



CLASSIC HEARTBEAT

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

September
2004
Volume 28, Issue 8

DACC Quarterly Business Meeting

Sunday Sept 19th 2PM

Join us this Sunday in Arlington at the **Rawlings All American Grille** located on the south side of the Ballpark In Arlington (parking is in Parking Lot B) for our quarterly business meeting. We will have our 'People's Choice' Car Show in the parking lot at 2PM before going into the Grille. Then we will have our business meeting at about 2:30 and after the meeting enjoy your meal while watching videos of past DACC events on the big screen in the restaurant. **IMPORTANT NOTE: Come early because the Southwest Swap Meet will be going on in the parking lots around the stadium and you can spend a few hours browsing before our 2PM meeting!** Remember, there will be alot of old cars and parts in the parking lots used by the Swap Meet but **WE HAVE PARKING IN PARKING LOT B** located across the street from the Grille which is on the south facing side of the Ballpark. The All American Grille is in the stadium accessible from the sidewalk on the south side of the stadium. They have a great menu ranging from burgers to steaks and you can see more about them including their menu at www.rawlingsrestaurant.com/arlington/

NOTICE: As a attachment to this newsletter mailing is a 'parking pass' for you to use when parking in the lot at The Ballpark. With the Swap Meet going on, we wanted to eliminate as much confusion about parking in Lot B so - **BRING THE PARKING PASS** when you come.



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*NOTE: Parking in Lot B
is our designated Parking*

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October will be a busy month for DACC Members!!!

As we wind down the year, October is a great time to get your car out and enjoy it. There are plenty of events for you to do so. Many DACC members will be at the **GoodGuys Lone Star Nationals on Oct 1-3** at Texas Motor Speedway. Then on Saturday night **October 9th it's Drive In Movie Night** as DACC along with several other clubs will celebrate the Drive In Movie Theatre with a trip to the Brazos Drive In in Granbury. Finally in conjunction with several Oklahoma Classic Chevy Clubs, DACC will participate in the **Classic Chevy Fall Foliage Tour on October 22-24**. Be sure and don't miss this great opportunities to get your Chevy out and have some fun with it and your family!



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 at Pelican's Landing at Cedar Mills Landing

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

July 10 * *Lone Star XXII*, hosted by Houston Classic Chevys, Omni Hotel

August 7 * *DACC Cruise*, Keller's Drive In, NW Highway, 7:30 PM

September 19 * DACC Quarterly Business Meeting, Rawlings All American Grille, Ballpark in Arlington, 2PM, park directly south of the stadium in Parking Lot B, People's Choice Show, video presentation, Southwest Swap Meet, YOU WON'T BE BORED!

October 9* Drive In Movie Night with the Metroplex Muscle Car Club, N TX Camaro Club at the Brazos Drive In, Granbury, all

will caravan from Arlington to Granbury, exact details next month

October 22-24 * Fall Foliage Tour, make room reservations **NOW**, Eastern Oklahoma, more info see back cover!

November 14 * DACC Quarterly Business Meeting and Elections, Spring Creek BBQ, Hwy 114 at Main St, Grapevine, TX 2PM

December 11 * DACC Christmas Event, 8AM, take a Saturday morning to build wheelchair ramps for The Dallas Ramp Project. www.DallasRamps.org

NOTE: 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.

Robert Burleson

1936 - 2004

It is with sadness that we announce the passing of DACC member Robert Burleson on September 4, 2004. Robert had been a member of DACC since 1986 and was the proud owner of a '55 4dr wagon and a '56 Convertible. Robert was born October 27, 1936 in Streetman, Texas and was one to live a full life. His past included driving race cars, sky diving and repelling down cliffs. He was a US Army veteran and with them traveled to Germany and Puerto Rico. His love of travel continue past his service and along with his wife Martha, they traveled to Alaska and the Caribbean. We send our condolences to the Burleson family.

DACC member Paul York's '57 Convertible was recently used for a photo shoot and his car ended up on the cover of a new CD !!!!

www.caseythompsonmusic.com



Last month DACC had **Keller's Drive In** jumping!!! To check out some of the action, get on the net and check out the club website for more pictures!



2004 HOT ROD MAGAZINE Power Tour as experienced by Larry Rollow

(Editors Note)

The idea itself is quite simple, really. Gather a couple thousand gearheads and their vehicles together at a suitably exciting location, then have a party. Get up the next morning and drive to another town. Have another party. Repeat this about seven times in about seven different towns, and you have what's known as the *Hot Rod Magazine* Power Tour. I can think of 100 million worse ways to spend a summer week other than cruising America in a Classic Chevy with thousands of other hot rodders. Of course, things that seem simple at first glance tend not to be when examined in detail, and so it is with the Power Tour. The logistics of parking a bunch of hot rods and spectators and sponsor displays and concessionaires and Port-O-Johns in a single area is no small task. Participants that make it all the way are known as 'Long Haulers'. Within DACC is such a person and that is Larry Rollow. The following will perhaps give you a little better idea about what it takes to do a Power Tour.

So, no, going on the Power Tour isn't exactly simple, but it is fun. *Lots of fun*. Here is Larry's diary (a condensed version... read the full version on the club website) as he took his 'new' '57 Chevy with 800 miles on it on a 2500 mile odyssey from Arlington, Texas to Green Bay, Wisconsin and BACK! What a ride!! And here is his story.....



Saturday June 5th Arlington TX

My wife, Jan, and I arrived at the Arlington baseball stadium parking lot around 2 PM. After parking my '57 Chevy, we headed over to the registration area. We then pulled into the long hauler parking area. Lots of cars and many vendors were there. We soon learned that one had to get your "ticket punched" each day of the power tour in order to get credit for being there and to partake in the many drawings held each night. We heard there were upwards to 3000 cars registered. We had to leave at 4 PM due to other commitments, but planned to be back the next morning for the drivers meeting and the official.

Sunday June 6th Tulsa Ok

This was the Arlington to Tulsa leg. Well, the best laid plans of mice and men sometimes get rearranged. A situation came up at home that had to be dealt with delayed our departure until 10 AM. So rather than driving to Arlington, we headed up I-35E to join the route north of Denton, TX. When we got to that point, we encountered many Rods and numerous spectators lined up along the road, waving and taking videos and photos. We felt like celebrities!

A lunch was scheduled for all long haulers (at this point all were long haulers) in Paul's Valley, OK. We also met up with fellow DACC member Dean Schmidt and his wife, Audrey. Dean was traveling with several of his buddies from the Plano area. We joined up with them to

caravan to Tulsa. But during the trip to Tulsa, we somehow got separated from Dean and his friends.

Jan and I arrived in Tulsa around 5:30 PM. It took us over an hour to get from the freeway to the venue, a distance of about 7 miles. We hoped that it would not be this way at all the venues. There was a free long hauler dinner, which consisted of lasagna and chicken, not bad! We hung around for some of the giveaways and goings on, but we were tired so left for the hotel.

Monday June 7th Springfield MO

The route had us going on a lot of back roads. Still, many spectators were lined up along the road, waving and taking photos. We made good time this day, in fact we had lunch in Springfield, MO. This time the venue was the Ozark Empire Fairgrounds. Again, lots of cars and lots of vendors to check out. Jan and I went around getting our cards stamped and picking up the tickets for that night's drawings. The magnitude of this tour was starting to hit me. Hot Rods of all types, colors and makes, were there to see. Actually, most of the cars were in very good condition, some looked like show cars. A few beaters were among the group, but most looked really good. The people I encountered, were very friendly and, of course, wanted to talk cars—what a surprise. We got hooked up with Dean and his friends and spent some good time visiting sitting under a nice shade tree while waiting for the evenings festivities to start. We sat through most of the drawings and so on, and then headed for the hotel.

Tuesday June 8th St Louis MO

About 45 minutes out of Springfield, we encountered an accident involving one of the Power Tour cars. It looked like a '55 or so Olds and it was quite damaged in the left front area of the car. There were tow trucks and other vehicles there, so we did not stop as it appeared to us that there was enough help. We found out later that apparently, the driver of the Olds got distracted, and did not see that

the car in front of him had slowed to make a turn. At the last moment the Olds tried to swerve around the now stopped car and impacted it with the left front of his car. This sent the other car into the oncoming lanes where it was hit by another car. We did not hear any information of injuries, hopefully no one was hurt.

A long hauler lunch was scheduled at a Lake of the Ozarks park. The lunch consisted of hot dogs and the usual cole slaw and potato salad. The price was right, though. We took our lunch and walked down by the lake and enjoyed the nice view. Back on the road, we saw quite a few spectators doing their usual waving and picture taking.

The written instructions, which we had for the whole tour, strongly suggested a fuel stop at a BP station, as it was a long way to the next gas stop. We pulled in along with quite a few other long haulers. This part of the road had quite a few curves and proved to be a fun drive. We were eager to get to St. Louis as this venue, Gateway International Raceway, had a drag strip and Power Tour drivers could run their cars through. I did not race, but quite a few did. There were no classes, just fun runs. As we went north, the weather was getting cooler and the prospect of rain was growing. After the usual card stamping and ticket collecting we decided to head for the hotel. As we pulled out of the raceway, there were several spectators urging the cars to do burnouts. Since a local police car was





parked nearby, I declined their offer.

Wednesday June 9th Davenport IA

It was raining this morning, but we still got a good view of the arch as we left St Louis. Another pretty drive through mostly back roads and even with the inclement weather, plenty of spectators were around to watch. The rain lasted most of the drive, but as we approached Davenport the rain subsided. This venue was the Mississippi Valley Fairgrounds. The temperature had cooled off nicely to the point that most were more comfortable in long pants rather than shorts. As we pulled into the fair grounds, we contacted Dean and they had saved a parking place for us.

We toured the grounds looking at the cars and then went over to one of the buildings where they were holding the long hauler dinner. Fried chicken this time, again pretty good—and free! I spent some time watching the dyno tests of several of the participants cars. This is a portable dyno mounted on a large truck, and it was at all of the stops except Green Bay. For \$50.00 you could see if your car really made as much horsepower as you claimed. By the time we left, a fairly large crowd had assembled long the street that faced the fair grounds. They were quite vocal, urging each car to do a burn out. The car behind me was obliging the crowd, but each time he made a burnout, I winced a little, as I did not want him imbedded in the back of my car. Of course, there were large clouds of smelly, burnt rubber floating by. Fortunately, no police were near.

Thursday June 10th Chicago IL

We got up early and were greeted by rain. Tri-five wipers are not the best, even if you have the electric version. But that's all I had, so on you go! We stopped at a Burger King for a fast breakfast before meeting Dean and his friends. We headed out of town in a steady, if not hard rain. In fact, it rained most of the day with few pauses. That day was an especially nice drive in spite of the rain. The route took us through numerous picturesque towns, crossing some narrow bridges as we went north.

Even with the rain, the spectators were out, this time under umbrellas or in rain gear. We stopped in a small town called Oregon. One of the guys found a little diner that looked inviting. We went in and discovered it was as friendly as it looked. Across the room two older ladies were sitting looking out the window as they ate. One of our guys overheard one say to the other, "Oh those '57 Chevys. I remember the back seat of those cars". When he related what he had heard, we all got a good laugh, but had a hard time picturing her in the back seat now!

The rain let up as we approached the city limits of Chicago. As we entered the city, we saw some other Power Tourers, rolling along at a good clip. One of the cars, I recognized as belonging to Christopher Titus. Some of you may recognize that name from a recent TV show and as a columnist for the Goodguys magazine. Anyway, we joined up with that group, and soon found ourselves going down the freeway a speed over 80 mph! The most amazing thing about this was that we were not passing the other cars like they were standing still. I guess people really roll on Chicago freeways.

Friday June 11th Green Bay WI

It rained most of Thursday night and was still raining in the morning, and in fact, rained into the early afternoon. More back roads, and the ever present spectators watching, waving and taking photos as we made our way to Green Bay.

Unfortunately, they ran out of food before we got to the lunch tent, but one of the locals, recommended a restaurant on Lake Michigan. We found our way to it and were not disappointed. The water in Lake Michigan was pounding the shore, it was really something to see. Back on the road, it was an uneventful ride to Green Bay. As I said, the rain stopped in the early afternoon, but it stayed overcast with cool temperatures. In fact, long sleeves or jackets were needed walking around Lambeau Field, which was the venue.

By this time, the final night of drawings and giveaways started. There was one

thing that occurred during the program; it seems that some of the locals driving outside of the venue needed to attract attention to themselves. This they accomplished by doing massive burnouts just outside the area where the stage was located. It was quite annoying and although the local police kept after the long haulers about where they were parked inside the venue, nothing was done about the burnouts outside. Go figure. There were numerous giveaways. Once again, we did not win anything. None of our group won anything either.

Conclusion

So it was over. Reflecting back, it is indeed, quite a happening. Obviously, there is considerable interest in the tour, evidenced by the number of spectators along the route. Also many businesses along the way had "Welcome Hot Rodders" signs posted. As I said, there were more than 3000 long haulers, but each night that number swelled by the number of local hot rodders that came out to participate. At each stop, there were people available to help with any mechanical problems that may have occurred. I saw several cars being worked on by these folks, and if a car stopped on the road, one need not wait long before some other rodder would stop to help.

Some trivia to pass on to you: The gas prices for premium unleaded ranged from 190.9 to 2.26.9 per gallon. My car got an average mileage of about 13 to 14 mpg; high of 16, low of 12 mpg. I drove just over 3000 miles and burned around 250 gallons of gas. At a personal level, it was gratifying to have built my car, left home with 800 miles on it and have it perform as well as it did. At one of the night's program, the emcee stated that drivers should not be fearful about mechanical problems. He correctly pointed out that the vast majority of the cars had been not only rebuilt, but improved. I guess he was right!

Only one question remains—would I do it again? **YES**



For more on the 2004 Power Tour, check the club website for more pictures and Larry's complete story!



DACC Member's Pride

BJ and Mini Bucher
1957 2 Door 150 Sedan
Terrell, Texas



This '57 Chevy started as a one option (heater only) basic transportation vehicle and stayed that way until 1978. From what else, a one owner little ol' lady car with 44,457 original miles. Through a nine-year restoration process it developed into the car you see now that was finished in the mid 80's. Countless hours were spent laying under, crawling around and over, rubbing and wiping this car, not to mention the hours spent talking, making calls, scanning swap meets, and sending away for parts.

Oh, well, down to the basics of the car. After removing the body and stripping the frame, we added side motor mounts, Camaro center cross member, fabricated a new rear cross member and installed a complete Jaguar rear axle assembly with Jaguar rear discs and '70 Impala front discs. We also mounted a



Midland remote power booster, ran new lines, built custom stabilizer bars, mounted a 605 power steering box, and painted the frame black Imron. Next came the engine. A 350 bored .030 was balanced and assembled by Wayne Calvert Precision Engines in Denton using forged 10.5 pistons, Competition 268 cam and LT-1 heads. The motor is finished off with a Edelbrock 4 barrel (after first installing a 1965 Corvette FI unit that was removed for the more dependable 4 barrel carb) 2-1/2" exhaust and Corvette side pipes. A 5 speed Tremec tranny with a Hurst shifter finished the power train.

The frame sat gathering dust for quite awhile as we turned our attention to the body. It was rust-free but we had quite a few scrapes and dings which were removed by a good friend. Then the long tedious task of priming and block sanding over and over began. Much.. .much later the body was reinstalled and the car was finally ready for paint. We had it painted and it looked okay, but not exactly with the look we were wanting, so back to sanding again and finally ended up repainting most of the car. Time marches on and the project slows down again. It sat around for another year before we got to work on it again. We decided on tinted glass all around, not realizing the back glass would present such a big problem, and after five different tries, we have it right at last. Next we started our many trips to various plating shops. Gold cad, chrome, polished aluminum, polished stainless, and powder coating all seemed to find their special places somehow. We purchased a heat and air unit from Classic Air in Ft. Worth and promptly installed it. We fabricated new lines for both the air (alum) and heater (stainless). Next we tackled the interior, adapting arm rest and handles from Valley Custom, electric windows and locks, a tilt column from a '76 Camaro, custom gauges and tach in the dash. A Bose



sound system with hidden electric antenna and a third tail light finish the hard parts on the inside. Upholstery was sewn and fitted by Mike at B&T Upholstery, using original blue cloud cloth and black naugahyde to cover the front tilt buckets and reconstructed back seat. Black carpet covers the floor and complete trunk. The car is lowered 3" and sitting on Centerline Indys with Michelin low profile tires.

We showed the car for the first time at the '90 Lone Star Classic Chevy Convention in Arlington and took 1st Place in our class. Best Interior, and Outstanding Car of Show. Then two weeks later, we entered the Classic Chevy Central Nationals in Tulsa and won "People's Choice," and we were very pleased, to say the least. Fast forward to 2004 and at the Lone Star Classic Chevy Convention in Houston the car took 2^d Place in the '57 Full Custom class. Today, I simply enjoy driving the car and have lots of fun doing it!

A special thanks to my wife Mini for her support and help and to my good friend, Frank Koerbacher for the superb body work and general advice.





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with the Central Oklahoma Classic Chevy Club host club.