



CLASSIC HEARTBEAT

July 2004

Volume 28, Issue 6

NEWS OF '55, '56 AND '57 CHEVYS IN NORTH TEXAS AND BEYOND



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LONE STAR XXII Classic Chevy Convention

Omni Hotel - Houston Texas

July 9-11

It's that time again, the Lone Star Convention weekend! For the 22nd year, Texas will hold the only state convention for 55-57 Chevys! This year, the Houston Classic Chevy Club is hosting Lone Star at the Omni Hotel (281 558-8338) located in west Houston. This is our July club event and we hope to see you there! The finest Classic Chevys in Texas will be in attendance for judging against rules similar to the CCI national conventions. Be there before noon on Saturday in order

to be classified into a class, judging begins at 1:30 and later that evening there will be the Awards and a live band! Make plans to caravan down to Houston with other area members when we leave Dallas at 2PM on Friday from the North East corner of the Northpark Shopping Mall. Northpark is located on the west side of Central Expressway at Northwest Highway. Need info on the event? On the web at www.HoustonClassicChevyClub.com or call Andy McCloskey at 713 667 4085

Club Caravan to Houston Leaves on Friday July 9th at 2PM!!!!

June Quarterly Business Meeting Highlights!!!

Held at club supporter **Stoked Out Specialties**

Our new club sponsor invited us in June to tour their facility in Rockwall that is one of the finest auto shops in Texas. Richard and Julie Stokes made us very welcomed to their fine shop. Stoked Out Specialties provided BBQ and cold drinks to all in attendance and DACC held our quarterly business meeting in the facility. Catalogs and flyers were handed out from Classic Chevy Int'l, East Coast Chevy, Street Rods by Michael, Williams Classic Chevy and others. Voting for the People's Choice Award took place at this meeting for the cars in attendance and the big winner was Ron and Cheryl Davis of DeSoto with his '55 Chevy! Meeting Minutes will be posted on the website. Check the website for more photos from our meeting at Stoked Out!

Ron Davis of DeSoto, TX accepting his People's Choice Award from Marvin Johnson



BLAST FROM THE PAST!

Left - Twenty years ago from the 2nd Lone Star Convention in 1984 held in Ft Worth , Show and Shine at the Grapevine Hilton parking lot.

Right - 1987 and Lone Star V in Austin during the Show and Shine.



Don't miss Lone Star XXII in Houston this year !!!!

Tech Tips.....**This is just a word of caution for those with the 605 power steering box...**

I have had the 605 steering on my 56 for many years now. I originally bought the mounting bracket that Classic Chevy sold that bolted on - no welding was required. I used that for years, but had problems with the bolts loosening up from time to time. When I did my frame off a few years ago I decided to weld the bracket onto the frame. It then bolts to the 605 box in two places, (with the bottom I cut off the original box still under the 605 box and bolted to the frame).

Anyway, I've noticed my steering getting more difficult to turn lately but didn't give it too much thought -- figured the power steering pump may be failing. Then it got REAL hard to turn with some bad vibration so I checked it out. Turns out that my bracket broke clean in two! It broke right along the line where it had been bent by whoever manufactured it - where it comes up from the frame and goes over to the 605 box. I must have had it in a bind and didn't know it. Anyway, I was able to weld it all back up with some strengthening "gussets" and everything is fine. I don't know if this is a common thing or not, but just wanted to get the word out.

.... from ChevyTalk.com

Reproduction Body Panels

Regardless of any manufacturer's claims, reproduction metal panels do not fit perfectly and it is foolish to expect this impossibility. When originally manufactured, each Fisher body plant had its own body jigs, so that bodies made in different plants each had their differences. To an experienced Chevy restoration person, in many cases, these differences make some bodies from certain plants identifiable without looking at any tags or numbers. Now that we are all using parts originally made for different bodies from different plants, bodies that have been bumping down roads for forty plus years, that have been crashed, repaired, rusted and repaired, etc. How can you expect that a repair panel made from tooling that costs a fraction of the millions of '50s dollars the "General" spent, would pop out of the box and just fit? Well you can't, and they don't, and it could not be any other way. If you see a nice restored body that fits together nicely, it is because the body man who did the work **made it fit**. That is what a body man does. He is not a panel installer. If you expect to throw on a few panels, and that they will just fit ... you are in for a lot of extreme frustration. IT DON'T WORK THAT WAY.

....from EastCoastChevy.com

Q: Hello, I have been looking at some '55 2 dr. hardtops to buy. I have been informed by 2 people, that they have a factory California "tube" frame. Can you tell me the difference between these and all others?

A: There really is no such thing as a California tube/one-piece frame. There are one piece frames, but they have nothing to do with California. There were two different frame manufacturers for GM in 1955-57. One built the frame as two C-channels welded together to form a box frame, the other used an extruded box or one piece. The way to tell is look at the underside of the frame. A two-piece has a weld seam down the center, a one piece frame is perfectly smooth. Hope this helps! Good luck!

.....from ClassicChevy.com



DACC Member's Pride

Kevin and Michelle Brown

1956 2 Door 210 Sedan

Richardson, Texas

"Daddy's Old Car"

Everyone remembers that one car you always got excited about as a child. For me that car has always been the 1956 Chevrolet 210 Two Door Sedan.

My introduction to the Tri-Fives occurred when I was about four years old. I had family members who actually used to race stock cars and the car of choice at the time was any of the 55-57 Chevrolets. At last count I know the family sent at least six Chevrolets to the junk yard after several seasons of racing. I shudder every time I think about how many cars were cut up and eventually sent to the scrap pile.

In high school I owned a 1955 Bel-Air Two Door Hardtop. I was sixteen at the time so my parents actually bought the car. My mother found the car in a garage where it had been sitting for over 15 years. We bought the car, brought it home, cleaned it up and got it running. I later had to sell the hardtop. I always knew I would own another one, some day.

In 2000 I began the search for a car. I was living in Northwest Arkansas so I looked in Arkansas and all the surrounding states. I watched internet ads for over two years. I looked at some cars that were great project cars and some that were not fit to be a dog house. In fact, one was a dog house in Ft. Worth. I drove all across the great state of Texas looking at cars. Finally in the fall of 2001 I found a car in Arlington that had promise. I contacted the owner and we struck up a deal. My dream was finally completed that cool fall night as I drove home in my 1956 Chevy with the windows rolled down, that V8 rumbling, and the wind blowing through the vent windows. What a feeling. At the time I purchased the car my daughter was about to turn three years old. I have never been one to name



my cars but my daughter coined the car as Daddy's Old Car and the name has stuck.

In the fall of 2002 I began my first major project, rewiring the entire electrical system. Like any project on these cars you start out with a plan and it usually grows to five times the size before it all done. I learned a great deal by putting in the new harness. My daughter also learned all the different tools. She is a great helper. It took me about six months of weekends to finally get it all finished. In the Spring of 2003 I completed the wiring project and it fired up on the first turn of the ignition and everything worked. It was a great sense of accomplishment.

In October 2003 I entered the car into the Good Guys event. My father came in from Houston and we spent an entire day getting the car cleaned and ready for the event. It was an awesome weekend. The weather was great (e.g. no rain) and we had a great time.

Since then I have entered the car in two other events. I participated in a Fright Night Event in Frisco last year. The car took 2nd in 50's cars as People's Choice. It was fun for others to recognize the work of a long summer and winter and get awarded a trophy. In February of 2004 I entered the Dallas Autorama along with Steve Pratt and Larry Rollow of DACC. It was one of the better Autorama events in

many years. Despite the snow on Saturday the crowds were really big. We meet several past and future members of DACC at the show. Best of all, all three of us took home an award in our class. My 56 210 was awarded Outstanding in Class for 1955-1959 Conservative Hardtop.

Almost everyone who asks about the car has another great car story about the one their father, uncle or grandfather owned when they were young. It's fun to share the stories. I really like getting the car out. I drive it to church and around town. I always get a thumbs up or a kind comment when I pull the car out of the garage. More often than not if my daughter is outside she will usually gather all of her friends and say, "Do you want to ride in my Daddy's old car?"



Look for more photos and details of this month's feature car on our website sometime after July 11th. Click on the Feature Cars link.



DACC to present Club Choice Award at Lone Star!

The Club officers elected to present a "Club Choice Award" from DACC to our favorite Classic Chevy at the Houston Lone Star meet this month. DACC members in attendance will discuss their thoughts regarding the nearly 100 Classic Chevys expected for Lone Star and narrow it down to one as the winner of the **Dallas Area Classic Chevys Club Choice Award**. If you attend Lone Star, please be thinking about this award. We will have to decide sometime on Saturday afternoon of the event so that at the evening Awards Presentation, we can present the award to the recipient.



DACC Caps NOW AVAILABLE!!!!

Caps come in white or dark blue and feature the club logo. Price is \$15 each and if you would like to order by mail, simply send a check to the club PO Box and state which color you would like. Enclose an extra \$2.50 for shipping and you can expect to see your cap arrive in the mail.



Dallas Area Classic Chevys 2004 Schedule of Events

Feb 13-15 * *ISCA Autorama*, Market Hall, Dallas

March 14 * *DACC Meeting/Membership Drive*, Wizard's Sports Café, Richardson

April 18 * *DACC Spring Cruise*, to Edom in E Texas for lunch at 'The Shed'

May 16 * *DACC Cruise*, to Lake Texoma with lunch at Pelican's Landing at Cedar Mills Landing

June 13 * *DACC Quarterly Business Meeting*, Stoked Out Specialties, Rockwall, 2PM

July 10 * **Lone Star XXII**, hosted by Houston Classic Chevys, Omni Hotel, DACC Caravan leaves Friday July 9th 2PM from Northpark Mall

August 7 * *DACC Cruise Night*, Keller's Drive In, NW Highway @Abrams, 7:30 PM (note this is Saturday Night)

September 12 * *DACC Quarterly Business Meeting*, Location TBD, 2PM

October 9* *Drive In Movie Night* with the Metroplex Muscle Car Club, Brazos Drive In, Granbury, all will caravan from Arlington to Granbury

October 22-24 * *Fall Foliage Tour*, Eastern Oklahoma, details to come

November 14 * *DACC Quarterly Business Meeting and Officer Elections*, location TBD, 2PM

NOTE: See the website for a complete listing of local weekend shows and swap meets. Make sure we have your email address so that you will get the weekly show/swap meet schedule! Send your email address to info@DallasClassicChevy.com along with your name if your not getting this email each week.



New Members -WELCOME

673
Joe and Jennifer Gaikoski
2302 Montclair
Carrollton, TX 75007
'56 Convertible

674
Joe Vasquez
5513 Champlain Dr
Ft Worth, TX 76137
'57 Bel Air

675
Tom and Brenda Blackburn
5716 Stagline Ct
Arlington, TX 76017
'57 2dr Hardtop

From the Email Box

We joined the Dallas Area Classic Chevys shortly after pulling our '57 back from the Route 66 Museum in Santa Rosa, New Mexico. We bought it on Friday, the 13th, February 2004 (hopefully a good sign). The picture was taken west of Amarillo at the Cadillac Ranch. It stopped snowing south of Amarillo and then started again when we got home to Hickory Creek, Texas (we got about 3-4 inches over the next 12 hours) but the '57 was inside the garage. It's a true Bel Air and a complete car except for missing engine and transmission. But we have a 28,000 mile '96 LT-1 sitting on the engine stand and a complete '94 Corvette suspension inbound. It will probably take about two years to complete so don't look sideways at us if we're driving something else in the meantime... Ed and Jackie Amos, Hickory Creek TX



For Sale

1955 / 1956 Chevrolet Belair Reduced size Steering Wheels. This is a brand new steering wheel measuring 15" rather than the 18" original. The workmanship in this steering wheel is very good. The steering wheel comes complete with center cap, horn ring, and under the cap hardware for you to install easily on your classic automobile. Molded in Black it can easily be painted to match the color of your car. Retail for \$359.00 Classic Chevy Club members can purchase it for \$299.99 with free shipping. Contact Dan Bowen in Austin, TX, Bowen96@aol.com or (512) 441-5656 to get yours.

Parts For Sale/Wanted

If you are looking for a part or if you have a need to clean out the garage.. list your needs here! From parts to complete cars, one photo allowed. Email your needs to Newsletter@DallasClassicChevy.com or mail to the club at DACC, PO Box 814642, Dallas, TX 75381.

Ads will run for two months.

TERRY'S OUT BACK

PAINT & BODY
TERRY HALL, OWNER
 Restorations

859 N. to VZ 3617 Turn Right (903) 896-4860
 to 3602 Turn Left 1st House on Left Edgewood, Texas

For Sale

'55 Parts

Rear seat speaker switch - \$50
 Rear seat speaker grill (2) - \$50 each
 Front bumper accessory guards, new chrome - \$200 pr
 Rear bumper accessory guards, new chrome - \$200 pr
 Original Foxcroft fender skirts, original box - \$250 pr
 Upper paint dividers restored - \$225
 Hardtop quarter window frame 55-56-57 - \$225 pair
 Cast iron Powerglide/convertor, ran will removed-\$100
 Recirculating heater and switch restored - \$150
 Contact Bill Beverly - 972 717-5426

For Sale

'56 Bel Air 4dr sedan; 265 V8 with Powerglide; restored original, bought in 1987 and restored in 1991. Pinecrest Green (original color); several extras including day-night interior mirror, sun visor, traffic light viewer. Excellent driver (engine runs clean - no oil consumption); good tires, solid body with no rust and great chrome; could use new paint and carpet. Also included are extra parts. **\$6,500** Howard Hess: 972-772-5440





PO Box 814642
Dallas, TX 75381

Name
Address
City, State Zip

1st Class Mail



Lone Star XXII Schedule Of Events Houston Texas

Friday, July 9

9AM to 5PM: Registration
9AM to 5PM: Car wash open
10AM to 10PM: Hospitality Room open
10AM to 5PM: Classification
5PM to 10PM: Free beer and snacks in Hospitality

Saturday, July 10

8AM to 5PM: Hospitality Room open
8AM to 12 Noon: Car wash open
9AM to 12 Noon: Registration and Classification
1PM: Judges Meeting
1:30PM: Judging begins
6PM: Awards Dinner followed by live band

Sunday July 11

Head for home

Stoked Out Specialties

777 Riding Club Rd.
Rockwall, Texas 75087
972.772.0146
www.StokedOutSpecialties.com

We are located in Rockwall, Texas just east of Dallas. Our 14,000 square foot shop contains all the necessary facilities to produce the complete vehicle. Our staff not only focuses on the artistic aspects of a project, but the function, safety and serviceability as well. We are a full service shop, capable of helping you with everything from a complete build up to simply an upgrade or alteration on your current street or show car or truck.

Sponsor of the Dallas Area Classic Chevys

