



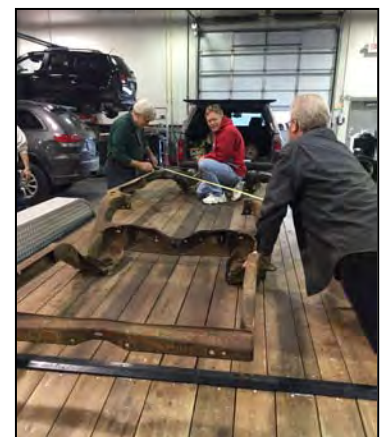
**February 2016**



The New Year, time to start fresh right? What about last year's leftovers? Did you get to finish all of those projects? Think back, what about the stuff you never even started? I have a few of those that I'm trying to get cleared out this month myself. A lot of it is just clearing out some of the extra junk lying around the shop.... Stuff I "have plans for." My new year's resolution this year is a lot like the "normal" world's promise: Trim the fat. I want to get rid of the extra poundage on me, as well as in the garage. Look for a lot of stuff going on the classifieds, and I hope to make it to a couple of the bigger swap meets this year. I also plan on actually putting up more of the garage art I have accumulated over the years. What are your plans for the new year?

#### Club event: Bowtie Brunch

I have lost count as to how many years Karl has hosted his Bowtie Brunch, but this year was another great time. For those who are new, or haven't been able to make it yet, here's the skinny: Northstar Chevelle Club member Karl owns Crystal Lake Automotive which is located on the south face of Buck Hill in Burnsville/Lakeville. His shop is one of the few that does both mechanical repairs and collision work. They do NOT do restoration work, but feel free to bring your daily driver there, they can do it all. Every year Karl opens up his shop in January to members of all the Northstar clubs: Northstar Chevells, Northstar Camaro Club, Northstar Impalas, and the Northstar Nova Club. He caters in food from Rascal's Bar & Grille in Apple Valley, sets up tables and chairs, and gives us some much needed indoor space in the winter to get together and hang out. There's usually a project or two, a tech demo, and you're free to bring in items to sell/swap. The Bowtie Brunch is one of the best attended meetings all year, and sometimes it's the only chance some members can get together all year.



**Thanks for another great January meeting Karl!**

This year, we had a couple projects going. Mitch brought in the rolling chassis from his car so it could be stripped. I bet it took all of 45 minutes, and every nut/bolt/shim went into marked baggies for later. John E and Kurt were busy stripping what was left of a pretty ratty shell, and there was an impromptu demo on CC'ing a cylinder head by Chris P. It was really neat to see all of our members doing, helping, or watching it while all the Camaro guys were at the tables.



CC'ing a head means that you're verifying the combustion chamber size in the cylinder head so you can accurately calculate your compression ratio, and it's not as daunting a task as one might think. Start with a clean combustion chamber; apply a film of grease around the outer edge, being careful to keep it out of the chamber. Apply a specially made flat panel that blocks the chamber. The next part is a little tricky: Fill your injector (marked in cc's) with alcohol to a specific number and carefully fill the chamber through holes in the



cover plate. As you fill, make sure you are not trapping any air. Your CC volume is equal to the amount of alcohol you injected. Regardless of what the internet says about your casting numbers or what a head "should" be.... This is how you can know for sure.

What do you do with all those decals that come with parts? Do you even know why they're included? Go back to the early days of racing and you'll find the answer. I believe the decals started as a way for the manufacturer to get some advertisement in exchange for discounted parts. The conversation went something like this: "You want my manifold? Sure, I'll give you a deal; add my sticker to the car. When you win I'll give you \$X." The money back was *contingent* on winning, and the proper name is contingency decals. A good racer could make his entry fee and racing costs back over a season in contingency payout. Different races have different payouts. Fast forward, and decals have become something of a decoration on modern cars. More manufacturers are making them, mainly because racers will decorate stuff with them, and it's still cheap



advertisement. It is still pretty common to see a speed shop's refrigerator covered in them, maybe on the file cabinet, or the ever popular outside window. I started grabbing them a few years back and started putting them on the cabinets in my shop. I'm not done yet, it's tough to not duplicate.



Over your years, I'm sure everyone has had one of those projects come up that screams "I could convert it; I even have all the stuff. It should just take a little time." How often do you actually have everything?? I had one of those projects last month, and it actually didn't cause any trips to the hardware store. Rare, isn't it? I thought so. I have a decent misc stuff selection, but there always seems to be that one extra widget you really need to make it right. Here are the details.

After Christmas settled down, I was out in the shop putting around. I usually have the TV on since I like the extra noise. My problem is that the TV out there is old. It's new enough to have a wireless remote control and cable input, but that's about it. When I call up the cable TV guide, half of it goes unread. Since it hangs from the ceiling, there's a glare from the lights onto the tube type glass screen, and being a 22", it's a little hard to actually see from 20+ feet away. I wandered into Best Buy hoping I could find something about that size in a flat screen. I wasn't prepared to spend more than \$150, but I figured that was an easy limit. After searching though the vast selection, I would up buying a 32" for \$129. I figured it would be an easy swap onto the existing ceiling mount I have. This is where the story goes a little sideways.



Here's the original mount. Notice the base. The new flat TV is only a few inches thick.



Every new TV has a wall mount style design on the back that uses threaded inserts. All you need is a way to use them.



I knew I could re-use the base, just make a template and drill holes to match the TV's spacing. The larger holes in the center will become the vertical arm mounting holes.



The original thought was to have the TV come off the front of the arm, but that extended it too far into the room. I reversed it and added a new set of holes to the top mounting tube so it can pivot along the wall easily. Easy, and free.

Welcome to another episode of: This is why I can't have a car trailer. I found this beast sitting behind one of my accounts. When asked, I was told it was being hauled out later in the week for free, they got what they needed and just wanted the carcass to go away. It was mine if I could get there first. What you can't see is the floor and frame, mainly because they're so rotted that you literally can't see many parts of them. Most trim was junk too. Cool to see, but would be a costly and difficult restoration. Damn.

