



## Club Officers:

Prez: Hank

Secretary: Jenny S

VP: Chris P

Webmaster: Steven C

Treasurer: Mike S

## Spotted at a show



You don't see a lot of these still on cars. This one looked original.



This looks to be an original '72 round gauge dash sporting the "fasten seat belts" light over there by the lighter knob. Most dashes get replaced and don't have the hole for the light. Sweep dashes have it under the speedo area.



## Project: Rear sway bar

Way back in the day, my car acquired a set of South Side Machine bars for the rear end. This was back when it had the jacked stance and tall sidewall tires that sat completely under the wheel well. Those SSM bars helped cure the wheel hop and shortly thereafter I realized that going fast also meant turning too. I remember being at Rock Falls running against Derek's car and he took the return road exit at speed vs my careful and deliberate slowdown and turn.



Not my car, but this is how my last sway bar mounted-just to the lower bar. If you use stock bars, make sure there's a reinforcement plate in place!

It was around then I ordered new front and rear sway bars from Hotchkiss. Man did that make a difference. Sadly, when the coilover swap went in, I sold the rear sway bar to a club member and had plans to put in a bar that winter. Fast forward several years.... I finally got to ordering it, and then it got caught up in the Covid shipping delays for several months.

Like all great stories, it shows up just days before the Street Machine show and I felt compelled to get it hooked up in time for the show. Special thanks to Justin (#ThatYellowChevelle) at Vector Force Industries for handling the order and UMI for making a good product. I chose a rear sway bar that uses end links that attach to the frame versus to the lower rear control arms.



Still not my car (I chose a black kit), but you can see the mounting really well. This one isn't even a UMI product, but the idea is the same. By mounting the end links to the body/chassis, it helps lock the rear axle in place versus on turns rocking up and down.

## What's going on???

If you went to the Street Machine show, I bet you either saw or heard about Chris's time on the track. No, nothing broke. No accidents. Really, it was uneventful unless you were driving. While his car may not be ideally set up for auto crossing, he has a blast every year on this event weekend.



**Next Meeting:**

**August 13th**

**Cruise to Unique Classic Cars in Mankato**

**Check out the members area for meeting point and details**

My main concern was that I would have possible clearance issues since my Chevelle sits low. I was way wrong. These mount to the rear axle tubes, and as it bends around the cover, it stays nice and tucked up. The links are simple Heim joint design with some adjustability for preload when drag racing.

**Installation:** I am not one for understanding instructions well. Most of them are written by someone so familiar with the job that they forget that someone doing this for the first time may need some help. UMI's instructions were so clear that they only needed 2 pictures and were so well written that they even spec'd out the order of hardware for installation (ie: bolt, washer, bracket, joint, bracket, washer, nut). Yes, the install Jon was also a pretty simple job anyway, but when I'm spending larger amounts of money like that, I want to make sure it's being done right too.

Installation goes something like this: hang the u-bolts over axle tube, raise up the lower bracket, and the sway bar bracket. Put nuts on. Get it more or less centered, stick a link on each end, then the end bracket and pivot the sway bar up. The end bracket will mount pretty much where it naturally want to be when rotated up. Mark holes, drill holes, tighten to provided torque specs.

**Learning points:** I made sure the bar was centered as best I could. I figured it would work best that way. Next consideration is the bracket holes. Drill one, put a bolt in, then drill the other. On one side, I needed to elongate a hole just enough to be a pain in the butt. The kit does give you reinforcement pieces that fit on the top side of the frame, which also means your holes need to be spot-on lined up. In all, I probably spent 3 hours doing it. On my back. With way too many trips to the toolbox. In reality, it's an hour or less if you have a hoist, and maybe 1.5-2 hours for the normal guy doing it.



If you look close, you can see the black bar with the UMI Performance decal on it. It's up there tight, in fact it hangs up higher than the lower shock mount.

Did I notice a difference? Hell yeah. My seat of the pants measuring tool is the ramp from Hwy 35W north to Hwy 10 West. Back in the jacked up day, 60mph was do-able. No bar? 50 was OK, but much more and it got sketchy. Now, 60mph is fine, and with some more driver confidence, The car definitely could do it faster. It feels great and WANTS to jump into turns now