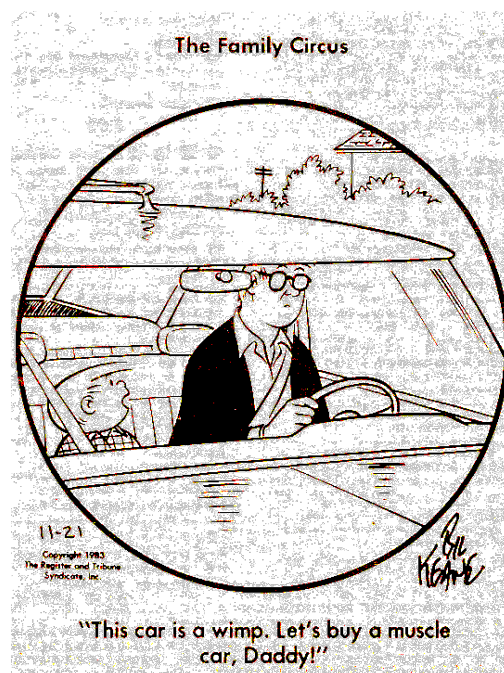


2013



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Here we are, finally done with spring and we're still getting drenched with rain. Virtually every weekend (and quite often during the week), Mother Nature's sprinkler system has systematically knocked out chunks of cruising and car show time. Since I now have a mushroom farm in both my front and back yard, plus the new Cha-cha-cha-Chia lawn from hell, I haven't had a ton of time to spend getting anything done. I was able to add something cool to my man cave on father's day: a 1951-ish Frigidaire refrigerator. I also finally finished my conversion from candy striper to red devil, and that story is covered this month. I know several members are also in the final stretch of winter rehab jobs, and as always, there are others still plugging away, planning, or procrastinating. Don't forget that July's meeting is at Car Craft. All paid members will receive an email the Thursday before detailing where our club's parking will be. Please make sure you stop by the forums and check in so we know who will be going to Car Craft as well. Space is always at a premium and only enough can be set aside for those who can commit to parking with the club. We'll see you there.



CANDY CANE

Becomes

KANE

As you read in the May 2013 newsletter, the white stripes came off my Chevelle. That was one part in a series of visual changes to my car over the past couple years. Part 1 was trading my white interior for black which came from a '70 that Mitch had. Part 2 was stripe removal. Part 3 was putting on a non-functional cowl hood which I got a smoking deal on. Planning ahead, I had it painted semi-flat black so it would match the part 5 vinyl top installation. For those who haven't seen it done or know the process, here's how it's done:

My car originally came with a vinyl top, and way back when it was painted red, the top came off and the roof was painted white. That saved me a ton of time since I didn't have to peel up the old top, clean off the glue residue, and/or fix any serious body issues from it being torn or tattered. I did, however, have to fix the filler panel between the back glass and decklid. There were a few spots that needed addressing, especially since the top adhesive can't stick to rust. There weren't any rust holes, but there was some specks penetrating through the paint due to chips and cracks. I ground the paint off down to bare metal, keeping in mind that I needed to stay within the coverage of the top and trim mouldings. Because the rust didn't penetrate into the metal, and because it was going to be covered, I opted to use NAPA's paint-on rust treatment. It chemically treats the metal to prevent rust from continuing or forming. I then used a rattle can white to match the current white top and give the adhesive something to attach to, per the installer's directions.

Installation was done by Yellow Dog Upholstery in Ham Lake. Mark the owner has been in the business for many years, having worked for several well-known interior companies before starting his own business. I have seen many of the vehicle he's worked on through my own company as well as vehicles at car shows, so I was confident of his quality. I know that this is a job that many people tackle themselves, but at this point a couple hours for him to do it was worth it for me. The pictures and captions tell the rest of the story.

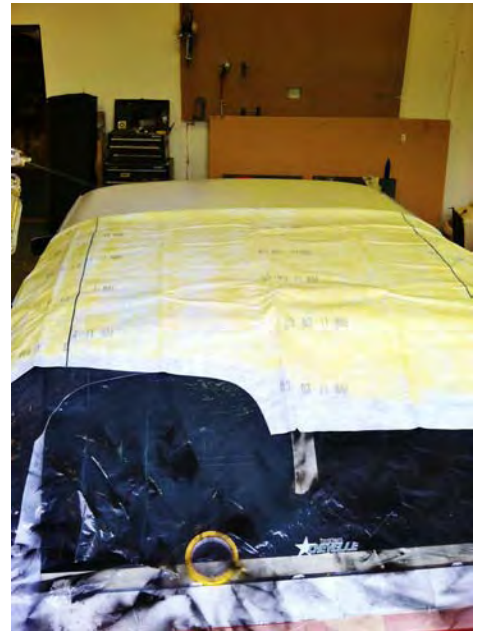




With the moldings removed and the top area clean, step one is to lay out the top and mark the center points. This is also the time to rough cut the front and rear window shapes, and trim up the sides closer to the roof. Later, mark will do the final cutting and tucking at the edges for a clean install.



Mark uses a spray on adhesive on both the body and the inside face of the top. Mark works on one half at a time. Note the tape protecting from overspray. Once sprayed, the adhesive needs time to setup. This is very important, plus it gave him time to steam out the wrinkles and show me around his other projects.



Left: stretching the material keeps it wrinkle free, then final trimming. Mark took time to make sure everything was pulled in the right direction while keeping the seams straight. This is where experience counts, and Mark made it look easy.

Right: The final shot with the trim on.



After some custom painting on the grille, headlamp buckets, etc, here's the finished product:

**Here's
the
before:**





1-Name/spouse (since the spouses are also members)
Chris Reid. Michele is my wife. We have a son, DJ whom was born in Jan 2013. 2-What was/were the cars you owned when the club started? 1966 Chevelle SS396. 1980 2 door Malibu sedan. 3-Do you still have it/them now? Yes. I still own both cars. 4-Have you had any other cool cars since then? I

bought a 72 El Camino not long after the club started but it was stolen a short time later. A 1976 GMC Sierra I bought in 2004. I also picked up a 1969 Chevelle SS396 roller project in 2008. 5-Have you held any positions within the club? Yes, Events Coordinator (2006-2008), vice president (2010), newsletter editor(2008-2009). 6-What's your best memory of the club? Not in any particular order. The first ever club cruise we did

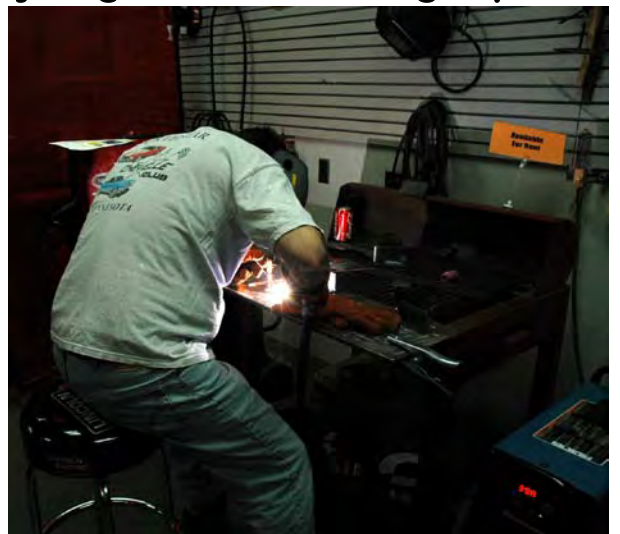


through the Red Wing area early in the clubs history, 17 cars showed up, at one point I was second in line and the view from my drivers mirror was quite something to see. Cant forget about our first ever meet and great that got the ball rolling on the club. Plus all the January meetings at Karls to which I learned quite a bit from the many hands on demo's and tech sessions over the years. Helping fellow club member Dave Seitz restore another fellow club members 72 Chevelle Heavy Chevy for an entire summer of weekends. Finally all the shop and business tours as well as all the home shop and garage tours the NCC has been a part of.



7-What have you gained from being a part of this

club?All the friends I have made. Like mentioned above, a lot of those tech sessions helped me gain some hands on experience in things like MIG and TIG welding, learning how to operate a paint gun in the hands on paint demo a few years back, lifting a body off the frame one year, aligning body panels, dent removal, etc. 8-What's your current ride specs? L34 396/325HP, M21 Muncie 4spd, buckets, console, 12 bolt 3:31 posi,



Hotchkiss springs. 1970 discs on front. 1969 is a roller but has buckets and console. Future plans for it? I took the 66 off the road in 2006 and the plan is to go back through the 396 to fix the oil consumption problems. Some restoration needed on the trunk pan, floor braces and some sections of the floor pan. Down the road, I'm also planning for a more



pro touring direction with bigger wheels, improved front suspension, and upgrade the rear suspension, bigger 4 wheel disc brakes, Vintage Air has also been added to the list. As for the 69, It's a down the road restoration project: needs quarters, trunk floor pan, and front fenders. I'm thinking a 496 stroker BBC, 200-4R, posi, vintage air as well. More of a resto-mod type of project, and possibly father/son project now perhaps? The 80 Malibu at this point is best suited as a parts car as the body is too rusty to restore, but I have since stock piled a ton of parts for what was once planned to be a pro street type build. 9-Where are you from, what's your occupation? I grew up in St. Louis Park, MN and currently live in Brooklyn Park but our plan is not to live a long term here. I have worked as an auto technician for 20 years and changed careers in 2010 by going back to school for HVAC. I finished that degree in 2012 and have been working in that field since then. 10-Anything you want to include? The club is officially 10 years old now. Looking forward many more decades with the NCC and the friends and family I have gotten to know over the years.



Don't forget:
The July meeting will be held at Car Craft on Saturday July 20 at 1:00 pm. Check your email for specifics to the actual location. Submarine sandwiches and water will be provided before the meeting at 12:30, but you need to RSVP on the forums so we can plan for enough.

See you there!