



LINE - LOCK

Northstar Chevelle Club Newsletter

Editor: Zman October 2009

MEMBER PROFILE CINDY KEATING



I grew up a tomboy, my father was a salesman for Chevrolet, and he had me working under the hood of cars at age 7.

In my junior year of high school my father surprised me by completely restoring a 1965 Chevrolet Impala convertible, giving it to me as my driver car. I fell in love with it, especially being a convertible. First winter on the road I was T-BONED at an uncontrolled intersection totaling the car! I vowed to find another convertible which would never see snow!

In April 1976, spring of my high school graduation I found a 1972 350 Malibu convertible for sale in the paper. My father and I went to look at it, turned out it was a family whose kids I went to school with. It was beautiful just what I was looking for and at a reasonable price \$1500! I took out my first car loan and bought the car. The car had high mileage at 78,000 along with factory air conditioning; they drove it to and from FL every year. Otherwise it was perfect. Color Gulf

green with antique dark green interior and black top. It has never seen the snow since and rarely is in the rain. The car was cold stored the first few years in a neighbor's garage, then stored at Dakota County Fairgrounds for 22 years, last year I moved it to my mother in laws garage. Yes I have owned the car 33 going on 34 years.

Within 6 months I named the car VERT and bought personal plates, VERT being short for convertible. A neighbor across the street came over one day admiring the car and VERT plate, she said I love the plate, I responded it is his name, short for convertible, she responded did you know that it also means green in French?

When I was younger I did maintain it mechanically until one unfortunate incident where I stripped the #1 spark plug. My father said he would take care of it, to my chagrin he had the motor replaced with a 1974 rebuilt 350 – 4 barrel truck engine! So much for matching numbers and doing my own work on the car!

In 1981 it needed some body work so I decided to have a complete color change done, I went to a spring green color with Imron paint. In 1989 it needed a new convertible top – probably because I would drive it with the top down even below the recommended temperature range of higher than 50 degrees! That is what the heat was for! In 1992 I had the interior completely replaced (except the dash that has always been in good shape), in the original color of antique dark green.

Back in 2004 a coworker suggested I search the internet for a "chevelle club" which is how I found NCC. I joined becoming the first woman member and first convertible. The club has been a wonderful asset to me, actually motivating me to learn more about my car and do something other than just drive it. In fact I am working with someone to do a complete frame off restoration this winter! Plan is to go back to original/stock color and keep it stock. I admire all the guys "beefing" up their cars however I am satisfied owning a really nice classic car that turns heads as I drive by, which it does each and every time I drive it!

- Cindy



MINNESOTA'S '64 - '72 CHEVELLE AND EL CAMINO CLUB



MINNESOTA'S '64 - '72 CHEVELLE AND EL CAMINO CLUB ★ www.northstarcheves.com

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SHOP TALK

For those members who do not have the luxury of a heated garage (address: Frostbite Falls, MN), here is a brief guide to helping your car (and you) survive another long, cold, upper Midwest winter.

Take your pride and joy out for one last ride, preferably as late in the fall as possible. This will allow your car to reach operating temperature to burn off contaminants in the oil and moisture in the exhaust system. It will also bring your body up to operating temperature, adding a welcomed memory and shortening the time span between hibernation and firing her up next spring. Stop by a car wash or breakout the pressure washer and clean her well, especially the undercarriage. Lubricate those door, hood, trunk and convertible top hinges while things are drying off. If it's been awhile since you've waxed it, now is a good time to apply another coat. Thoroughly clean the interior and store the floor and trunk mats anywhere but in the car. You won't believe how much water gets trapped (and rust propagated) if you don't. Leave the windows partially opened to allow air movement. Cover the car with a breathable quality car cover. Plug the exhaust pipe openings with an obtrusive, bright red or orange colored device, to prevent unwanted vagrants from living there and you from forgetting to remove them.

It's been suggested to raise the tire pressure by an extra 10 pounds; not sure the theory behind this but it sounds plausible. You can also relax the suspension by placing the car on jack stands just enough to take some weight of the tires but not enough to allow the suspension to hang. I've also heard of owners pouring a bit of 2 stroke oil into the carb just before shutting her down; thus lightly coating the internals. 2 stroke oil will burn off clean, when you start her up, compared to conven-

tional oil. Others pull the plugs, squirt oil into the cylinders and spin her over for a few seconds, for the same reason. The rest just leave her be. Top off the gas tank to minimize moisture buildup potential. Aircraft fuel tanks have sump drains for this very reason.

Once you have your car tucked in, remove the battery and store it in the basement or a suitable, moderate temperature (above freezing) location. Trickle chargers work wonders for extending battery life. Spray the cable terminals with WD-40 to prevent the corrosion. It also works well on bolt heads, tie-rod ends, or other naturally exposed parts. Use it liberally. Test your anti-freeze to make sure it will handle the coldest winter day and them some. If you have a block heater, make sure it operates and use it. Touch up the exhaust system with high temp paint; chassis and other metal parts where needed. This will help prevent rust from invading exposed or scratched surfaces. If re-chroming or rebuilding work is planned, remove those parts and send them off to their appropriate destination. If you will be walking anywhere near the car when stored, consider positioning some scrap foam strips to protect her from an accidental bump.

Many owners don't recommend starting the engine until spring; since you will most likely trap moisture once it cools. Some will manually turn the engine over every so often. Others will start it at regular intervals during the winter. A few will take her out on a cool, dry, winter day; you won't believe the performance if you do. Review your insurance policy for a storage option to save money and still protect your machine.

Now find your old Car Craft, Hot Rod, NSCC newsletters (sorry) and dream of next spring. Be sure and pass along any other thoughts, ideas or tips on this subject - and stay warm.

- Zman



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PREZ MEZ

Dear members,

It looks like the summer is coming to an end, and the fall season is rolling in. I would like to say thank you to all the members who showed up to the Fall Picnic, we had a great turn out.

The November meeting will be a voting meeting for elective offers, you must be present to make your vote count! We have the Fall Cruise coming up on October 3rd, it would be nice to see you all there.

All membership cards are done! The numbers are assigned to the cards, so please pick yours up at the next meeting. If you can not attend the meeting, let the offers know and we will mail them out to you!

It was a fun summer. This club had a lot of fun activities with good member participation. Lets keep up the good effort to make it to the events!

Here is a recent email I received from Chuck Hanson, Founder and President of The American Chevelle Enthusiasts Society (ACES); the largest club of its type in the US. I hope this provides one more reason to become an active member and guide the direction of NSCC.

Dear John,

Dang. Almost sounds like I'm gettin' ready to break up with you , or something... but I'm not.

Anyway, just a quick note to Thank you and commend you for a great newsletter. It was very welcome on my end, especially since there just hasn't been much in the way of info coming out of the NSCC lately. I read in your column where you aspire to make the newsletter a monthly occurrence. I applaud your

efforts in advance. Like you, I feel that the newsletter is an undeniably essential link that helps ensure the health of any car club, as Members rely on it for information they missed by not being able to attend meetings as often as they'd like to. This is perhaps even more crucial up in MN where the Membership is so spread out and it can be difficult for them to attend each and every meeting. I bet you get a lot of positive response from your efforts.

Thanks for being a leader for the club, John, even though I know it will mean a tremendous amount of work. But as you know, there are only a few real leaders, and a lot of lemmings. I was truly impressed with the turnout on such short notice when I visited MN earlier this year, so I know that you have a pretty interested and dedicated bunch of folks in the club. Now, the next challenge will be how best to draw on their talents, and getting them even more involved while sharing the burden of managing the club. It **CAN** be done, and has been done by other ACES Associate clubs. The Northern Ohio Chevelle Club is a great example of how most of the Membership works together to get a goal accomplished, and how the enthusiasm feeds on itself to get everyone excited about the club and what they are all about. I encourage conversations between the various Associate clubs, John, and if you need to have a conduit to access some folks, please let me know.

OK, enough rambling, John. I'd sure like to be up there on the 19th, but I've already made a commitment to attend the annual Fall Fling Picnic and Cruise on the 20th, hosted by our ACES Associate club in Cincinnati: The Tri-State Chevells. I'll look forward to getting each electronic issue of the Northstar Newsletter. Again, if there's anything I can do to help, please give me a shout.

Chuck



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PREZ MEZ (CONT.)

GETTING YOUR BUMPERS CHROMED

A number of members have asked me for the costs and discounts available to NSCC members for getting their bumpers chromed.

Here is what I have so far:

Since my last email, Dave Seitz has informed me that he will no longer be involved in any re-plating of parts at Keystone for NSCC members.

Option 1: Contact Larry Lucast at Corvette Specialties, 2558 Highway 10 NE, Mounds View, MN, 55112, phone 763-784-8577. The retail cost to plate either a front or a rear bumper for a 64 thru 83 Chevelle is \$429 each. Our club discount is 20% so member price is \$343.20 each plus tax. All you have to do is drop off your bumpers at Larry's shop, any time they are open. You will then be notified when the work is completed so you can pick them up. Larry will show you the invoice for payment. This discount also applies to bumpers from other cars, though the retail price will change. You will need to present your membership card to take advantage of the discount.

Option2: Contact Roy Gutowsky, at Altra Muffler and Brake, 2061 Coon Rapids Blvd, NW, Coon Rapids, MN, 55433, phone 763-757-1100. The retail cost to plate either a front or a rear bumper for a 64 thru 72 Chevelle is \$429 each. Roy's club price is \$348.20 (almost a 20% discount) each plus tax. Again, all you have to do is drop off your bumpers, at Roy's shop. You will then be notified when the work is completed. Roy will show you the invoice for payment. Roy accepts cash or credit cards (no checks). A small fee will be assessed if you use a credit card. Please present your membership card to take advantage of Roy's club price. Allow 8 to 12 weeks for

the work to be completed

If any members have a relationship with other plating shops or access to other discounts our club might be interested in, please let me know and I will include that information in our newsletter.

For the new members who have not received their free T-shirt, please let us know and we will either bring them to the our club meetings or mail them out to you.

Also, if any members own a business or provide products and/or services you think might be of interest, please email me a short description of what you have so we can post it in the business section of our newsletter. That way we have the opportunity of buying from and supporting our membership, especially during these challenging, economic times.

CLUB EVENTS

Annual Fall Cruise

Saturday, October 3, 2009

October NSCC Meeting

Saturday, October 17, 2009, 12:00p.m. sharp, at Corvette Specialties, 2558 Hwy 10 NE, Mounds View, MN

November NSCC Voting Meeting

Saturday, November 21, 2009, 2:00p.m. sharp, at Samaritan Tire, 3200 Oak Ridge Road Minnetonka MN

December 2009

No meetings due to holidays

January NSCC Meeting

TBA, usually the 3rd Saturday of the month

Please see our website for route map and other information concerning upcoming events.



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VICE PRESIDENT REPORT

Hi Everyone! Well looks like fall is here. Its been one of the best seasons we've had in Minnesota; not too **HOT**, not too **COLD**. Its getting close to putting our cars away for the long winter months. :(But we did have one busy driving season. We had Car Craft, which is always a blast and John D, cooking our breakfast on the tailgate of his EL Camino. Is there anything this man can't do? Damn good cook, works on cars, puts our website together and runs it, plus works a full time job and has his family to take care of. I think we are one lucky bunch to have him as a member! Thanks John.

Then there was the trip thru Wisconsin. Lost in the rain with John D, then finding our way to a bar for a couple of beers and food. Had a great time at the motel; watching a Nascar race and just sitting around shooting the breeze with the other members. As busy as we were this year, I only made it to Anoka 4 times and twice to Hastings on Saturday the year before. You knew where to find me. I was at Anoka every Saturday. So many weekends, there was always something going on. Summer sort of blew past us; sure did for me. We're all busy with work and family, then of course, our Chevelle's and El Camino's. A lot of you helped me out on my Chevelle. Thanks Tony and Tim. And On my truck? Thanks goes to Chris; I still owe you :). Seems like our membership is growing by leaps and bounds, which is a good thing.

With the fall season coming up, we have the elections of officers to a one year term. So if you feel like you'd want to run for an office and can fit it in with all the other stuff that you have going on, throw your name in the hat.

The membership is close to 80 people; that's a lot of Chevells and Elky's. The enthusiasm the new members bring into the club is just great for all of us. After a while we get settled in and keep doing things the old way. But new members bring in other ideas that ignites a spark in the rest of us; like a breath of fresh air. Its good for all concerned. Just look at all the work we all did or have done to our cars this past year.

Seems like there's never enough time to do all that we want to, especially those with family and job obligations. They just can't come around as much as they would like too. We miss you all the same, yet we understand; we've all been there. And don't think for a minute it gets better when the kids get older, cause then there's the weekend trip to see them at school or college or when they get married. Then there's the grand kids. So it never seems to get any better; you just get better at making time to do the things you want to do.

Remember, any club is only as good as the members make it. We are well on our way; improvements have moved us along. The updated website, newsletter, trying to hold two events a month so people can make one or the other, well you get the picture. Keep in mind that John Sinna, John D and myself are always open to new and exciting ways to make our club fun and helpful to and for our membership. We're getting new window stickers made up, new license plates, new club hats and new club jackets; with a couple of jacket styles to choose from. If you have things for \$ale, either ask john D to list them on the website or put them in the newsletter.

I also would like to let everyone know that I will NOT be running for Vice President this year. I have too many Irons in the fire right



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VP REPORT (CONT.)

now that are important to me and my family to continue with this position. I thank everyone that helped John and me I this year. Members like John D who is a great asset to this club. He also reworked our website, Great Job John. Did I mention he can cook!! :) Terry Didion who runs the bank account for this club plus takes meeting notes.

Then there's Robert Zarracina or better known as ZMAN who stepped up and brought out this NEW online Newsletter. GREAT Job on that. Derek for always being there when John & I had questions. Thanks Derek. And JOHN SINNA whom I've got to know real well. This guy works his azz off for this club. We talk sometimes at 4:30 a.m. or 9:30 p.m. And its all about the club. Yeah, we might have made a few mistakes but we try. I'M sure we might have stepped on a few toes but our intent is not too hurt anyone feelings, only to make our club stronger and better. This is what John loves to do; he eats, sleeps and drinks CHEVELLES. I've been in clubs all my adult life. This is the kind of man you want to help run this club or any club. If I missed someone, my apologies.

You are all apart of this club. Do your part to make it work; it pays off. I hope the next guys or gals who take office, can take this club to a new and exciting level; you're a GREAT BUNCH !!!.

BUT now its time for me to sit on the porch and watch. For over 42 years I've been involved with clubs so it's time to retire. Thank You for all you have done to make this club the place where people want to be.

I guess I'd better bring this to a close. You all know that I can talk for a while and add more.

But I have to save some for another issue of our newsletter. Hope too see a lot of you on the fall cruise. Thanks again to you all.

- Rick. (aka Crabby Old Guy)

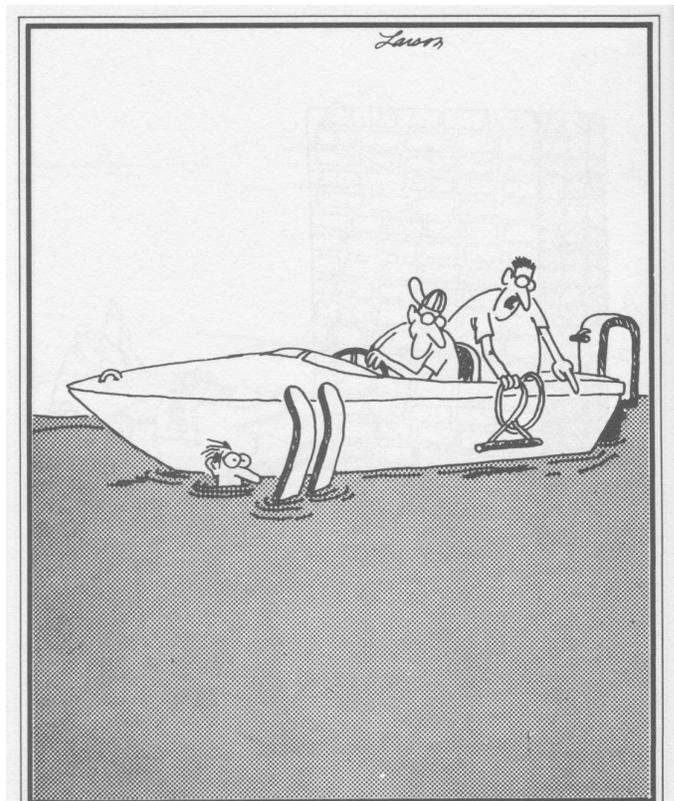
CAR SHOW LINKS

AUTOSWALK

[http://www.autoswalk.com/
events/1/2009/07.html](http://www.autoswalk.com/events/1/2009/07.html)

LINE CHASER

[http://www.msra.com/MainEvents/2009/
Main%20Events%2004.07.09.pdf](http://www.msra.com/MainEvents/2009/Main%20Events%2004.07.09.pdf)



"There! Quick, Larry! Look! . . . Was I kidding? . . . That sucker's longer than the boat!"

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