



Club Officers:

Prez: Hank **Secretary: Jenny S**
VP: Chris P **Webmaster: Steven C**
Treasurer: Mike S

Did you know?

I bet you haven't even realized that the distributor has effectively been gone from General Motors V8 engines for 20 years already!

Distributors have been around since about 1910 (magnetos were used prior), and that point's style design was used until the mid-1970s when the HEI design was introduced. They were last used in the 1999 Silverado/Sierra pickup but later a few more years in the Tahoe/Yukon, Suburban, and some delivery trucks. It coincided with the end of the small block engine when the LS era became widely used with its coil on valve cover design.

In its simplest form, the camshaft drove a gear on the distributor which caused a cam on the distributor shaft to open or close. The points are essentially a switch that control the flow of current to the coil. When the points close, the coil is energized. When they open the current flow stops, and the voltage flows to ground through the spark plugs.

There's one part left on a points system: the condenser. Since the points are mechanically actuated, you need something to stop the current that will still try to jump the gap or arc. It also helps make the magnetic field in the coil collapse more quickly for better spark control.

Next month:

HEI distributors

Club meeting: Old Chrysler Garage

Some car people would wonder out loud "Why would a Chevelle Club, a group of enthusiasts who love a model known for its power, performance, and the epitome of the muscle car era want to go see a collection of pre World War 2 Chryslers??"

Because they're cars. They're history. They're someone's passion and anyone can appreciate that.

Located at 117 Main St in Isanti, the Old Chrysler Garage started its life as a Willy's Overland dealership. The story goes that the Miller family had a Ford dealership across the street and had built a building to move into. Unsuspectingly, that dealer license was pulled, and another brand was needed.

Over 100 years later, it lived its life in service of the automobile and has retired into Greg Biskey's own retirement passion. This is Greg's collection of cars, as well as a collection of various Chrysler and Chrysler-related items (including the building itself which was a Willy's dealership when Walter Chrysler was the head of Willy's). Other memorabilia of note include an original booklet from the opening of the Chrysler building in 1930, various models and signs, and repair manuals.

The building itself needed a lot of work, including the original tin ceiling which Greg restored himself. He also wanted to create the feeling of being in a park setting, and hand painted the 3200 sidewalk brick walkway and a wall mural at the end. He even added several benches and park lights along the path to add to its feel.



Art imitating real life



This famous photo and the artists rendition above it were from a 1971 race in Seattle. It is of Don "the Snake" Prudhomme's Hot Wheels car racing the LA Hooker. Amazingly enough, the shot was taken by a kid standing on the back seat of his dad's convertible. He was the only one to get that picture. Well known motorsports artist Kenny Youngblood created this piece called "Hot Wheels" and released only 500 prints in 1994.



I'm not a huge fan of taking volumes of pictures at museums for a couple reasons: Everyone's interest varies, and it's not fair to the collection. You gotta go see it for yourself, not through the lens of someone else. That being said, this collection has some very notable items including a pair of Chrysler Airflows, 1932 Imperial Model CH Convertible (1 of 152, with only 9 surviving today), and a model from Chrysler's first year: a 1924 Model B-70 Phaeton.



Three of the cars have had frame-off restorations, and another sits unrestored. What's also notable is that

the collection was started about 40 years ago and all of the cars were kept in a pole barn until the building was bought. Each of the

cars were driven onto the display floor, which isn't always the case at other collections. Gone are the days of flash and detail embodied on these cars and unfortunately, the historians from this era are steadily going away too.



Project time!

This month's project comes straight from my car, specifically the trunk. Back when I bought my car in 2000, the trunk was full of stuff including a set off look-alike Torque-Thrust wheels, blankets, vintage DairyQueen napkins, and other assorted whatnot. Once I got it home and took all of that crap out, I shop vacuumed the trunk and trimmed a piece of house carpet to fit. That was it. The semi-hardened gunk lining it stayed, and was forgotten about until last year. It was at that point when I decided now was the time to actually clean it out and see what I was working with.

Step one was clean out the newly accumulated stuff again. I'm bad at just tossing whatever I have from a show into the trunk and forgetting about it. I found hats, t-shirts, water bottles and granola bars, plus the misc flyers from



Upcoming Notable shows

- Rod and Custom show April 2/3 State fairgrounds coliseum
- Spring Extravaganza show and swap 5/1 State fairgrounds machinery hill
- Ice Breaker 5/7 Route 65 classics Ham Lake
- QA1 shakedown cruise 5/14 QA1 Lakeville
- TSI/SmithNielsen show 5/28 TSI Brooklyn Park
- Northstar Studebaker show Monday 5/30 Blacksmith lounge Hugo
- All GM show 6/5 State fairgrounds machinery hill
- Back to the '80s 6/11 Buck Hill Lakeville
- Back to the '50s 6/17-6/19
- Street Machine Nationals 7/15-7/17
- Cruise for Heroes 9/24 Running Aces in Columbus

Next club meeting:

Saturday May 14th

Our next meeting will be a cruise to Classic Rides and Rods in Annandale. They will be grilling, but asked for a dish to pass. A cruise route will be planned for 10:30 arrival in Annandale. Details to come.

June meeting is still in planning, details to come.

shows long gone. With all that out of the way, I pulled up the 20+ year old carpet and grabbed the shop vac. Next up was evaluating what I had. No rust holes, which I already was pretty sure of and for the most part, no major dents, just some minor rust powder scale.

Step two was determining the gunk type and how to clean it. I figured a wire brush would be a good. An hour later, I decided that it was time to start using the wire wheel on a drill. Way faster, and because I can adjust the speed, I could take off the gunk and leave the original black and grey speckled paint underneath. Overall, it cleaned up well, though not anywhere nice enough to leave as-is. I did take one small sample shot of the trunk paint in an area, and that turned out nice.



It was so nice, in fact, that the next day after it cured, I decided to shoot the whole trunk with splatter paint directly from GM. Unfortunately, me being me, in my excitement I didn't even consider wiping it down with any kind of solvent, nor did I consider that it was only about 25-30 degrees out. Guess what happened??? The splatter paint is more like a clear with colored bits, so it looked kinda funny with the ugly shining through, and it took forever to cure. I kicked on the shop heat, and after an hour, it was obvious what had to do next....

Time for some semi-flat black. Yup, I topcoat the splatter paint so I knew it would have a good black base. I did check to see if there was any fish-eye or non-adhesion of the paint, and I was quite surprised at how well it cured. This time I made sure to have the heat on and covered pretty much the whole floor again, this time in black. Once set, I hit it again with the trunk paint, and it looked considerably better. I even tried to fade it on the quarters and mimic the factory type overspray areas as best I could. I looked at some of the forums seeking some sort of guide showing how far the paint goes, what kind of coverage, etc. Best I can tell and what makes the most sense is that when the guy applied it, it depended on his mood. Some guys were thorough, some were lazy. There was still one area that resisted the look I wanted, and after a quick brush (and solvent) session, I had it back in line within an hour. The last step is a matte clear coat which will go on in a couple weeks to make sure the base is totally cured before applying it. Last thing, TRIVIA: what is the difference between the black and aqua vs the grey and white paint? 64-66 got the grey, then 67-72 received aqua.

