



Club Officers:

Prez: Hank

Secretary: Jenny S

VP: Chris P

Webmaster: Steven C

Treasurer: Mike S

Did you know?

The club is in desperate need of people to fill the officer positions. The club CANNOT exist without them, and if nobody steps up, that's it. No more club.

PLEASE PLEASE PLEASE step up and offer to take on a role. Don't worry, you WILL get help.

No experience is necessary.

Voting is done at the November meeting, see below for details.

Next club meeting:

Join us November 19th at Flaherty's in Arden Hills for bowling (heckling for those not bowling) and dinner to follow. 3:30pm - 5:30pm.

Plan Ahead:

December's meeting will be Saturday December 10th at the Machine Shed in Lake Elmo, 5:30pm. We will be collecting donations for Toys for Tots again.

Project: Members helping members

Something that I have been saying for over a decade about our club:

The cars bring us together, but the people keep us together.

I will tell you, I never felt it apply more than it did to me this year. I just want to publicly say thank to you some club members (past and present) that I spoke to this summer at the Street Machine show, as well as in the months since. Some of these members I have known for literally 35 years, and some far less, but ALL of them listened to me, supported me, and offered encouragement. Until you've been there, you'll never know how much it really meant, and still means to me.

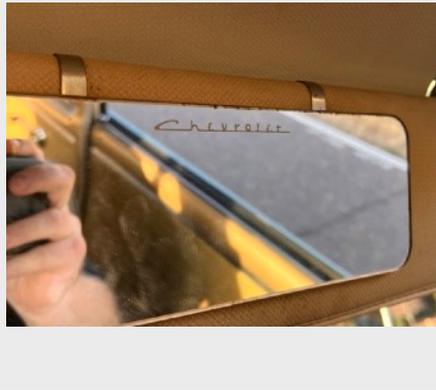
As an aside to that, I want to say that this club offers SO much more than trivia on restoration, performance, and how to use tools. The real value on this club is the members and this support of each other. Think about what happens at the meetings. We spend a bunch of time talking and it will always go beyond the cars. Somewhere in there, the line gets blurred between friends and brothers/sisters. We use car shows, meetings, and cruises as a reason to see our friends. There's no better example than having a GTO owner in the club, and his initial link was from someone who joined when he owned only a Camaro.

Let's keep an eye on our friends. Life happens, and not all of it is good. We lose things. We lose jobs. We lose people in our lives. There are other stresses that happen, and it can add up. If it happens, you may not be thinking straight enough to really know what to do. That's when you need good friends the most. Someone to just be able to talk to. Who will listen without knowing what to do, but still does it because they understand that you need them. By nature we're problem solvers, but that's not always the answer. The real answer lies in just being there.

I will be there. If there is a member that needs someone to talk to, text with, whatever, please speak up, let me know. I offer privacy, empathy, and time. I may need a bit of time to arrange my schedule to accommodate, but I will make it happen. I am not a therapist, nor am I new to the process. I have already listened to and helped several people across my life like this, and I believe it made a difference. I'm not going to post my phone number on here, but enough members have it, can find me on Facebook, or in the member's list. If you need it, use it.

Here's something I had never seen until last month:

As seen in the time capsule 1966 300 Deluxe that member 67SS has. Never looked close enough at an old car that had a visor mirror on that side to see, but it has the cool Chevrolet script. I don't think I have ever seen one at a swap meet before either.

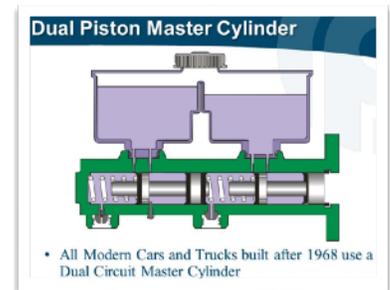


Brake Time!

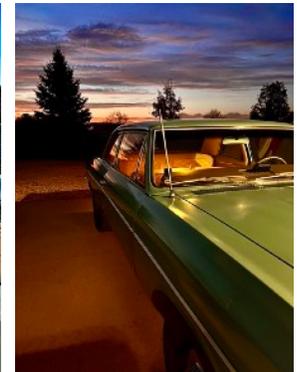
Master Cylinders are one of those often overlooked items on a car until you decide it's time to upgrade, or yours fails and now you realize there's many different variations. Here's some information to either help clear it all up or make it much more cloudy..

Operation: When you press the brake pedal, it pushes a rod through the body of the master cylinder. That rod has "pistons" on it that run in a sealed cylinder. As the pedal is pressed, the piston moves, it compresses fluid in the cylinder bore and forces it out through the attached brake pipes to either the front or rear brake system, depending on the port. Also, when that piston moves it covers or uncovers ports for the front and rear brake systems individually. As the pedal is released, that spring action releases and negative pressure allows that fluid to flow back into the cylinder, and up into the reservoir.

Note: Modern master cylinders operate the front and rear fluid transfer separately so if one part fails, the other will still function well enough to operate the vehicle for the immediate situation.



Cruise to Fast Freddie's Rod Shop pictures. I avoided customer cars, but believe me, they have some great stuff in the works. He's a 1 stop shop: metal fab, paint, mechanical, interior. Each aspect has a dedicated area.



The cruise group came from the north side, and was met by a lot more at Freddie's. There was @30 members at the shop!

