

JANUARY 2014

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News alert----News alert----News alert----News alert----News alert

2014 could be a challenging year for the Northstar Chevelle Club. We are in desperate need of a couple members to step up and help lead our group through the New Year. Our website and forums will again be taken care of by John D, and Mike (OscarZ) has agreed to continue to oversee the club's finances. The vacancies left are the club President, Vice President, and secretary. Unfortunately, our club did not have anyone volunteer for those positions. There has been discussion of a multi-person panel of members who would be able to pool their resources together and lead our club as a committee. At this point that is a great option, since the alternative would transform our club into a web forum with no structure. The remaining balance in our bank account would be used to fund the website and forum until the account is depleted.

We have enjoyed stable leadership for several years, but as it stands we are operating under no formal guidance. The club's officers (or committee) essentially plans meetings and formal member gatherings, and guides the club as a whole for the year. There can be more to it than that, but it's not required. Meeting times have typically been on the 3rd Saturday of the month, typically starting somewhere between 11 and 1pm. Arranging a location is often just a matter of asking a company to host a meeting there and possibly get a tour of their facilities, though there are places that have free meeting rooms if there isn't another option. In the past, we have enjoyed meeting at companies like QA-1, RavenWorks, Powdercoating Technologies, Crystal Lake Automotive, Wheeler racing, Toll Welding, Ellingson car museum, Dick's Hot Rod shop, Hot Rod Factory, Roger's Rods and Customs, and Corvette Specialties. Meetings have been at local cruise nights, Car Craft, member's homes, our Automania car show and restaurants like Davanni's and Old Chicago. The meeting topics follow a general outline of announcing new members, continuing old business, website recap, treasurer report, upcoming events, and opening new discussion.

Another function of the club is our non-official events. In the past, we have enjoyed a dedicated member researching and organizing many club events such as overnight cruises, fall colors cruising, trips to Rock Falls raceway, meetings at Anoka, Hastings, or North St Paul cruises, even a trip to a gun range. Those functions can still be proposed and set up via the club forums and do not need to be formal events, they can be impromptu gatherings of any number of members. By the way, this is how our club started.

The best part of this club is its members. Over the past 10+ years, we have had many members find the time in their own busy schedules to be part of the officer's group. Don't be afraid of trying something new, and don't feel like you will be left hanging or hung out to fail, there is still plenty of support in the group and we will all do what we can to help. I had no experience when I became club President, and I was unsure of what to do, but with a little guidance it fell together just fine. The best part is that we got to try some new things I thought the club members might be interested in. Some worked, some didn't but everyone knew I was trying. Call it a perk, but new ideas are what continue our club's success and progress. Please let myself, John D, Oscar Z, Stan, Tom B or Chris R know ASAP so we can make it known and help get you started.

Crystal Lake Automotive

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Mechanical and Collision Repair



ANNUAL BOWTIE BRUNCH

Saturday January 18th

Swap meet setup opens at 11:30

Food service starts about 1pm.

Body demo on a 66 ElCamino

**This event is open to all Chevelle, Impala,
Camaro, and Nova lovers.**

Anything with a Bowtie or Wheels.

For all new members, this has been a standing tradition put on by Karl each year. He opens his shop up to all the Northstar clubs so we have a chance to break up the winter and see everyone again. This is a perfect time to renew your membership and see some friends again.



Find us on:
facebook®

Are you on Facebook? Your club is. We have our own page, which will be getting some added content in the next month. There are currently 66 people in this group.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh crap'.

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

CHANNEL LOCKS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

HACKSAW: One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: see Channel Locks

OXYACETYLENE TORCH: Used almost entirely for igniting various flammable objects in your shop and creating a fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you installed your new brake shoes, trapping the jack handle firmly under the bumper.

BAND SAW: A large stationary power saw primarily used by most shops to cut large pieces into smaller pieces that more easily fit into the trash after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST: A tool for testing the tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR: A tool used to crumple the metal surrounding that part you needed to remove in order to replace a 50 cent part.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a divining rod to locate the most expensive parts adjacent the object we are trying to hit.

UTILITY KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door. Works particularly well on contents such as: seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts.

BURNISHING BRAKE PADS:

There is a proper way when installing new brakes, which include a break-in procedure.

*Clean the brake rotor to remove residual oil from manufacturing and storage.

*Once installed, follow the pad manufacturer's recommendations which are generally 8-10 stops from moderate speed.

*Allow the pads to cool.

*Some premium pads have a special bed-in compound which will de-glaze the rotor.

A QUICK LOOK AT SHOP SAFETY

I know some members will start to roll their eyes, but shop safety needs to be a concern for anyone who spends time out in their shop. Obvious things like eye protection while grinding or while under cars is a good start, so are using jack stands and having at least one fire extinguisher at the ready when playing with fire or welding. Let's look at another one:

Shop ventilation: If you're using a combustible heat source in the winter, you must pay attention to the oxygen level in the garage. If the fresh air level drops too low, Symptoms of mild acute poisoning include lightheadedness, headaches, and flu-like effects. Treatment of poisoning largely consists of administering 100% oxygen or providing hyperbaric oxygen therapy. Lest you think this is just something that happens to others, we have a member of our club that has experienced this first-hand all the up to oxygen therapy. Make sure if your shop uses a fuel-burning heat system that you're replacing the burned air with fresh air and there is a carbon monoxide detector in use to help protect you. It could save your life.

PRODUCT SPOTLIGHT:

Anyone who has assembled their own AN lines from bulk lengths has walked away from their finished product with at least one small dot of blood on their fingertip, usually more. Sure, there are tricks to help like wrapping tape tightly over the hose before cutting or using a chop saw, or paying someone.



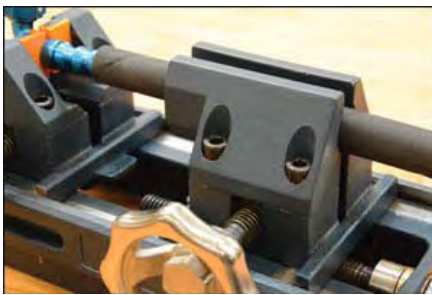
KOUL tools LLC



Koul tools has a solution. Their hose assembly tool is a simple idea but works very effectively. You simply cut the hose to length (still use tape and a chop saw for a cleaner cut), put your hose end in the Koul tool holder and secure in your vise to hold. Stick the end of the cut hose into the tool's open port, and twist it in. Check to make sure it's not in too far (twist back out if necessary), and you're good to go. Sizes from -4 to -16 are available individually or in several kit versions.

That's a great idea, but what if you don't want the braided look but want AN fittings? Koul tools has a solution too. Using push-on AN fittings isn't nearly as big of a nightmare but they do take a little more effort. If you're doing a whole car, or maybe run a shop where you do it regularly, Koul makes their Hose Press.

Setup is pretty simple, just match the supplied fitting adapter to the fitting and push into the jaws. Clamp the hose into its own holder making sure it won't stop the fitting from fully inserting. Lightly oil the fitting and inside of the hose. Once setup, use a drill with socket to run the hose carriage to the fitting and it presses on. Yes, you can do it on your own but it's a new tool!



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Newly released at SEMA 2013:

The Sur Seat lapping tool cleans up tubing ends before the assembly. It takes the uneven irregularities of the original flare where the tubing has been stretched, and laps the surface



so that the slight grooves are even, concentric rings which form a perfect seal when tight. It will do 37 and 45 degree ends.

Have any cool tools or catalog suggestions? Send them my way to Bowtie on our club forums. I'll look try to cover as many as possible.

Please send all your newsletter suggestions to me. I'm open to just about anything our members want to see or read about.