

JUNE 2012 FREE

CV NORTHWEST

A Custom Magazine for Car, Motorcycle and Music Enthusiasts

www.cvnorthwestmagazine.com



Who is

Phil Frank



SHREDMANN

80's & 90's Rock



BOOKING & RATE INFORMATION:

EDDIEVANDAMON@YAHOO.COM

CV NORTHWEST

GET A GRIP

Letter From The Editor.....

Short & Sweet.

With the release of this issue. We have crossed a milestone that most do not ever see. Over the past few months, we have had the honor of meeting some awesome people, making new friends and losing some that we will honor for the rest of our lives. We had our 1st annual Cinco De Mayo show, and have started planning our next one along with a few more events that will require some serious work and dedication. We have an awesome team, Army and a national level of readers that will help us along the way.

On a personal note, I send out my love, faith and respect to my children who are growing into some awesome and intelligent adults.



Stan

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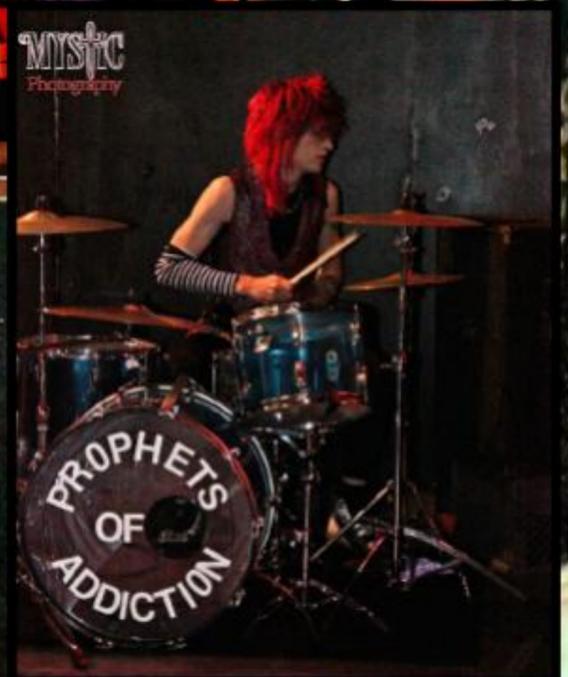
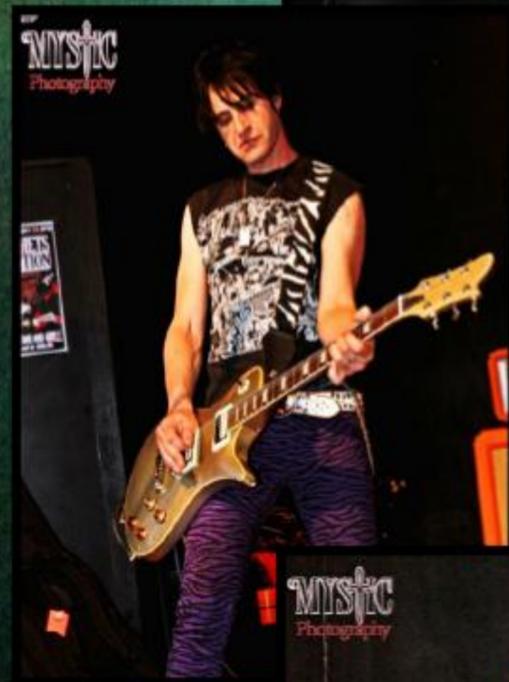
The PROPHETS OF ADDICTION

Prophets of Addiction has earned its place as one of the top glam-rock bands around, but is also one of the most life-changing and influential bands in the music industry. The band; Lesli Sanders (bass, vocals), Amit Ron (guitar, vocals), Shawn Smash (guitar, vocals), and Jimmy Mess (drums, vocals), have staked their claim as truly unique among rockers with their intentionally custom lifestyle, their sleazy glam beauty, their dark side, and in the undisputable truth of their lyrics. Based on his life as a hardcore rocker, Lesli's lyrics run far, wide, and deep in no uncertain terms of social alienation, deviancy, and drug addiction, evoking the exhilaration and destructiveness of modern urban life but with that twist. Anyone who can sympathize, who has been on the rocky road of addiction and destruction, knows the words they sing, the language they speak, and the emotion projected through the lyrics of the band. Their music is undeniable truth, borne of experience and first-hand knowledge - they understand that while not everyone will like their sound, nobody can argue with the truth their words, style and their message.

Their style is most distinctive - sleazily defined hardcore sound but with a 'sober' attitude. Together the band shapes the foundation for up and coming musicians of all ages and genres of music and lifestyle. In songs like "Still Alive" and "Babylon Boulevard", they detail the journey down one-way streets, checking in but not being able to check out, the decisions that burn bridges with friends and supporters. Prophets of Addiction's music is a life changing message of defining statements of a hard life, stories of overcoming the worst a person can face in life to arrive as a place of joy, of worthwhile moments in your day. Listen to their songs, and the words "inspiring" and "motivational" come to mind. But as somber as some of their lyrics might be, their stage presence is incredible, their pace frenetic. The boys rely on each other's charismatic image, their nuclear energy, the effort that comes from having lived the life about which they speak. They stand on stage confident in their experience, firmly grounded in their ability to put on one helluva show; they are a band to follow, worth the price of admission, because they are true to their roots, life, and words. Can you face their message and be changed, be inspired, dare to live on the wild side? There's only one way to find out; go see Prophets of Addition for yourself.

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

S. Perret / CV





Mystic
Photography



THE PROPHETS OF ADDICTION



Phil Frank

SALEEN

In-depth Interview with the designer of the Saleen Mustang Mr. Phil Frank:

What is your design background?

My degree and profession is called Industrial Design, which basically addresses every consumer, medical or transportation product that we interact with in our daily lives, from phones, computers, watches, ovens, chairs, cars, power tools, etc. you name it and there is an Industrial Designer behind it at some point.

I see you worked at Nike, how did that prepare you for your future?

Nike was a great learning experience from a design, marketing and branding standpoint. They focus on great product with the end consumer in mind. I was in the Equipment group which was a new business and as such was somewhat independent of the big mother ship, so we were able to experiment in many different categories. I worked on sport, training and lifestyle equipment, watches, bags and eyewear, with eyewear being the most sensitive consumer product any designer can work on, as you are asking someone to wear something your design on their face, which is a bit different from a mobile phone or refrigerator!

How did you get into automobile design?

Well my dad was a car guy and an artist/cartoonist and so I inherited his automotive passion and artistic capabilities. He was always restoring Ford Model A's, MG TC's or weird old Jaguars which were a bit too old and slow for my tastes so I leaned toward the future of what was next.

During high school I took some drafting classes but found the T-square, straight edge and #4H pencils were not the creative challenge I was after. For one birthday my dad got me a book about Raymond Lowey, the designer famous for beginning to define what an Industrial Designer should be. Lowey had also designed the Studebaker Lark and Avanti, which further peaked my interest into the field, so I began to look into getting a proper design education. I looked at Art Center down in Pasadena, California which was the main school for car design at the time, but the tuition was more than we were able to afford, so it was a State school for me. San Jose State University had an Industrial Design program so I applied and got in.

The first two years were spent learning the design fundamentals of perspective, sketching, problem solving, etc. Product Design at the time was pretty boring boxy stuff so I took the Transportation Design elective with instructor Del Coats, who had worked at Ford back in the 1960's. For the next two years I took the course over and over with a group of five or six buddies, but I'm the only Transpo guy who ended up following through on part of the car dream, though they have all done extremely well in the Product Design field.

How did you decide to get into working with Steve Saleen?

Well what I've found over my years is that everything and everyone is connected to your path of life. While I was at SJSU I was granted an internship for the spring semester in the Ford Advanced Design Studio. While I was in Michigan, Ford sponsored a design program with the SJSU Transportation Design class. The project was for each student to design and hand model a one-fifth scale semi-tractor and trailer rig, which ends up being about 8' long! To accomplish this Ford sent an actual trailer full of 8" x 16" x 8' bricks of beautiful urethane foam, which is every starving design student's dream when a two foot section could pay for a month's worth of food! Along the way the class decided they would rather do more manageable one-tenth scale models, so when I got back to San Jose in June I found a huge mountain of pristine foam blocks looking to be exploited.

So the following semester I decided I was going to do a full size model for my senior project, which is a Shakespeare like story to fill another article someday. Anyway the model didn't land me a car design position as I happened to graduate during a down swing in the industry, but it did get a bit of magazine press. From that I ended up being invited to bring it to the SEMA show in Las Vegas for a design display, and this is where I met Steve on the last hour of the last day, which basically led to our collaboration over the last 20 years.



After the demise of Saleen, did you have any concerns about joining SMS Supercars?

Not as much as I should have, my wife took care of that. In 2005 I took a six month leave of absence from Nike to begin the design of the Saleen S5, that was to be based upon the GT chassis (neither Steve or I were involved in the ASC/Saleen S5 Raptor concept from 2008), unfortunately this project never started for whatever business reason, so in place of the S5 program I ended up designing and managed the construction of The Saleen Store in Irvine, California, which was a huge success for Saleen, Inc. Almost the day after it's completion my leave was over so I went back to Nike, for one day, which was a bit like going back to live with your parents after ten years on your own, I made the call to Saleen that I was ready to work full time for them.

A day later I resigned from Nike and Saleen, Inc. hired me as the VP of Design. The honeymoon lasted all of six months before the Great Recession rained down upon us and I got laid off with a bunch of other people. At this point the writing was on the wall for Saleen, Inc. as the VC owners/investors were pouring gasoline on the fire. After my lay-off Steve and I began our behind the scenes collaboration on creating our new company, about three months later he resigned and we moved to officially start the new endeavor as SMS Supercars.

SMS Supercars was built from my visionary direction for Saleen, Inc., that the business needed to address the resurgent American Muscle Car opportunities with ultra-high performance derivatives of the Challenger, Camaro and Mustang. This plan would help ease the up and down single model cycle that was always a challenge.

The trouble with SMS Supercars, which has now been rebranded as Saleen as Steve has supposedly gained the naming rights back, is that his business model has not evolved from the Fox Body days which is unfortunate. It was easy to throw on some springs, shocks, brakes, body work and stickers on a Fox, SN-95 or S-197 and make it handle and look much better than the stock version, but today's reality is that the OEM's are not leaving the performance segment to the aftermarket, you can buy a GT500 Mustang with 622 HP that does 202 MPH for under \$60k with full dealer support and warranty! How can a niche manufacturer compete with that with zero engineering, development or marketing resources? There is an old saying that I think is unfortunately fitting to the current situation with the company, "those who don't like change are really going to hate irrelevance". That is just my point of view.

When you design automobiles, what is your philosophy and focus?

Well performance cars are the ultimate extensions of our extroverted personalities and as such any time I'm working on a design for one of these I focus on creating the right attitude. My "Illicit" full size show car from SJSU was inspired by the predatory attitude of a shark, this show car influenced the entire design language of all the Saleen vehicles I've been involved in. Basically if you are cruising in the fast lane and you see one of my cars closing on you in your rear view mirror your basic fight or flight instinct kicks in and you get the hell out of its way as "that thing is going to kill me" flashes in your mind! I guess that would answer it.

Do you prefer performance over aesthetics, or vis-versa?

I like to create what I call objects of desire, and if they happen to go fast even better. I've always been a spirited driver but the performance threshold of today's cars is so high it's hard to take advantage of them safely or legally on the streets. To give me the dose of speed filled adrenaline I require I started a 24 Hours of LeMons and Chump Car team three years ago and I am having a blast! All I can say is EVERYONE reading this needs to do this. It is real racing on a viable budget. As Jay Lamm creator of LeMons says "Racing is not just for rich idiots anymore, it's for all idiots". Where else can you race with over 100 cars on some of the best tracks in the USA? That and it's a lot less expensive to put your \$500 race car into the tire wall at turn nine than your daily driver.



What do you use as your inner inspiration for your design work?

I look outside the category that I'm designing for, so if I'm designing a car I don't look at other cars, for the Saleen S7 I looked to aerodynamic objects such as turbines, wind tunnels and also a bit of the predatory shark genre. The same can be said for the products I design, though these are typically problem solving exercises first and then aesthetic come into play, typically I draw from my diverse experiences to bring something new to the table and I generally try to avoid looking at what others have done with comparable products.

What are you most proud of, what do you feel is your biggest accomplishment?

That is a tough one, the Saleen S7 is definitely a major achievement for an independent designer, though I would have liked to have been able to have more time to refine both the exterior and interior, but we were just working so fast. The 1994 Saleen Mustang was great as I took the design from sketch to hand model and it was my first paying automotive consulting gig. The 2005 S281 was great as it was the first fully 3D CAD driven aftermarket design where I was able to do everything I wanted at the level of refinement that I am accustomed to, the PJ and S331 that followed from there were to the same level.

The Saleen Store was an entirely new genre for me to work in so that was an important learning experience, it was also very successful for the business as it introduced the brand to a more main stream consumer but at a very high level. The building of the entire SMS brand, facility, vehicles, supercharger, products, marketing, etc., was a huge accomplishment, made even more challenging with little to no budget other than my sweat equity, which unfortunately is still a point of contention.

I enjoyed all of the design opportunities at Nike, as the products I did there embody the same lifestyle passion I have for car design, just in watches, eyewear or high-end bags. I even designed the Nike ONE 2022, a purely digital concept car for the Nike/Sony Gran Turismo 4 Collaboration. Defining what a Nike car could, should and would be was a completely groundbreaking project, and in the end it will stand the test of time for innovation and aesthetics.

So to answer your question I would have to say I'm most proud all the opportunities I've been involved in, as each one has taught me something for the next one.

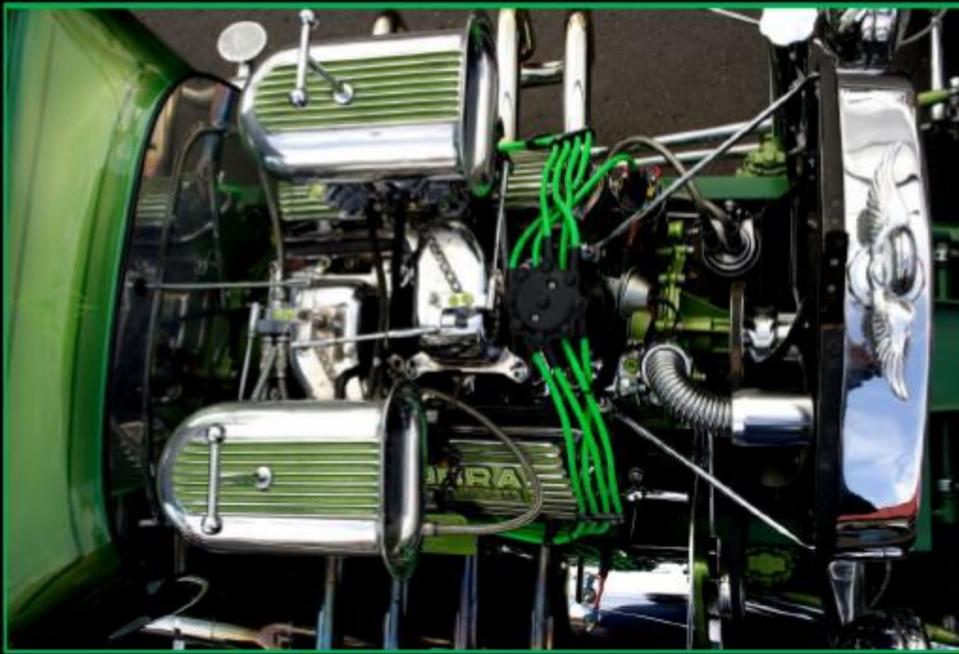




Dennis Higglez

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From The Mouth of the owner Mr. Jerry Harris,

1932 ford 3 window coupe is a classic hot rod. the coupe is chopped 2 1/2 inches with factory suicide doors.it sits on a stage III TCI show frame.4 inch drop stainless steel tube front axel with chrome 4 link front and rear. a curvy 9 inch chrome coil rear end. Motor is ZZ4 430 hp. Leather interior ,leather wrapped banjo wheel, rides on American racing wheels on BF Goodrich tires. Polished aluminum intake with finned valve covers. chrome indict tilt steering column. Polished stainless firewall. give the car that 2 motor look. Rocky mountain cruse.32 ford reunion in Vancouver three times. We have won lots of awards with the car well over 13,000 miles on the coupe.



JERRY HARRIS



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Tech Talk

1. **When I turn on my a/c and let it idle the rpm dips way below 1 and almost shuts off until I rev it up again but if I let it sit there it shuts off, it does the same thing when i turn on the heat, other than that the engine is fine, but only when the a/c and heat get turned on it starts to die. What could be going on?**

Idle surge and/or stall? It would help to know the year make and model of the vehicle. In engines of past years having carburetors they in most cases have a fixed base idle speed, with this system there is some form of actuator to increase idle speed with the addition of extra load from the a/c compressor. On fuel injected engines the idle speed is controlled by some form of idle air bypass or an idle speed control actuator. The computer monitors the different loads applied to the engine and adjusts the idle speed accordingly. In both cases it assumes the engine is in good working order. Things that can cause the problem you describe can be as simple as a carburetor being out of adjustment. On fuel injected engines a dirty throttle body. Both of these concerns are generally corrected with good maintenance. Other issues can be vacuum leaks or faulty components.



2. **Is there a “tolerance” for tire pressure? If my manual says “30 psi”, do I have a range, maybe 29-31psi? Doesn’t air temperature have something to do with this?**



For this question I did a little research ... before I gave my opinion. So here we go. Tire pressure is very important, I think we all know this. As to tolerance, I am certain it is impossible with the tools the average person uses, that from gauge to gauge vary so much that it is going to be impossible not have an acceptable level or tolerance. I say purchase a good gauge and test yourself or get your tires tested once a month. I would never put less than the vehicle manufacture suggests. Temperature definitely affects pressure, it is always best to check tires cold, just a hint the sun hitting the tires can effect pressure.

One last thing, I like to pump my tires up 2 to 3 lbs, I feel the manufacture balances ride safety and performance, I am a fan of performance and I believe tires perform better a little tighter.

3. **I heard an old wives tale that it’s okay to touch up body paint with nail polish, is that ok?**

Wow, I am not a paint or body person. I think it’s sad we have to touch up at all. I have tried touching up paint and I use the manufactures touch up paint from the dealer when I can get it. But I looked up what nail polish is made from and if you can match the color, use it. In my opinion, nail polish is probably safer used on a car than fingernails.



NOTE: Rick McDonald is a certified master mechanic with over 45 years of experience, but these answers should be taken as guidance and not a complete diagnosis. As with all automobiles, please see your own master mechanic for a full inspection of the issue.

Send your tech questions to: info@cv-northwest-magazine.com

New To Nitrous?

Been Wondering How it works?

Nitrous Oxide (N₂O, I'll call it "nitrous" here) is a non-flammable gas that's used for our purposes as a carrier for oxygen. Mixed with the right proportions of fuel, and fed into the intake, it provides additional combustible material into the cylinders, hence more power. There are many ways to get the nitrous and fuel into the motor, and I'll describe common ones as we go along.

The Real Basics

The nitrous is compressed to high pressure (900-1100psi) in a tank, in liquid form. From the tank (typically fastened down tightly in your trunk), a hose runs up to the engine bay. From there, an electrically controlled (like, by a button you push) valve called a solenoid is used to release the nitrous into the motor when you request it. At the same time, a fuel line in a "wet system," is controlled by another solenoid, and releases fuel into the motor. This provides the basic mechanism for the nitrous system.

Wet versus Dry

I'm sure you've heard the terms "wet kit" and "dry kit." Actually, let me start with a rant on the "kit" part. A kit is a bunch of nitrous components packaged together by any of the usual vendors, and sold as one item. Typically, these are completely devoid of safety devices, so that they can be sold at a cheap price. This is where the "\$600 nitrous kit" idea comes from. While these are fine for getting lots of the basic parts, they are horrible from a safety perspective, and can easily damage your motor. Get the appropriate safety devices and add them to your kit, if you go that way. I'll be calling a complete setup a "system" here.

On to the wet and dry discussion. A "wet system" is a nitrous system which mixes nitrous and fuel, and feeds it (in a "fog") into the intake. A "dry system" only feeds nitrous into the intake, and tricks the existing fuel system to add the fuel. In an LS1 car, this is done via the MAF sensing the colder intake temperature as nitrous is fed through it. In an LT1 car, a dry system typically adds about 50 psi of pressure to the vacuum nipple of the stock fuel pressure regulator, increasing the fuel pressure to about 90 psi, and driving more fuel through (hopefully upgraded) fuel injectors via the muscle of the add-on fuel pump.

Either wet or dry system can be made to work, of course, so how do you decide which to use?

Here's some pro's and con's information to help you decide:

Feature Wet Dry Nitrous Plumbed and wired by you, into any of the various delivery mechanisms Same as the wet system Fuel Plumbed, wired and jetted by you. You have complete control over the fuel system, typically making the nitrous system easier to tune. Stock pump and injectors are typically fine. Uses the stock fuel delivery, via raising the fuel pressure by tricking the regulator. Must have good quality fuel injectors that won't fail on high pressure, and must have a fuel pump that can supply the pressure (ie, not the stock injectors or pump).

Tuning Done by adjusting the fuel and nitrous jets, using O₂ sensors to measure the a/f ratio. On an LT1, this is done by adjusting the "fuel" and nitrous jets, the "fuel" jet actually being a jet that connects to the fuel pressure regulator to raise and lower fuel pressure. Not completely flexible, as the FPR can only support a certain range of pressure. On an LS1, nitrous is sprayed through the MAF, which is able to tell the PCM to adjust the injector pulses to compensate with extra fuel.

Warning: As with ANY high performance systems or major modifications; There are risks involved and it is highly recommended that you talk to a professional mechanic and get his or her opinion before installing a nitrous system on any car or bike.



Danny Roland—AS Tech

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The Punctuals, The Vandies and Madame Torment Salem, OR
The Roxy NW \$5 Cover 21+ (Bring ID)
- Spring Horse Power Nationals** Cowlitz County Expo Center Longview, WA
June 1st & 2nd Monster Truck Show See Flyer on page 4
- June 2** **Rose Festival Party at Ash Street!**
Drop Dead Legs, Early era Van Halen Tribute, Lovedrive, The Only NW Scorpions Tribute
The Fifth Elephant, Hard Rock 90's Cover Band Portland, OR
Ash Street Saloon \$6 Cover 21+ (Bring ID)
- June 8** **Rising West** Hard Rock Café Seattle, WA
Special Guest Window Pane Tickets: www.ticketweb.com 8:00 pm
- June 9** **Rising West** Hard Rock Café Seattle, WA
Special Guest Window Pane Tickets: www.ticketweb.com 7:00 pm
- June 15** **Shotgun Overdose** The Fat Moose Woodland, WA 9:00 pm
No Cover Charge
- June 16** **Shotgun Overdose** The Fat Moose Woodland, WA 9:00 pm
No Cover Charge
- 2nd Annual Alderhouse Father's Day Ride** Alexander Park *WA 360-269-5480
- June 20** **All The Bitch Rock you can handle on a Wed Night!!** Portland, OR
Bitch School Sugar Tits Madame Torment + another surprise band (TBA)
Dante's No Cover
- June 30** **Pets for Vets Run** Brothers In Arms *WA 10:00 am
The Stump B&G 360-679-0598 \$15/\$10 Food / Entertainment
- June 23** **Crazy Train / Wikid Sin** Back Alley Vancouver, WA 8:00 pm

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Love and a .38 based out of LA is a main stream heavy hitting rock band that has brought back a feel to the Rock genre that has not been felt in some time. During their show at Louie G's in Washington, I kept closing my eyes and listening to the sounds of Zeppelin, G n R and Motley Crue with a hint of .38 special.

Unfortunately for me, after a bar be cue at the old homestead, my CD was removed from my possession by a friend that feel in love with not only their music but the lead singer. Guess I will just have to join them at another show to get another copy.....

Rock N Roll From The Heart!



Young musicians on the rise. Sin Circus is made up of four young men that have more 'Rock N Roll' heart and musical talent flowing through their veins than they do blood. This group of talented musicians can take any stage setting and turn it into an all out metal fest and create a full blown riot of screaming groupies that will make the most seasonal musician scared to take the stage after them.

We had the honor of watching their show and we not only recommend it, we will be back to see them again.

CV DVA's

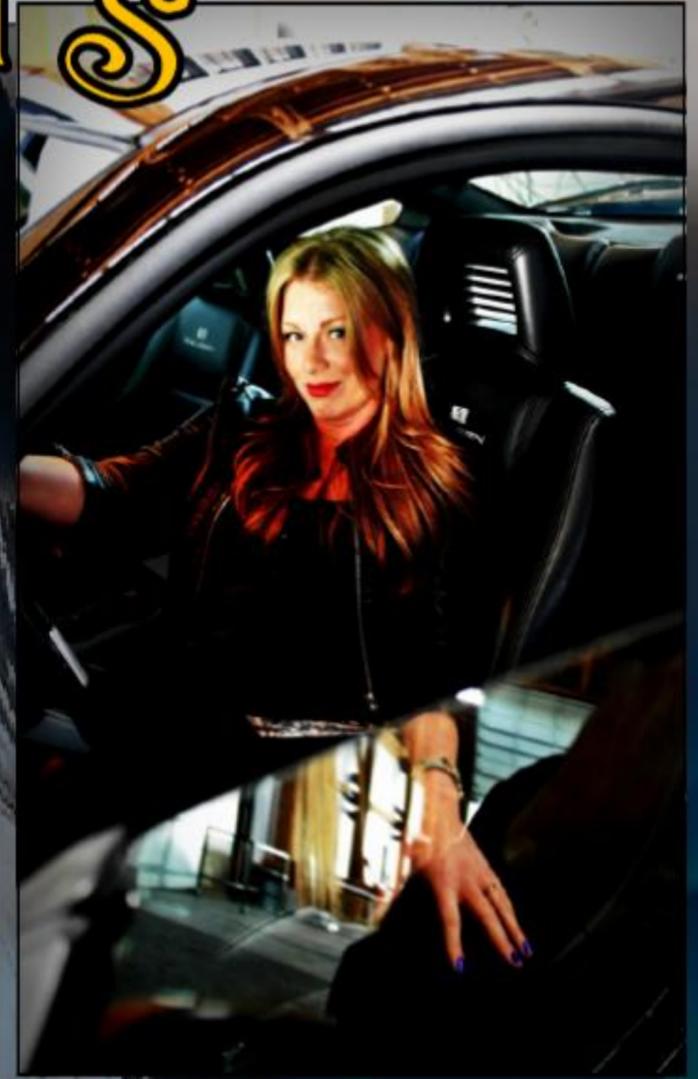
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Rover Girls



Delightful Dreamer



Babes of the Month



2012 NW CONGA FOR THE CAUSE JULY 21-22



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