



LINE - LOCK

Northstar Chevelle Club Newsletter

Editor: Zman August 2009

MEMBER PROFILE JOHN DELKE



I've been interested in cars since I was about 5 years old. My Mom blames it on the fact she attended the '64 Indy 500 while pregnant with me, I'd call it genetic – all of the men on my Dad's side were "mechanically inclined", and I'm no exception. If there was a machine, car, truck, boat, or airplane being worked on, I was there watching or fetching something.

My "addiction" really got fueled around the time I turned 13. A family friend had two vintage Mustangs that were abandoned by his kids (when they moved out/married/etc.) and he told me "If you get them out of here, you can have 'em"! So here I am, a new teenager with 2 cars. About 45000 hamburgers & "you want fries with that" later I'd earned enough money to get one of them in drive-able condition by my 16th birthday.

Enter the Chicago North-Side hot rodding/street racer crowd, and employment as an Automotive Machinist for a local parts house. To further fund & fuel the car addiction, I started participating in various "acceleration contests" (of questionable legality) around Chi

-Town. After 2 or 3 years of having my arse-end handed to me by the likes of Chuck Samuels, Nick Scavo, and Mike Berns (search these guys and you'll see why) and various family issues I decided to move to MN in the summer of '84.

Shortly after moving "up here" I got a real job working for Audio King, and really got involved with high-end car audio & electronics. After about 10 years of retail BS I'd had enough and moved into the commercial CCTV, Card Access, and Pro-Audio field. I've been doing this ever since. Somewhere in the Audio King days I met a fabulous gal, and got married. We'll be together 21 years this September.

The "Car Addiction" got shelved for about 15 years when kids, mortgages, and other financial commitments took precedence over buying car parts. Somewhere around 1990 I found a '64 El Camino for sale cheap in Lakeville. The "Jones" bit hard, and I knuckled under and bought it. In 2002 or so I found Team Chevelle on the 'net, and got to know a lot of the (future) members of Northstar Chevelle Club. In October of '08 I found my '65 Elky at the Hastings Cruise, and have been busy building it up the way I want it ever since. I've still got the '64, but it's future is unknown.

I've been fortunate to have the skills of a mechanic, welder, & fabricator bred and taught into me, the opportunity of attending a 1st Class technical High School with a fabulous Machinist program, and lucky enough to have met several great people who've gotten me started in some very lucrative job opportunities.



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SHOP TALK



Have you ever wondered why your machine has, all of a sudden, started running a bit doggy? Here is one area that is often overlooked; spark plug wire connectors. I have seen the following installation on more cars than I can remember.

The examples shown on the left are from MSD straight, supposedly multi-angle, plug boots but can apply to other manufacturers as well. Look at picture 1, looks fine right? Now look at picture 2; with the insulator removed. The tabs between the spark wire crimp and the spark plug cap connector are severely bent and broken, picture 3; perhaps from constant removal or re-adjusting. The fractured tabs can cut away at the insulator causing a potential for burn through, picture 4; that is, spark going anywhere (to headers, steering shaft or other metal objects) instead of the spark plug I find the MSD connectors particularly problematic. Wire angles must be established prior to installing on the spark plug or that connection will not fit well. You can usually find this issue by lifting the hood of you car and watching this "lightning" going on in a dark garage or driveway. If continued without correction, the plug connector and spark cap may never even meet, picture 5.

Can these deformed connectors be repaired? With care they can. The material is rather durable and lends it self to repairs. Tools needed include needle nose pliers, regular pliers, pin punches (used as a mandrel to reform and straighten out the bent tabs) and a tack hammer to gently nudge them back into shape. Once they are reformed, establish your wire angle by bending the two side tabs carefully and be sure to close the gap on the spark cap end and test the fit with a spare spark plug before re-installing in your muscle car. Then slide the insulator on to the plug.

The original problem may have been caused by using the wrong connectors, maybe 90, 115 or 135 (45) degree boots would work better. Some final tips. 1) take the time to layout your spark plug wire routing, lengths and boots needed. 2) before running them next to the firewall, make sure that the protruding sheet metal screws are either ground off or put a dab of RTV over them to prevent them from penetrating the spark plug cable due to vibration or abrasion. 3) use wire looms to help organize the wires and make the installation look as professional as possible. Let me know if you find this article helpful or you have further questions.

- Zman.



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PREZ MEZ

To Northstar Chevelle Members,

I first off would like to thank all the members that attended Car Craft this year. I felt like we had a great turn out. I would also like to thank all the members that attended the party at my house after the show on Saturday night!

For all the new members, I would like to thank you for choosing to be apart of our club! I hope to see you all at our next meeting on August 29th, 1:00pm, at the Hideaway Speedway in Isanti. We will also be hosting a car show and swap meet that night. So feel free to bring parts you would be interested in selling or trading!

Thanks again for all of the members support. If anyone (including new members) has any ideas on how to make this club better and bigger, please feel free to e-mail me!

Thank you,
John Sinna

FEEDBACK

This section will be used to provide member feedback or related items of interest.

EDITOR'S NOTE

To all members, please make sure you email me (razarr@comcast.net) a write-up and picture of you (and your significant other) in front of your ride or project. We would like to feature a NCC member in every newsletter. The pictures should be in a Jpeg (.jpg - digital camera) file format with a minimum resolution of 640 x 480.

Also, if you have any technical subjects you would liked covered or any ideas, feedback on how to improve your newsletter, different sections, etc, please let me know. This newsletter hopefully will be the first of many, so the sections may changed based on your input.

Thank you for your help and participation
- Zman.

MISC

This section will be used as a catch all for items that do not fit well in other sections.