, Santa" and started to grin,
"but if you've got the time we could go for a spin!"
His round little mouth all tied up like a bow
turned into a smile and he said "Hey, let's go!!"

So as not to disturb all the neighbors' retreat.
We pushed the ole hot rod quietly into the street.
Then taking our places to drift down the hill,
I turned on the key and I let the clutch spill.
The sound that erupted took him by surprise,
but he liked it a lot, by the look in his eyes.
With the rear tires a' crying and side pipes a glow,
we headed on out where all the cruisers go.

And Santa's grin widened approaching his ears,
with every shift up as I went through the gears.
Then he yelled, "Can't recall when I've felt so alive!"
So I backed off the gas and said "you wanna drive?"
Ole Santa was stunned when I gave him the keys,
when he walked past the headlights he shook at the
knees!

Then the engine exploded with side exhaust sound!
Santa let out the clutch and the tires shook the ground!
Power shift into second, again into third!

I sat there just watching, at loss for a word.
Then I heard him exclaim as we blasted from sight,
"Merry Christmas to all, it's a very good night!

Thanks to Sharon and Cal Kamholz for this timely poem



Happy Holidays to all GSC members, family and friends.

A HISTORY OF THE CHEVROLET IMPALA

The Impala name was first used for the full-sized 1956 General Motors Motorama show car that bore Corvette design cues, especially the grille. Painted emerald green metallic, with a white interior, the Impala featured hardtop styling. It is not known to have survived. Ed Cole, Chevrolet's chief engineer in the late 1950s, defined the Impala as a "prestige car within the reach of the average American citizen." Clare MacKichan's design team, along with designers from Pontiac, started to establish basic packaging and dimensions for their shared 1958 General Motors A body in June; the first styling sketch that would directly influence the finished Chevrolet product caught the eye of General Motors Styling vice president Harley Earl in October. Seven months later, the basic design was worked.

From 1958 through 1996, Impala sales were in excess of 13 million, more than any other full-size car in the history of the automobile. The 1964 model year sales of 1,074,925 units (Impala & Impala SS) in the U.S. still stands as a record. 1965 wasn't far behind with 1,046,500 units. In 2008, Impala was the 6th best selling car in the United States and had the distinction of being the top selling American nameplate sedan, according to Reuters Top 20 Best-selling Vehicles Scorecard.

First generation (1958)

Production

1957–1958

Model year

1958

Body styles

2-door convertible

2-door hardtop

Available Engines

235 cu in (3.9 L) *Blue Flame* I6

283 cu in (4.6 L) *Turbo Fire* V8

348 cu in (5.7 L) *W-series Turbo Thrust* V8

Available Transmissions

3-speed (close-ratio) manual

3-speed overdrive manual

Turboglide automatic

2-speed Powerglide automatic

(Corvette-type)

1958 Impala Hardtop Sport Coupe

The Impala was introduced in 1958 and positioned as top of the line Bel Air coupes and convertibles. From the windshield pillar rearward, the 1958 Chevrolet Bel Air Impala differed structurally from typical Chevrolets. Hardtops had a slightly shorter greenhouse and longer rear deck, giving the impression of an extended body.

It was a change from the 1955–1957 shape that was itself a substantial move away from the conservative Chevrolets of past years, longer, lower, and wider than its predecessors. The sharp tailfins of the 1957 gave way to deeply sculptured rear fenders. Three taillights each side would become an Impala hallmark whereas lesser models had two and wagons just one. Special crossed-flag insignias sat above the side moldings plus bright rocker moldings and dummy rear-fender scoops. 1958 was the first year of dual headlamps.

Underneath this new body was a new chassis. The standard perimeter-type frame was abandoned, replaced by a unit with rails laid out in the form of an elongated "X." Chevrolet claimed that the new frame offered increased torsional rigidity and allowed for a lower, yet still roomy passenger compartment. In this design, a transitional step between traditional construction and the later fully unitized body/chassis, the body structure was beefed up in a number of areas (most notably the rocker panels and firewall) to create a solid package. However, this frame was not as effective in protecting the interior structure in a side impact crash, as a traditional perimeter frame.

With a six-cylinder engine, a Chevrolet Bel Air Impala started at \$2,586, while \$2,693 bought a V-8. In all, 55,989 convertibles and 125,480 Sport Coupes were built, 15 percent of production. Interiors held a two-spoke steering wheel and color-keyed door panels with brushed aluminum trim. No other series included a convertible. Impala signaled Chevrolet's entry into the mid-price field, even if the design was less radical than planned. In addition to style and vigorous performance, ads marketed its "quick, eager-to-please handling that lets you know you're the boss." Longer, lower, and wider—a recurrent theme—all Chevrolets had full-coil suspension, displacing the old rear leaf springs. A new "Safety Girder" X-type frame reduced height without headroom loss. A 283-cubic-inch engine was now the standard V-8, with ratings that ranged from 185 to 290 horsepower. A big-block 348-cubic-inch Turbo-Thrust V-8 was a new engine option, descended from a truck engine putting out 250, 280, or 315 horsepower. The 1958 Chevrolet Bel Air Impala helped Chevrolet regain the number one production spot in this recession year.



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Don't forget to visit the GSC web
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www.gopherstatechevys.com.

Please support our advertisers.
You can find this newsletter at
the web site.

The next GSC membership
meeting is December 16, 2010
at Christ the King Lutheran
Church, 1900 Seventh Street
NW, New Brighton at 7:00 PM.

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Second generation (1959–1960)

Second generation

1959 Chevrolet Impala Con

Production

1958–1960

Model year(s)

1959–1960

Body style(s)

- 1 2-door convertible
- 2 2-door coupe
- 3 2-door hardtop
- 4 4-door hardtop
- 5 4-door sedan

Engine(s)

- 1 235 cu in (3.9 L) *Blue Flame* I6
- 2 283 cu in (4.6 L) *Turbo Fire* V8
- 3 348 cu in (5.7 L) *W-series Turbo Thrust* V8

Transmission(s)

3-speed (close-ratio) manual
3-speed overdrive manual
4-speed manual
Turboglide automatic
2-speed Powerglide automatic (Corvette-type)

1959 Impala Hardtop Sport Coupe

The 1959 Chevrolet Impala was radically reworked sharing body shells with lower-end Buicks and Oldsmobiles as well as with Pontiac, part of a GM economy move, Chevrolets rode a wheelbase 11/2 inches longer than before. Atop a new X-frame chassis, roofs sat three inches lower, and bodies measured more than two inches wider overall. The growing size contributed to increased curb weight, one more trend of the times. Its tailfins protruded outward rather than upward. Auto tester Tom McCahill, of Mechanix Illustrated, declared that a Chevy's decklid had "enough room to land a Piper Cub." Chevrolet eschewed the triple-taillight rear style this year with a very large, single controversial "teardrop" taillight at each side.

Impala was now a separate series, including a four-door hardtop and four-door sedan, as well as the two-door Sport Coupe and convertible. Sport Coupes featured a shortened roofline and wrap-over back window, promising a "virtually unlimited rear view" to complement the car's new compound-curve windshield. The hardtop Sport Sedan had a huge, pillar-free back window and "flying wing" roofline. Base V-8 was the carryover 283, at 185 horsepower. Performance fans could select 283-cubic-inch outputs to 290 horsepower – or turn to the big-block 348-cubic-inch V-8 up to 315 horsepower. With a V-8, the Impala convertible listed at \$2,967, but a six-cylinder version saved the customer \$118. Impala interiors flaunted their top-of-the-line status, offering front and rear armrests, an electric clock, dual sliding sun visors, and crank-operated front ventipanes. A contoured instrument panel held deep-set gauges residing below hoods to prevent glare. A Flexomatic six-way power seat was a new option. More history of the Impala in January's Newsletter.





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THIS IS THE TIME OF THE YEAR FOR MEMORIES

A little house with three bedrooms, one bathroom and one car on the street.
A mower that you had to push to make the grass look neat.

In the kitchen on the wall we only had one phone,
And no need for recording things because someone was always home.

We only had a living room where we would congregate...
unless it was at mealtime, where in the kitchen we all ate.

We had no need for family rooms or extra rooms to dine,
When meeting as a family those two rooms would work out fine.

We only had one TV set, and channels maybe two,
But always there was one of them with something worth the view.

For snacks we had potato chips that tasted like a chip,
And if you wanted flavor there was Lipton's onion dip.

Store-bought snacks were rare because my mother liked to cook,
And nothing can compare to snacks in Betty Crocker's book.

Weekends were for family trips or staying home to play,
We all did things together -- even go to church to pray.

When we did our weekend trips depending on the weather,
Not one of us ever stayed at home--because we liked to be together.

Sometimes we would separate to do things on our own,
But we knew where the others were without our own cell phone.

Then there were the movies with your favorite movie star,
And nothing can compare to watching movies in your car.

Then there were the picnics at the peak of summer season,
Pack a lunch and find some trees and never need a reason.

Get a baseball game together with all the friends you know,
Have real action playing ball -- and no game video.

Remember when the doctor used to be the family friend,
And didn't need insurance or a lawyer to defend?

The way that he took care of you or what he had to do,
Because he took an oath and strived to do the best for you.

Remember going to the store and shopping casually,
And when you went to pay for it you used your own money?

Nothing that you had to swipe or punch in some amount,
Remember when the cashier person had to really count?

The milkman used to go from door to door,
And it was just a few cents more than going to the store.

There was a time when mailed letters came right to your door,
Without a lot of junk mail ads sent out by every store.

The mailman knew each house by name and knew where it was sent;
There were not loads of mail addressed to "present occupant."

There was a time when just one glance was all that it would take,
And you would know the kind of car, the model and the make.
They didn't look like turtles trying to squeeze out every mile;
They were streamlined, white walls, fins, and really had some style.

One time the music that you played whenever you would jive,
Was from a vinyl, big-holed record called a forty-five.

The record player had a post to keep them all in line,
And then the records would drop down and play one at a time.

Oh sure, we had our problems then, just like we do today,
And always we were striving, trying for a better way.

Yup, I lived through most of this....wish it was still the same.
Oh, the simple life we lived still seems like so much fun,
How can you explain a game, just kick the can and run?

And boys who put baseball cards between bicycle spokes,
And for a nickel red machines had little bottled Cokes?

This life seemed so much easier and slower in some ways,
I love the new technology but I sure do miss those days.

So time moves on and so do we, and nothing stays the same,
But I sure love to reminisce and walk down memory lane.

*The best of this Holiday Season to all GSC members,
family and friends.*