



## Club Officers:

Prez: Hank

Secretary: Jenny S

VP: Chris P

Webmaster: Steven C

Treasurer: Mike S

### Did you know?

#### Next club meeting:

**Saturday, July 16**

**Machinery hill, near the KQRS building just north of Giggle's Campfire Grill.**

**Watch the club forum for exact time.**

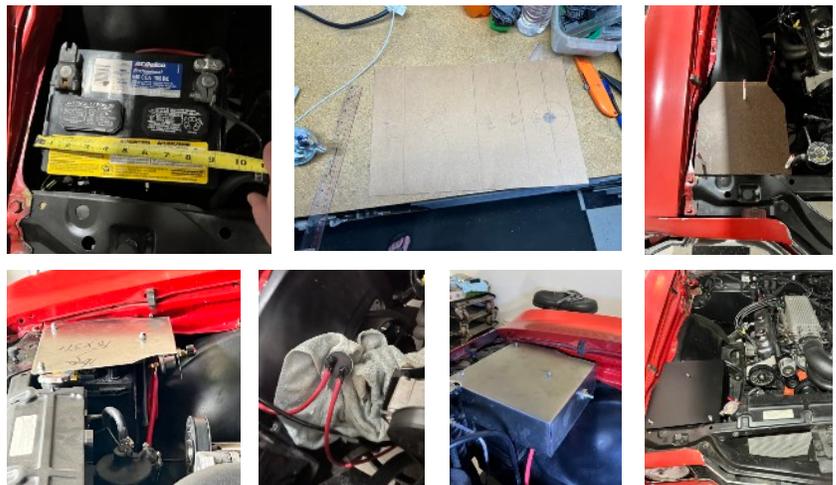
It sounds like some club members were lucky enough to snag reserved parking, but many weren't, so as you walk around, you may find everyone scattered.

## Project: Battery Cover

If you've been around cars long enough, you have found that the battery area is not the best looking. Factory mounts are OK, but most tracks ask for some sort of crossbar retainer to make sure it stays put. One solution is to relocate it to the trunk, and stash it in a box, but you then lose trunk space.

Since I just re-did my trunk, but I still wanted a better look for the battery area, I chose to make a cover that will not only hide it but also be NHRA legal if I went to the track. Main considerations were: simple style and function, ease of removal, and a place for a cutoff switch. Here's what I came up with:

First, measure and make a template. I used hardboard to insulate between the top post battery and the metal top. Yes, I could have used a side post battery, but I this battery was fairly new and I saw no need to buy another at this point, it's easy enough to swap the cable ends when the time comes. I used threaded rod all the way down to the battery tray near the headlamp, and bent the original wedge holder area so I could use another piece right into that, with a nut to secure the battery down there, same as OEM design. The top plate will supplement the original mount. Spent less than \$100.

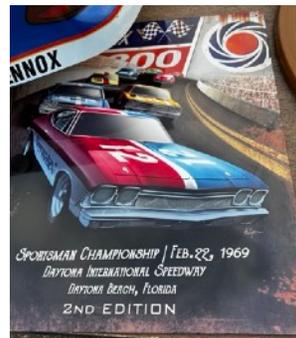
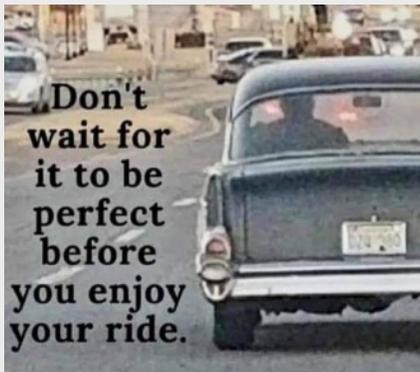




You may have noticed one picture showing no side. That was my first attempt, and I wasn't happy with the exposed area showing to the side. The second version had a similar top design, following the fender rail contour, and covered the side far enough down to look decent. I used 22 gauge metal for the second, and folded it tight enough where I didn't feel a need to hold the corner together at all. The switch I used came from NAPA, it's a 125 amp, and I had a concern with the exposed positive cables being close to the threaded rod. I grabbed a piece of plastic PEX that fit snugly, and painted it black to hide. I also taped over the cable ends as a precaution too. In all, it took about a day to do, and wasn't too difficult, just a little tedious to make sure it was all measured correctly. I picked up a decorative sheetmetal piece at the Fifties show which I'll paint and attach with short machine screws. I also am looking for a different knob for the switch just to be different.

## Swap Meet time!

I really enjoy swap meets. Sometimes I'll sell, but I'll make sure I'm at the Back to the Fifties one at 6am when it opens. Why? You never know what you'll find, or overhear.



I picked up the hood ornament for a buck. Yes, I know the wingtips are ground, I plan on squaring them up better, blasting it down to get rid of the pitting, and painting flashy it as a wall hanger.

