

AUGUST 2010



Officers:

President: Bryan Flattem

Vice President: John Enga

Treasurer: Terry Didion

Secretary/Merchandise: Ian & Lori McAree

Webmaster: John Delke

Forum Master: Tom Brokaw

It's 3:30am Saturday as I arrive at the fairgrounds. It's still dark, but the street lights do their job.



I turn left onto Como Ave from my Cleveland Ave shortcut through the U of M campus. As I approach the gate we will enter, I start seeing cars already lined up to get in. I drive down and take my place about 20 cars from the gate. You're probably asking yourself why get there this early? We already have reserved spaces inside. Here's my answer: Early pre-dawn time can be a special time at car shows. Our club has a tradition of meeting in line quite early for Car Craft, then around 5am or so the portable gas grill comes out and we have breakfast. I don't think there's a better way for a car club to really reinforce its bond than to be together at a major car show. This is just another aspect of that. The air is clean, things are quiet, and everyone is relaxed and just hanging out while talking about whatever comes up as the conversation wanders.

Chris R was riding with me and right after we parked, Tony rolls in. Within about 15-20 minutes, Brad, John D, Derek, and Terry all roll in and grab their places in line. Tom B had arrived before us and walked down to join the group, along with past member Rick. Like tradition, about 5am the grill came out along with a separate coffee burner and pot. Breakfast today included



something with many names, but it's a fried egg cooked in the hollowed out center of a piece of toast. That was served on a slice of ham and accompanied by a potato cake. Picture a group of guys-most wearing our club shirts, all eating a nice hot breakfast with coffee and enjoying being there while you're sitting in line on your own, half asleep wishing you would have grabbed something to eat while aimlessly wandering up and down the street looking at the cars since there's nothing else for you to do. I saw those looks and heard comments like "that's a good club there".

Once the gates opened, it was go time. Or at least time to move closer. They had us stage inside the gates this time, but shortly afterward let everyone roll in. I was a little reserved about our space this year since we normally are parked right on the main cruise route in one of the most coveted areas: near the chassis dyno and in front of Giggles' Campfire Grill. I later learned that this new location meant not having to shout to be heard, you didn't smell exhaust all day, and there was far less dirt and dust kicked up by the passing cars. I even saw a nap being taken.

After parking we got the EZ-up situated, our club banners hung on it, and set up our club's merchandise and flier table. Even though it's a lot of extra stuff to bring, as a club I think it's important to keep getting our name out there. If there's club info sheets and applications available along with some shirts and hats displayed, I think that's a great cue for people who are walking past. It shows we're serious. Aside from being a quieter street, another nice feature of this site was a fire hydrant and no parking zone. It was a good place to put that table without taking up a good parking space, and with a wide grass area behind the curb there was plenty of room to spread out the chairs and coolers without being in the way of foot traffic. It was going to be a really HOT day, and the shade from those trees was very welcome.



Around 10am or so, I went on my main mission for the weekend: I stopped at almost every Chevelle there. If I saw the owner, I gave them a card and mentioned our club. Many had questions, and we talked about the club and what we do. I asked permission to take a picture of their car for our website-nobody refused. I left a card in every car that was unattended and took a shot of those as well. In all, I took 167 pictures over about 4 and a half hours. I know I missed a couple cars that were driving around, though I tried to flag them down too. Including the Canadian and out of state cars, there were probably 200-225 Chevelle/El Caminos and Beaumonts (Canadian version) there. Hopefully they will take the time to find us. It was worth the effort. I met a lot of nice people, including several original owners. One in particular still had all the original paperwork and the never-been-used spare still in his trunk. The only disappointment I had this year was the lack of vendors. Maybe it's the economy, maybe it was the weather, but several of the regulars we see were noticeably absent.

About 3pm the skies started darkening and by 4 it was sprinkling. Quite a few people left hoping to beat the hard rain, and there were rumors of really bad weather coming in for later in the evening. We packed up everything we could, and used that EZ-up as a shelter. About half the club was still around, including Derek who was out punishing his tires on the autocross track. It was still enjoyable since we could stay dry and it wasn't raining much. Once we decided it was time to go, we dropped the tent down, staked 2 corners and took off without having to wait in much traffic through the fairgrounds. That night, there were reports of small funnel clouds all over the north side of the Twin Cities, including rumors of one right at the fairgrounds.

When we arrived Sunday, everything was fine. Lots of small branches were scattered all over the streets, but no trees down or damage. Our tent fared just fine, though I did see 2 cars that got flats inside the fairgrounds. The Sunday lineup was much later for us. We decided that 7am would be a good time since we could sleep in some, and the gate should open then anyway-we'll just drive right in. Should was a big word. At 7, cars were still lined up for several blocks.





They finally let us in about 7:35, but it went quick. We had planned for Breakfast at our site anyway, and when things were set John cooked up fried eggs with hash and some very tasty spicy sausage that Terry donated. Derek had a VIP pass to get in early, and we found him already on the dyno right as breakfast was being made. As part of the Real Street Eliminator event, Derek competed in a Dyno Challenge, Autocross, and acceleration and braking events. It's all about having a complete package car.

After eating, Chris and I made our way down to the grandstands to watch some autocross sessions. This event is not about horsepower, it's about car control. You drive through a set course as quickly as possible without hitting any cones or going out of bounds. Driver skills are the name of the game, while using more specialized equipment will certainly help your overall performance. Speeds only get up to about 30-35mph and only in 1st or 2nd gear.

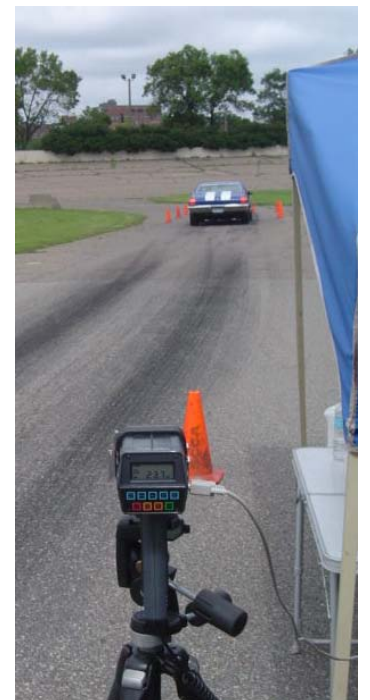


In fact, one competitor wore out his tires and ended up having 4 tires overnighted (\$300 just for freight) just so he could get that edge. I heard he dropped several seconds off his course time because of it. As a comparison, a modified Chevy Vega, Derek's 1969 Chevelle, and a Dodge Viper (former member Keith) were all within roughly 1 second of each other's times when I was watching.

Derek also competed in an acceleration and braking event where from a dead stop you accelerate in a straight line to a specified speed and then stop again in a specified zone marked by cones. Car Craft Magazine's Jeff Smith was there taking pictures and guiding Derek along while he got familiar with the event. Jeff's a nice guy, and certainly showed a lot of interest in Derek and his car. Later Derek showed me the coveted Car



Craft license plate he got, which is not something they sell or just give out to anyone who asks. This is the plate that's on cars that the magazine deems very special. Congratulations Derek!



Sunday weather was beautiful, and the afternoon cleared up very nice. As things started winding down and participants packed up and went home, a bunch of us from this club stayed and hung out in the shade of our EZ-up. In fact, the time passed so quickly that we were told that we had to take the tent down by organizers since it was getting to be after 5. After we had just put everything away and were contemplating meeting up for dinner somewhere, a State Fair Officer stopped by to say we “didn’t have to go home, but we couldn’t stay here.” We each went our separate ways. It was a great weekend; I wish I could have been there Friday too. I’m already looking forward to next year and though it wasn’t the site I would have chosen initially, I will absolutely recommend it for next year. The only thing missing was more club member’s cars.

COOL TOOL: Sureshot Atomizer

Here’s something a lot of professional shops have and use on a regular basis-the Sureshot atomizer. It’s a handheld container you fill with brake cleaner (or other liquid), then pressurize using your air compressor and a tire chuck. It has a thumb trigger to activate the spray. The #1 feature is the ability to buy the good brake cleaner in bulk, saving you money and keeping you from throwing away all the empty cans. Retail is around \$50. You can also buy rebuild kits.



Smokey Yunick-legendary innovator and mechanic

--Flew B17s in WWII, then opened up “Smokey’s Best Damn Garage in Town” in Daytona, Florida

--Racing motto: If the rule book doesn’t say you can’t, it must be legal

--Helped produce the “Fabulous” Hudson Hornets with Marshall Teague

--Built cars raced by Curtiss Turner and Glen “Fireball” Roberts

--Was begged by Bill France (Sr) to work for Ed Cole and Chevrolet to develop their stock car program so Chevrolet “would get hooked on racing”

--Built cars that won 57 stock car races, 2 Grand National (Winston Cup) titles, and the 1960 Indianapolis 500.

--Cars he built were often disqualified if the officials just “didn’t think they looked right” or if the car was deemed “not in the spirit of competition”.



Innovations:

--1st to run tube headers in stock car racing

--1st to use air tools in pits

--Designed 1st power steering system used on championship cars, was also 1st ever variable assist power steering unit



--Designed own airflow machine for cylinder heads. Was 1 of only 2 flow benches outside of Detroit at the time

--Designed a reverse rotation engine for better cooling and to use engine torque to help in turns, later found in LT-1 production engines

--Developed the Holley 4150 series carburetor with Ralph Johnson

--Developed the extrude hone process for port finishing

--Enlisted by Chevrolet to develop the 427 “Mystery Engine”



2011 Calendar project: If you have not been featured in our calendar before and want to, please contact Bryan (Bowtie) or Chris R. We need 12 cars. If you don't already have quality pictures, refer to the 3 part series How to Photograph your car in April, May and June newsletters for tips. We are almost ready to start contacting prospective advertisers too, so if you have any suggestions, please let Bryan F know ASAP. Letters will be sent out 8/15 to potential advertisers.

Upcoming Club Events:



Elko Speedway's Legendary Eve of Destruction **Saturday August 21** featuring 2 Monster Trucks, Figure 8's, Flat Track Motorcycles and School Bus Races! Plus, tonight the Speedway will feature NASCAR Racing with Super Late Models, Big 8 Sportsman, Thunder Cars and Power Stocks! Pit gates open 3:30 PM, Spectator gates 5 PM with action on the concourse until opening ceremonies at 7 PM.



August 28th 3pm
Pig Roast
Hay Rides
Yard Games

The whole family is invited! We as a club have been invited to member Chris P's annual "Horse Power Car Show" at his horse farm a little north of the twin cities. Normally a private car show and picnic, this year he's invited the whole club to come on

up and get together for some food and relaxation. There's plenty of parking on the mowed 5 acre front yard, no city noise, and a large covered garage for sitting and eating. RSVP to Bryan F (Bowtie) for directions. Watch our forums section for member meets and cruises up there. Who knows, a burnout contest might even erupt... it's happened in the past.



We are planning a club event at Bill's gun shop for later this year. If you've never fired a gun but are interested, this is the perfect chance. Bill's is a professional indoor firing range where everyone from novice to expert can practice using their weapons in a safe manner. They have weapons to rent, or you might be able to borrow one from another member (ammunition extra). Range time is approximately \$15-20 depending on the group size. We have a firearms instructor who will be attending and helping anyone who would like to learn. Contact Jon H if you're interested, and watch our forums for more info.