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MAY 2010

Welcome to May already! For all of the car people in the north, we celebrate May as the car show season gets underway. We were lucky because of the warm April, many of us got a jump start on the garage work or just enjoying the driving. It felt a little odd not having a car show or swap meet every weekend, but it sure did help free up some time to get things done. It sounds like a lot of our members made the most of the early spring, and if we put all those projects together, just about a whole car got built: bodywork, engine, interior projects, fuel system, transmission, rear axle, and that's just what everyone was sharing on our forums. I know there was more done than that too.

As I type this, today was the first big car show of the year-Gopher State Buick Club's Spring Extravaganza. This is also usually good for a big swap meet too. Way back when this show was in the racetrack, it wasn't unusual to see the entire track full of swappers up to 6 lanes wide, and just about anything for a car could be found. I made all the money to buy my Chevelle from selling stuff at swap meets. I started as one of those toy sellers many of us loathe. For me, I found it quite easy since with Hot Wheels cars and NASCAR collectables, everyone can just pick it up and see. I made a point of only reselling those cars which I thought there would be a market for: hot rods and



muscle cars. The few parts I did have at the beginning were usually pretty universal like a flex fan or air cleaner. As time went on, I found myself buying parts for my car and either selling off the old ones, or buying stuff just to resell. One thing I always did was clean and clearly mark

the parts so people knew what it was for. I remember reading about a guy near Green Bay who had semi trailers full of parts, but none of them were marked for easy identification. No matter if you're keeping those parts for yourself or planning on selling them, why not take the time to mark them. You can get little wire tags or paper tags on string loops at the office stores for cheap. On boxed items, I use 3M's Post-It tape instead of writing on the boxes. It sticks really well as long as you leave it alone.



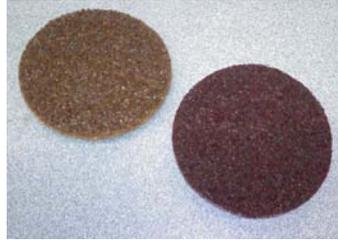
Club Officers:

President: Bryan Flattem
Vice President: John Enga
Treasurer: Terry Didion
Webmaster: John Delke

Club Secretary: Lori Macree
Events Coordinator: Ian Macree
Forums Webmaster: Tom Brokaw

Cool Tool: 3M's Roloc disc system

If you haven't seen or heard of 3M's Roloc discs, you're in for a treat. These discs are very simple in design, yet very effective. The idea is that you have a universal mandrel mounted into your die grinder or drill (air operated is better), then swap in various types of abrasive discs.



The mandrels have a receiver for small spiral cut posts on the back of the discs which will not loosen when operated. To remove, it is just a quick spin on the face of the disc in the reverse rotation-no tools needed. The discs come in several versions: surfacing discs which are good for gasket removal, sanding discs for quick removal of material, bristle faces discs which are good for contoured metal faces, and their Clean and Strip discs which are designed for cleaning welds and removing rust or paint. Most types of discs come in 2" or 3" diameter, and usually have 3 versions of coarseness. You can buy a starter pack from Menard's for \$ 9.95 and refill packs for \$3.95. You can buy 25 piece boxes online for about \$25.

Next Meeting: Wednesday May 26th 7pm
Davannis
8061 Flying Cloud Drive
Eden Prairie
952-941-4444

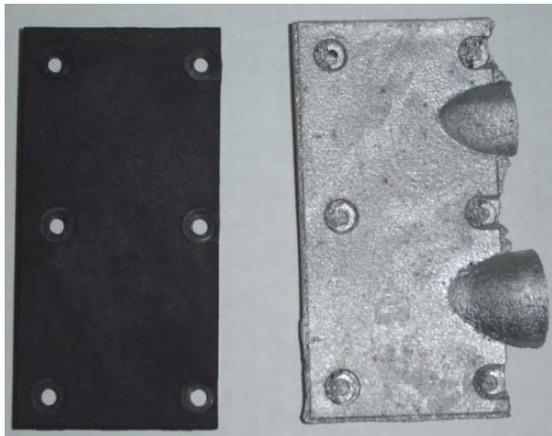
Shop class: Community Education for car people

Are you interested in learning how to weld? Ever wanted to use a CNC machine? How about aluminum casting? Check your local school's community education department. The St. Michael/Albertville school district community education course book offers 2 very cool classes: Welding for Beginners and Machine Tool Technology.

The welding course is designed for the beginner and costs \$60 plus a \$10 materials fee. Over a 6 week period, the instructor will demonstrate OxyAcetylene cutting and welding, Arc, MIG and TIG welding for aluminum projects. There is plenty of hands-on time and several welding stations so there's not much down time.

The machine tool technology class is also held at the high school, and covers a lot of the tools you might want to use in making your own parts. For only \$60 plus a \$5 materials fee, the instructor will train you and give you time on clausing lathes, Bridgeport Mills, and a Haas CNC machine. Both classes are held in the high school. After the demonstrations, you will be given time to practice on your own, including making thing for your home projects. Class size is also limited to 10 students.

I also know that during the machine tool class, several students brought in some scrap aluminum and were able to melt it in the metals kiln. While that was going on the students learned how to make sand castings, and when it was ready poured it in and made a couple car parts.



The sand castings reproduced every character of the sample TPI cover. The domed sections are from the flow-in area where molten aluminum filled the cast and air left.



Check your local school district's community education department to see what's available to you. Besides these classes which are taught by the school's technology teacher, the high school students there also can enroll in CADD classes, learn aviation technology, and there's also a whole myriad of woodworking classes available.

Don't Forget:

Anoka Cruise opens 5/15

Hastings Cruise opens 5/29

North St Paul Cruise opens 6/4

**We are also club host at North St Paul
Friday June 25th, 5pm. Corner of
7th and Margaret. Let's have a
great club showing!!!**

How to Photograph Your Car

Part 2: Composition

By: Troy Kruger

www.customshowboards.com

This is the second installment of a series of articles, which will help you create that spectacular photograph that you yearn for. Last time we learned how to use both natural and artificial lighting to help achieve great shots. By the time you read this, you will hopefully have gotten your car out of storage and should be ready for action.



When taking pictures of your car, please remember that the car is the star, so pick a good location/background that doesn't detract from your car and that contrasts with the car's color/paint nicely. Be aware of your surroundings. Look for reflections in your car showing parking lot stripes, telephone poles and wires, busy tree branch/leaf reflections, clouds, building windows, people, and the camera/photographer! If you can find an open clear area with a nice clear horizon behind you, you have a great spot. If choosing a location such as a store or gas station, always choose a location that appears OLDER than your car.

If you remember nothing else, remember this easy tip: Turn your wheels so that the wheel face of the front exposed wheel is aimed at the camera. Nobody wants to see your tire treads. This is a common mistake, and the easiest error to avoid.



For a great aggressive looking muscular shot, get down to the ground at bumper level and take some $\frac{3}{4}$ view shots of both front and rear. You will have to move your car around to get both front and rear, as you

must keep the light behind you. Park the car on a LEVEL surface. Mount your camera down real low so that you can see all 4 tires touch the ground through the camera view finder. The more you can do to create an imaginary line touching the bottom of all 4 tires, the better. This is a good starting point for many spectacular shots. Move around and experiment from that point on. Try to avoid “hiding” one of the rear tires from the shot. Larger cars and trucks with high profiles don’t always benefit from this popular shot, so you may want to increase your camera height. Either way, use a telephoto lens of about 120-180 mm and stand back far for this shot so as not to distort or “bulge” out the front of the car. Try tilting the camera 20-30 degrees to create another dramatic effect.

Use a ladder or climb on a roof and take some perspective shots from up high. This works great with convertibles and cars with stripes or flames. The ladder is also very helpful for shooting the under hood shots, especially if you are a bit vertically challenged. If you don't have a tripod, remember the ladder trick from the last installment. However, you should always be using your tripod when you can.



Don't be afraid to take 100 pictures of your car - you may only get a dozen that you can actually use! Digital media is cheap - your time for a re-shoot isn't. Speaking of digital, we'll discuss equipment in our next installment. Good luck and happy shooting.

May 15th is Club day at Rock Falls Raceway!

Ever wonder how quick your car really is? Want to open your car up without the threat of a ticket? Want to settle a bet between you and another club member? Here's your chance! For \$50, you can find out. Even if your car isn't ready or you're just not ready to beat on it like that, come on out. There is a tech inspection process, which basically makes sure your car is safe. Rules get more involved as your car gets faster, so refer to the NHRA rulebook for details. The main tech rules are pretty straight forward, including anyone going down the track **MUST** have an approved helmet and seatbelt.

Look for more opportunities to get together with club members as the summer progresses? In the works:

Cruise to Unique Specialty & Classics in Mankato



Evening of Destruction at Elko Speedway



And the new Beater-X racing class at ERX Motorpark in Elk River. It's motocross racing but in a car!