

**September 2013**



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**One car show rolls right into another when we get into August and now that it's State Fair time, we're creeping into September. The weather has cooperated well compared to the spring, and the heat has been quite bearable. Hopefully you got to make it to a couple cool shows or cruises, but there's still around 6-8 weekends left to get out.**

**Coming up at the end of September is the 5<sup>th</sup> annual Cruise for Troops. Starting at Norm's Tire in Roseville and continuing on with several stops including Headquarters Machine, Veit Auto Museum, the Hot Rod Factory, and ending at Maxx Bar and Grille. It's a \$10 donation and all proceeds go to Tribute to the Troops. At the final stop, it will be a whole event in itself with door prizes (chances gained along the cruise), 3 live bands (The Star Chiefs, The Holy Rocka Rollaz and Jack Knife and the Sharps) a silent auction, and tons of fun. Ask Bryan F (Bowtie on forums) for details.**



**We can't forget about our own Northstar Chevelles Fall Cruise that Chad has coordinated. Leaving from Rosemount on October 5<sup>th</sup> at 9am, we will travel down to Red Wing for a club provided lunch, then on to Wabasha, Prescott, and finish in Hastings for their final cruise night. If this goes the way of past cruises, it should be a good time. You do need to RSVP by September 27<sup>th</sup> to help with planning.**

**One of the fun shows I go to is the Frankensteiner's Ball. This year it is on October 20<sup>th</sup>, and is held at the Anoka County fairgrounds. Totally family friendly, you'll see trick or treating, good food, pipe rapping, flame throwers, lots of food, and it's only \$5. Still growing every year, it's not just for rat rods either.**



### **Trivia: Where did the Chevrolet Bowtie come from?**

With Chevrolet's 100 year anniversary passing, it has been said that nobody knows how the Bowtie originated. Here's the story: It goes back to General Motors founder William C. Durant, who introduced the Bowtie in 1914 on two Chevrolet models. GM points to his daughter's book saying he sketched out the logo one night. It also notes a 1968 interview with his widow, who says it came to him while reading the newspaper one night. Ken Kaufmann, historian and editor of *The Chevrolet Review*, tried to figure out what Durant might have been reading. He succeeded and found that the Nov. 12, 1911 edition of the Atlanta Constitution included an ad for the Southern Compressed Coal Company, which produced a fuel called "Coalettes." Sure enough, the logo for Coalettes featured the same shape that we know today as the Bowtie. GM says the bowtie design first appeared in a Chevy ad on Oct. 2, 1913 edition in *The Washington Post*. It urged buyers to "Look for this nameplate."

### **Cool Product:**

Metal Rescue™ is non-corrosive, non-flammable, non-toxic, and biodegradable, and in as little as four hours you can expect to have your parts back to a clean condition. It doesn't require any scrubbing or brushing to do the job, just a quick rinse after its done soaking. It contains no caustic ingredients or acids--you can literally put your bare hands into the formula! Metal Rescue™ removes the rust on parts by utilizing a water-based, safe synthetic molecule that is attracted specifically to iron oxide (i.e. rust). Metal Rescue™ removes the iron oxide and holds it in solution.



### **Official Release:**

The non-corrosive, non-flammable, non-toxic, biodegradable solution that removes rust without damaging paint, chrome, plastic, rubber, or you.

Metal Rescue is a water-based, immersion-bath solution. Fill an appropriately sized plastic container with Metal Rescue and drop in the rusty part(s). The only condition required is a consistent temperature of 68° F or higher.

Depending on the extent of the corrosion, the de-rusting process can from one to 24 hours; average soak time is four to eight hours. What you get is a completely clean part, ready for use after a quick rinse with water. Metal Rescue will leave a slightly dull appearance depending on the metal surface, amount of rust, and how long the rust was present.

Metal Rescue is safe for painted, anodized, and powdercoated parts, and can also be used on oxidized chrome, aluminum, copper, brass, nickel, and silver as long as you monitor the immersion time to avoid damage.

Metal Rescue can be reused until the solution turns dark and stops working, indicating it has been saturated with rust and can be poured down the drain. If there is any grease, oil, or other chemicals in the solution, Metal Rescue must be disposed of at a proper recycling facility.

# Auto Mania

Now in its 3<sup>rd</sup> year, the Automania car show has proven to be a success. Drawing over 100 cars and trucks again this year, I think we had a great turnout (especially with 2 other car shows happening within only a few miles of us). Though the morning suggested rain, by 1pm the clouds were parting and the sun was shining. We had 12 trophy winners and saw a bunch of cars run on the TPiS chassis dyno. We had a couple food vendors too-one with quick food like corn dogs and sloppy joes, and a food truck that did made-to-order hot sandwiches. Thank You to everyone who helped out.





Now that we're past our 3<sup>rd</sup> Automania, have you ever wondered what goes into planning a car show? I know the people who have volunteered to help us have. The reason I bring it up is that we have an opportunity to make some changes to our show, but it can't be done without more help. One thing I did when we started planning for the first one is keep a running list of what things needed to be done as well as a running list of what things were successful and what things could be added, stopped, or changed for the better. Because of that, this year's show planning went quite smoothly. There are 3 parts to a show that are the most difficult to accomplish: 1-secure an affordable site, 2-round up and many vendors and sponsors as possible to help offset costs, 3-get as many participants as possible. Let's look at each.

We've been lucky that we have found a vendor which also has been a premier show sponsor with Friendly Chevrolet. They have a large space, are in a noticeable and accessible area, are able to help with certain logistics (power, garbage disposal, etc) plus they have financially supported the show. One of the biggest issues we have is something we can't change: their space is almost all blacktop. Of course we all want a nice sunny show day, but not on black pavement. There's no hiding in the shade, and it radiates the heat.

We have had some good support from businesses, and many of them sponsor trophies each year or help with donations to use as door prizes. We've been lucky enough to secure enough sponsors to help cover our expenses and provide some extra give-aways for show attendees. We always welcome sponsors and vendors, but most of them don't get their investment back aside from the exposure. It takes a lot of time to find sponsors and vendors, and believe it or not, we have had some try to stiff us for payment.

We have consistently drawn 100+ vehicles each year which is pretty respectable. This year, we were competing with 2 other local shows for participants. In Minnesota, we're all well aware of the limited number of weekends available and there's always going to be competition for our attention. There are 13 Sundays between Memorial day and Labor day. Subtract out Back to the '50s, Car Craft, and the 4<sup>th</sup> of July, and we're down to 10. There's also several other larger shows that we should avoid, big race weekends at Brainerd Int'l Raceway, and we're down to 5 or 6.

Like I mentioned earlier, we have an opportunity for change. The MSMA car show coordinator Mike has expressed that he very well may not be taking on the duties next year which likely means no MSMA show support. This provides a good opportunity to modify anything we want and add or try new things. It starts with people and ideas. If we want to continue hosting and promoting a car show, we need a committee to coordinate things and get even more club member involvement with planning, sponsors, vendor attraction, and promotion. If we don't have the member support, our show can't continue which means a large part of the club's operating revenue will be lost meaning things like food at meetings couldn't be covered.

**Name/spouse:** Terry and Jean Didion  
**What was/were the cars you owned when the club started?** When the club started I owned (2) Mustangs; a 1992 5.0 Covert and a 1993 Mustang Cobra. Other than that they were just transportation vehicles. **Do you still have it/them now?** I still have the 1992 Mustang Convertible, but sold the Cobra. **Have you had any other cool cars since then?**



**Since then the only other cool cars other than the 1970 Chevelle was a 2004 Black Mercury Marauder. Prior to the club I owned many vehicles going back to the early 1960's; 1954 Chevrolet Bel-Aire 2-door post, 1955 Chevrolet Bel-Aire 2-door post, 1964 Impala SS, 1968 Impala SS, 1969 Mustang, 1971 Mustang, etc. Have you held any positions within the club?** As far as positions in the club I was the secretary/treasurer for several years. **What's your best memory of the club? What have you gained from being a part of this club?** My 1<sup>st</sup> experience with the Chevelle was in April, 1970, when I was looking for a new vehicle having just finished college. I drove a Fathom Green SS car @ Polar Chevrolet in White Bear Lake. It was a 4-speed car and I fell in love with it but ended up not buying it because I got a job with a company car and bought a motorcycle instead (I was single at the time and did not need two vehicles). Fast forward to 2002, my son was working at a ski resort in Vail, Colorado and found my car there. The owner needed to sell it quickly and I bought it for \$500. However, it did not have a motor, hood, transmission or driveshaft but it was a rust-free California car. There was not any paperwork so I just built it for me to drive and enjoy, but did paint it the original color. I joined the club right after this to find out about restoring the car and those are my best memories of the club. I learned a lot from other members and also secured a number of needed parts by trade or purchase. **Future plans for your car?** Right now I have no further plans for the car other than enjoying it. My brother and I did several segments of the Hot Rod Power Tour in 2011 and we are thinking of doing that again in 2014. **Where are you from, what's your occupation?** I was born and raised on the eastside of St. Paul and have lived in Minnesota except for military service. I am a salesman for Meadowbrook Insurance Group in Bloomington, MN and have been for the past 15-years.

