



# LINE - LOCK

## Northstar Chevelle Club Newsletter

Editor: Zman December 2009

### MEMBER PROFILE BILL FISCHER



My name is Bill Fischer and I'm a relatively new member to the Northstar Chevelle Club; having just joined a month or so ago. The picture above is of me and the frame of my Chevelle project, hanging in the workshop.

I have been a 60's and 70's Chevrolet fan for many years; having previously enjoyed Camaros, an El Camino, a Corvette and countless C10's and C20's (Cheyenne pickups).

I have lived in Minnesota since 2001, after migrating here from California to take advantage of a job opportunity. The place has grown on me and I like the lifestyle. But I dislike and complain about the long, cold winters, (I guess just like everybody else does - right?). I will never forget May 1st, 2002. Having just weathered our first Minnesota winter, I thought it was finally over; only to find another 5 inch dump of snow that day. Then some locals told us we were now out of the winter season; we were now entering the "extreme weather season." Well, we take the weather in stride now, and are thankful we can see it coming, unlike the earthquakes out west.

I really enjoy mechanical work as a hobby and find its a good excuse to purchase more tools and improve my skills. I also enjoy the infinite variety of options for building up and restoring cars, the friendships and camaraderie one establishes in finding a network of parts for the projects, along with tips, tricks and advice for improvements. I love treks to local junkyards on hunts for OEM parts.

I am currently working on the restoration of a '67 Malibu that my son and I purchased, sans motor, trans and interior. We towed it back from California last July. The car needs a lot of work but we are well into it already. The chassis will be completed this year, except for perhaps the motor.

The goal for the car is to make it a nice street runner that accelerates, handles and stops very, very well. While I don't particularly care for racing, I do really like the rush that one can get from unleashing 500-600 pounds torque. I would also like to keep the car somewhat low profile, so at first glance it's just another Chevelle. But when you take a closer look, hopefully the viewer will appreciate the time, skills and craftsmanship required to build up and complete such a feat. Lastly, it will be a driver, not a trailer or garage queen.

As of late, I am kicking around what tire and wheel sizes to use and colors to paint the car. It will be painted using a vintage-correct color, and am leaning towards Nantucket Blue, Butternut Yellow or Granada Gold.

I look forward to meeting many of you in the club and with some luck and a lot of work, this car will be back on the road next spring.

- Bill



# LINE - LOCK

**Northstar Chevelle  
Club Newsletter**

**Editor: Zman December 2009**

## SHOP TALK

Is the art and science of automotive diagnosis and related repair skills dead?

With the advent of computers, engine control units or modules (ECUs / ECMs), diagnostic skills have changed, perhaps not for the better. Scanners display arcane codes whose interpretation supposedly leads to corrective action and repair. Consider a PO 442 which translates to: a small leak exists in the emission evaporative system. Isn't that peachy! Who would have thought it meant replace your gas cap; geeeee. Pre-computer, classic car procedures are not taught in automotive schools nor found much in books any more; this for several reasons. First, it is often more efficient for a mechanic, and the shop they work for, to remove and replace a part rather than try to fix or repair it. There is less time and related costs involved. A whole repair industry has surfaced for engines, transmissions, alternators and more. Second, some parts are not made to be repaired, only replaced; like computer modules or electrical components. So it may be a more efficient system after all.

However, the modern method does have its drawbacks; a decreased ability to accurately determine the cause and source the problem. In one case, a customer was charged almost \$3,000 to replace the transmission in his truck when the problem was a bad spark plug (the plug was not firing properly so the ECM would downshift looking for more power and subsequently send instructions to up shift again because the RPM's were too high). Perhaps we have become so complacent that we would rather throw parts and money at a situation rather than take the time to learn what is really going on. Knowing how to analyze and track down a problem can save a lot of time, money and aggravation.

There are several approaches to diagnosing a problem: 1) use a repair manual, 2) rely on your own analysis and expertise, 3) utilize the experiences of others and 4) contact the manufacturer. But these methods are not always fool proof. The repair manual can provide a good foundation but may not assist you in solving the problem. Your analysis and expertise, and that of others, may also fall short. How many times have we been told to replace something only to learn that it did not provide a cure. At times it is difficult to separate the good advice from the bad, Finally, information from the manufacturer may also be erroneous; more on this later. The goal here is to establish a foundation upon which we can develop a healthy skepticism and well informed intuition to guide our efforts; healthy skepti-

cism defined as: always questioning and verifying the validity of the advice being offered. This process won't happen over night, so having a hunger and desire to learn is most important.

So how do we go about building this diagnostic knowledge base? The first step is to use your sense of observation to help best understand, describe and explain what you think is happening. Next gather information; whether from books, the internet or trusted friends. Don't be afraid to ask lots of questions. The next step is to grab a repair, shop or assembly manual, magazines, books, articles, whatever you can get your hands on. Factory manuals are not as novice friendly as you'd like them to be but that's OK since our objective is gain familiarity, understanding and knowledge. As you build your information base, think in terms of systems (air, fuel, ignition, intake, exhaust, etc.). When your chasing a problem, whether alone or with a friend, keep track of your steps so you can retrace them if you hit a wall or the desired results are not achieved. After observing or attempting several repairs, the different methods, systems understanding and your confidence will ultimately grow. If your receptive to diagnostic flow charts or decision trees, here is a web site that might help:

<http://www.ifitjams.com/>

As I stated previously, manufacturer's instructions can also be faulty; this one happened to me. I run a Quick Fuel 850 Q series (Holley style) carb on my Chevelle big block. It has 4 idle mixture screws, (2 primaries, 2 secondaries), plus adjustable, idle secondary butterflies. Always being one to make sure my engine is finely tuned, I inquired how to properly set the idle. Instructions were: check the float bowl fuel levels, turn the idle screws in until seated then back them out 1 1/2 turns, turn the secondary idle screw in until it touches the butterfly shaft then add 1/2 turn. Start the engine, set a baseline idle RPM once operating temperature is reached. Adjust each idle screw the same until the highest manifold vacuum reading is obtained at the baseline idle RPM. Result, the idle wandered, would load up at a stop signs to the point of dying and would surge when cruising down the highway. Wonderful! However, I remembered that while doing all this, the secondary idle screws, when adjusted, appeared to have no effect. So I took the suggested manufacturer's secondary idle adjustment completely out of the picture; idle screws seated, secondary butterflies closed; thus only the primary idle circuit was in play. Result, it idled perfectly with none of the previous abnormalities.

I hope this helps your decision to be a healthy skeptic.

- Zman



# LINE - LOCK

## Northstar Chevelle Club Newsletter

Editor: Zman December 2009

### PREZ MEZ

I would like to thank all the members that showed up for the November meeting; we had a great turn out! It truly shows your interest and loyalty to your club.

In addition, I also say thank you to all the members who supported any of our club events that we held over this past year; we've always had a great turn out!

We have experienced a lot of changes this year, quadrupling or membership, repeat advertisers to our calendar, revamping our website and a monthly newsletter. And speaking of our newsletter, it is now not only available in color but its available in digital format so it can be emailed to our membership. What this means is that, at our current membership level, it saves your club almost \$1,000 per year in needless postage and printing costs over the previous black and white version. Needless to say, we cannot afford to print it in color.

I also realize that we will lose some members next year, so for those who will be leaving, thank you from all of us for your support. You will be missed.

For next year, the officers and VIP's will be putting together an exciting and fun filled, and I do mean FUN FILLED venue of activities and events for your club. However, if any of you have any suggestions, please let the officers or VIP's know. That way we can begin putting things in place.

Larry, of Corvette Specialties, is hosting a 2009 Christmas Toy Drive. It runs through mid December. If any of you would like to donate a Christmas gift for needy individuals, you can drop them off at Larry's store. I believe that this would be a good way for our club to reach out to those less fortunate than us!

Our next meeting is not until January 2010. So in closing, I wish you all a very Merry Christmas, a happy and prosperous New Year and best wishes for a long, warm and dry Chevelle driving season!

See you in January,

- John and Nancy

### VP REPORT

Well I hope this newsletter finds you all in good health. This driving season went by way too fast for me. We have about 5 months of down time (at least I hope that few) to get some projects started or completed during the winter months. Some of us, who don't have a heated garages (and do I wish I had one) just try and save our cold (no pun intended) hard ca\$h for April so we can get finish our machines.

But it has also been one busy car season with all there is to do with our cars; PLUS family obligations and work. Some of us have been way too busy. Myself and Carmen have been really involved with our grand kids; with their swim meets, softball and basketball games, birthdays for 8 grand kids (pheeew) and 4 adult kids. But I did get in a few things, thanks to a Very understanding wife who just tells me "go will you?". I think she enjoys her time alone. hmmm??? ☺ But that's what makes our marriage so strong; we give not take from each other. If you go back to each month on the calendar just to see what we as a club did. WOW!! Busy, busy.

I don't want to drag this out so, from my family to yours, we wish you all the best for the New Year. For you, your family and NORTHSTAR CHEVELLES, Merry Christmas and a Very Happy New Year.

Thanks for the memories, your a great bunch of guys and gals.

- Rick and Carmen

### TREASURER

I would like to take a moment to reflect on 2009, my 1st year as a club officer. This has been a year of many changes with the North Star Chevelle Club and I am looking forward to many more changes in 2010.

Reflecting on 2009, we have seen an increase in both the number of club members and attendees at the club meetings. The newsletter is now done via email and on a regular basis, the meetings are also on a regular



# LINE - LOCK

## Northstar Chevelle Club Newsletter

Editor: Zman December 2009

basis and the number of club events has increased over past years. Some examples are our Friday night @ North St. Paul this past June, Car Craft, our club cruises, Saturday nights at Anoka and Hastings. The club website has been updated and is kept current with club activities and other events. In spite of our "marginal" weather this summer, I still managed to put about 2,500 miles on my Chevelle.

Your club officers are looking forward to even more exciting times and club events in 2010! I look forward to seeing everyone at the January meeting @ Crystal Lake Automotive and wish everyone a merry Christmas and Happy New Year.

- Terry Didion

## WEBMASTER

I'd like to thank the membership for all of their support and compliments for the work I've done on the NCC website. It's been a labor of love, occasional hate, but mostly a lot of fun. I hope you all enjoy it, and take advantage of the links, tips & tricks, and resources that are available.

This year has seen a LOT of changes in our Club, increased organization, better communication via our newsletter and website, more events and cruises, and a huge increase in attendance at our meetings! Just seeing the activity on the forum, with members posting that "I'm bummed out I can't make it this month!", really lets the Officers know that we're doing our jobs, and making the Club a fun and exciting group to be a member of, and something people want to participate in.

I put on nearly 3,000 miles on my '65 attending Club Cruises and Events! Our Rhinelander/Hurley "Fun Run", the Southern MN cruise, Car Craft, and a lot of runs to either Hastings, Anoka, or Shakopee. I don't think there's another Club around where a member could get a destroyed serpentine belt system repaired in 4 hours with nothing other than a box of hand-tools, some friendly "schmoozing", by members, with the local

repair shop, and 20 minutes with a welder, or a detailed parts list for a big-block power steering conversion with just a phone call! It seems that our members are always willing to lend a hand (or a tool) whenever someone needs it.

There's been a lot of time spent recently on the proposed updates and amendment to our Club's Bylaws. I would like to again thank our membership on behalf of the other Officers and the members working on this project for all of your comments and suggestions. I can assure you they are *all* read, reviewed, and considered. With the growth of the Club these changes and amendments are necessary to keep things moving ahead, keep things fun, and provide needed direction for our ever-expanding Club. I think we're getting very close to a workable finished product that is simple and concise, and we're anticipating an easy acceptance vote in January.

My family and I wish the membership a safe and Merry Christmas, a wonderful New Year, and I will see you all in January at the Annual Meeting!

- John and Sheryl

## CLUB EVENTS

**December 2009**, No meetings due to holidays

### January 16, 2009 NCC Meeting

3:00 pm at Crystal Lake Automotive  
16055 Buck Hill Road, Lakeville, MN 55044  
952-435-9800

12:30 pm Bowtie Brunch with the Impala, Camaro and Nova Clubs.

11:00 am ProKart - Burnsville  
Chowen Ave S, Burnsville, MN 55337  
952-808-7223

Please see our website for further information concerning these and other upcoming events.

Don't forget to get your copy of the NCC 2010 calendar. It is something you'll be quite proud to have.



# LINE - LOCK

Northstar Chevelle  
Club Newsletter

Editor: Zman December 2009

## EDITOR'S NOTE

A new store has opened in New York City, where a woman may go to purchase a husband. Among the instructions at the entrance is a description on how the store operates:

You may visit this store ONLY ONCE! There are six floors with the value of the products increasing as the shopper ascends each flight. The customer may purchase any item from a particular floor, or they may choose to go up to the next level. But once you do, you cannot return to a lower level except to exit and leave the building.

So a woman goes to the Husband Store to find herself a mate. On the door, the first floor sign reads:

**Floor 1** - These Men Have Jobs.

She is intrigued, but continues to the second floor, where the sign reads:

**Floor 2** - These Men Have Jobs and Love Kids.

"That's nice," she thinks, "but I want more." So she proceeds upward to the third floor where the sign reads:

**Floor 3** - These Men Have Jobs, Love Kids, and are Extremely Good Looking.

"Wow," she thinks, but feels compelled to keep going to the fourth floor where the sign reads:

**Floor 4** - These Men Have Jobs, Love Kids, are Extremely Good Looking and Help With Housework.

"Oh, mercy me!" she exclaims, "I can hardly stand it!" Still, she decides to move on to the fifth floor. The sign reads:

**Floor 5** - These Men Have Jobs, Love Kids, are Extremely Good Looking, Help with Housework, and Have a Strong Romantic Streak.

She is tempted to stay but cannot resist; ultimately making her way to the sixth and final floor, where the sign reads:

**Floor 6** - You are visitor number 31,456,012. There are no men available here. This floor exists solely as proof that women are impossible to please. Thank you for shopping at the Husband Store.

To avoid gender bias charges and legal entanglements, the store's owner opened a New Wives Store just across the street, using the same rules. The floor's signs read as follows:

**Floor 1** - Women that Love Sex.

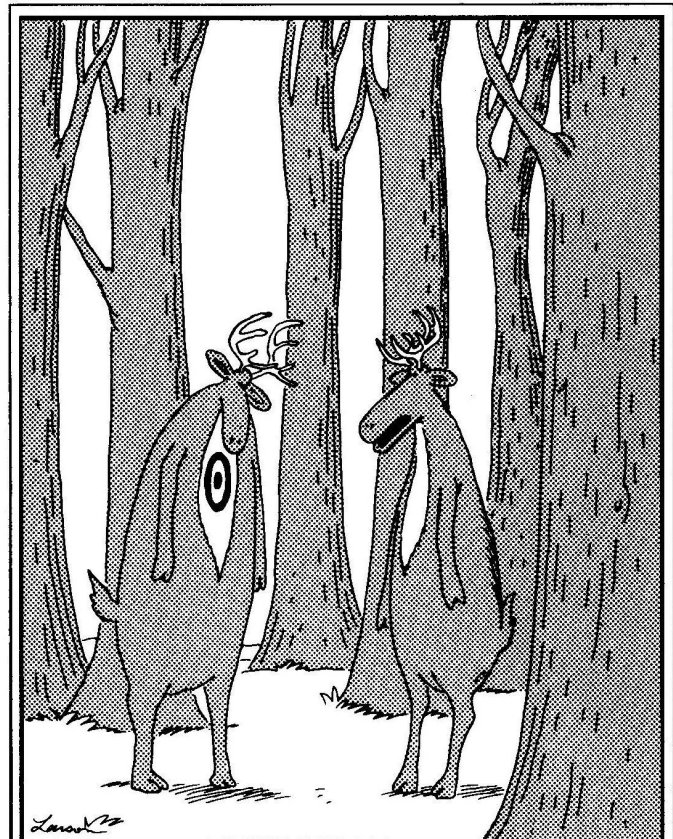
**Floor 2** - Women that Love Sex, and Have Money

**Floor 3** - Women that Love Sex, Have Money, Like Beer and Sports.

There are no signs on the fourth, fifth and sixth floors since they have never been visited.

Merry Christmas & Happy New Year

- Robert and Pat



"Bummer of a birthmark, Hal."

Copyright, The Far Side Gallery, Gary Larson