



A Word From Your Editor:

I am looking forward to my term as your newsletter editor. I don't have the knowledge or resources that Bryan does, so I will write from my own perspective. But first; an apology and explanation. Sometimes I will not recognize you or remember your name or your car. After being a member almost since the beginning, I still only remember a handful of members whom I see most often. Many years ago, I was pronounced dead on the operating table. Obviously I recovered, but since then, I have very little short-term memory. One of my worst problems is with names and faces. So I will do my best, but please don't be offended when I don't remember something, and maybe slip your name into the conversation. (But I do still remember the point gap on a 47 Chev.)

I have asked President Chris to write a monthly letter to members. It might be about the club, hopes for the future, a personal story, or whatever. But it will give him a chance to tell us what's on his mind, and let us get to know him better.

I have been noticing how few people post and comment on the Forum. I have been guilty myself until recently. So I have decided to have a Want-Ad section in the newsletter. Email me any ad you would like run. I will include it in the next edition. I don't care if it is cars, houses, or anything else, as long as it is tasteful and legal. I will include my email address in the Want-Ad section each month.

If there is anything you would like to see in the newsletter, please let me know. I appreciate any suggestions.



From the Desk of the President:

Welcome Chevelle club members to a new year and me taking over as your new President. I hope to not make as many waves as Mr. Trump but it is early in the year so you never know what could happen. All kidding aside, I hope I can do a good job, keep the club running smoothly, try to implement what I think are some needed upgrades, and still have fun playing with cars.

One of things I would like to focus on for the club this year is to engage more of the members we already have and pick up some new members along the way. I feel one of the tools that can make

this happen is our Facebook page. Love it or hate it social media is not going away, but by making our Facebook page open and putting posts and pictures on it I am hoping it will draw more people to the club and/or the club's Webpage to check us out. You cannot deny that Facebook has a big audience and if you want to draw attention to something it is a good place to get the word out.

Starting in January if you are already on Facebook I encourage you to send a request to be part of our Northstar Chevelle Club page. If you are not on Facebook think about creating your own page, maybe reconnect with some old friends, and participating on the club page. When we are having club gatherings, cruises, or even if you are working on your car project at home, take out your phone, snap a picture, and post it to the Facebook page. Most people have a smart phone these days and are probably getting Facebook updates on their phone already, so I don't think this will be too difficult for most of us to do. I am going to work with our Webmaster to get our club events, projects that are in the works, and just general things that are cool linked to the Facebook page. My hope is this will get people looking at the Facebook page drawn back to the Website to see what the club is up to. Don't worry for those of you that don't want anything to do with Facebook the Website forum is not going anywhere and will work the same as it always has. Stay tuned for some layout changes on the Website in the near future.

Christmas Party



The 2016 Christmas party was held at Machine Shed in Lake Elmo. Although driving was a bit treacherous, attendance was good. A table was filled with toys for kids, and our bellies were filled with good food. The stuffed mushrooms were a big hit, as most of us went back for more at least once. All told, it was a great night for friends and food. Thanks to the Machine Shed, and especially to those who organized the event.

Understanding brake pad materials (From Street Rod Life.com)

We all like the feeling of acceleration, the sound of the engine and squeal from the tires, but even more important is the stopping ability. As rodders, we tend to forget about the stopping part, but there's just as much science and technology in the act of stopping as there is in getting going.

Just think about the brake system for a moment. The hydraulic network alone is amazing in what it allows the driver to accomplish. Just by pressing a small pedal, with moderate pressure, you're activating a system that grips each spinning wheel (through the rotor or drum) to bring a couple tons of girth to a stop.

The temperature range that a brake system and pad will be working in is the best way to select a brake compound. Temps over 1,000°F are normal for asphalt and road racing, while street use will be on an average of 500°-1000°F. This is a rule of thumb, and other things such as cooling efficiency, rotor material, and weight all need to be considered.

In the world of physics, you're actually converting kinetic energy (motion) into thermal energy. The calipers are moving through hydraulic force, but it's the brake pads that are doing the physical work of converting the energy and dealing with the excessive amount of heat being created from the force upon the rotors.

So, when it comes to brake pads, there's quite a bit of science involved.

The material and compounds that make up the pad and friction material are numerous and can get confusing. We're talking about sintered iron, graphites, silicons, Kevlar, ceramics, and even titanium. Manufacturers and brake companies with their own offerings like to keep their compound recipes close to their chest and will help guide you with any recommendations.

If you're looking for a better pad for your OEM caliper, Wilwood offers their ProMatrix pads. The compound is a dual-sport blend that is quiet and street friendly with a low wear rate, yet can handle aggressive driving on the track with factory calipers. They have more than 4,600 OEM applications covered!

In your search for brake pads, there are three main categories that will come up: Non-Asbestos Organic (NAO), Semi-Metallic and Metallic (sintered). Most of the world's OEM manufacturers specify NAO due to minimized noise and dust and good wear characteristics. Higher friction levels can be achieved with semi-metallics, which are more resistant to fade though require more hydraulic force. Sintered materials are more popular in extreme applications but can be noisy and not as effective at lower operating temps.

There are several characteristics that a friction material compound must be able to achieve. These include the ability to resist fading, recovery from increased temperatures and repeated application, the resistance to water, and one more for you to consider is the pad's service life.

Factory and OEM replacement pads are designed to perform just like the rest of the car, adequately. Well enough to stop the vehicle reliably thousands of times. Formulated to be quiet as to not disturb the driver and their passengers, and maybe to not create a lot of dust. If you want adequate performance, there are plenty of options. But who wants their street rod to be adequate?

Our cars are built to be fun to drive, and that may mean a little spirited back road driving, mountain road trips, and even some autocross fun. We contacted Wilwood to learn more about their brake pad offerings and technology.

The most important thing when considering a brake pad for your vehicle is to determine your goal. Is your rod going to be a good handling street car with spirited driving or will it see laps on an autocross track every couple weeks? Do you plan to tow a trailer or carry heavy loads often? The simple fact is there is not going to be one pad compound to satisfy every application.

Bowtie Brunch



Once again, Karl has offered to host the Bow Tie Brunch. This year, it will be on Saturday, January 21, 2017 at noon.

It will again be at Crystal Lake Automotive
16055 Buck Hill Rd, Lakeville, MN 55044

If it is anything like every previous one, it will include members of the other Bow Tie clubs, Nova, Camaro, etc. If you haven't been to one, the food is always delicious and plentiful, and there is always some sort of demonstration or tech session. Just walking around the shop is fascinating, since it is filled with wrecked cars in every state of repair. Karl always has a few cars from his vast fleet.

And don't forget to pay your dues while you are there.

Want-Ads.

We are starting a new feature this month. Since we have many members who don't use the forum, or who want to take a few seconds to get an ad posted, we will post adds at the end of the newsletter each month. Advertise anything. If you have one little part to get rid of, send me an ad (and a picture if you want). If you want to sell your house, send me an ad. I will post anything that is not offensive or illegal. Send an ad for just about anything to Llucast80@Gmail.com

For Sale:

1970 Corvette LT1 coupe. Complete frame-off restoration of a numbers-matching retired race car. This car was sold by Jack Douglas Chevrolet in of Hinsdale Illinois, to be road raced. Virtually everything about this car is original and/or correct. Book value is \$55,000. I am asking \$52,000. Larry - Llucast80@Gmail.com



Next meeting: January 21st at Crystal Lake Automotive