



# CLASSIC HEARTBEAT

July 2005

Volume 29, Issue 7

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



PO Box 814642  
Dallas, TX 75381

[www.DallasClassicChevy.com](http://www.DallasClassicChevy.com)  
founded 1976

Total Membership - 89

## BOARD OF DIRECTORS

- **President – David Graves**  
214 738-5231 term expires 12/05
- **Vice Pres – Marvin Johnson**  
214 352-9132 term expires 12/06
- **Treasurer – Dean Schmidt**  
972 867-3255 term expires 12/06
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### Appointed Positions

- **Tech Advisor - Larry Rollow**  
972-960-1408
- **Webmaster - Kevin Brown**  
972 889-7233
- **Lone Star Show Chairman**  
Dean Schmidt  
972 867-3255

## THIS SUNDAY - SUMMER DACC CRUISE

JuLY 10<sup>th</sup> Pelican's Landing at Lake Texoma

We are meeting on Sunday morning in Lewisville leaving at 10:30 AM from the Braum's parking lot located at I-35E and the Fox Avenue exit (Exit 451). We will travel up I-35E to exit 478 in Sanger and head east on 455 making a 'pit' stop for everyone in Sanger, then we will continue on 455 to 377 heading north through Pilot Point, Colinsville and Whitesboro to the turnoff to Pelican's Landing and Lake Texoma. Our trip will take us across the dam at Lake Ray Roberts and down scenic roads. This will be a special driving event as we will be meeting up with the Central Okla Classic Chevy Club



from Oklahoma City (thanks to Bill and Diane Preston's efforts!). Please join us for what should be a great day of Classic Chevys and a great lunch overlooking Lake Texoma. Last year DACC made a day trip to this same location and everyone really enjoyed it and found the food great!

### DACC AUGUST CAR SHOW EVENT

Our schedule in August has us attending the Christian Classic Crusiers Monthly Car Show in North Richland Hills on Saturday August 20<sup>th</sup>. We would like to see each and every one of our club's members attend the show and make a big DACC presence! This is a great show with several hundred cars each month showing up so plan to come out for what should be a great Texas summer evening of cars! More info next month.

### SEPTEMBER RELIABLE CHEVROLET SHOW

SATURDAY SEPT 17<sup>th</sup>  
CASH AWARDS!

## Inside Highlights:

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Dean Schmidt is currently finalizing location options for Lone Star XXIV next year to be hosted by DACC. We plan to use the weekend of May 5,6,7 for the event and it will be open only to '55, '56 and '57 Chevy cars, trucks and corvettes. Judging will be under CCI guidelines and this event will be **more** than just a judged show! Dean is heading up the effort and you can follow along with developments at the event website located at [www.LoneStarChevys.com](http://www.LoneStarChevys.com)

## WELCOME TO DACC

The newest members to join the club are ....

#706

Wayne and Karin Killebrew  
1020 W Ave F  
Garland, TX 75040  
'55 2dr Sedan

#707

Don and Jo Andre  
1780 E Highland St  
Southlake, TX 76092  
'56 and '57 2dr Hardtops

#708

Scott and Elisa Holdridge  
2926 Roaring Springs  
Grapevine, TX 76051  
no classic.. yet

## DACC Membership Dues...

**DUES** are up for renewal for many members....

Please pay you dues promptly so that we may continue to have this great organization for our Chevys! Remember the dues are **\$25 per year** and payment should be sent to the club PO Box. Your continued support is appreciated! If your not sure of when your dues are up, simply look at your mailing label for the newsletter and in the top right corner is the month and year your membership is to expire. We don't want to lose you as a member so please pay up promptly!

## DACC Club Merchandise

The following club items are available for purchase - order through the club PO Box or contact David Graves at 214 738 5231 or [DGravesTX@comcast.net](mailto:DGravesTX@comcast.net) to order your items

**DACC Button Up Shirts** - colors: White, Royal, Hunter (green), Butter (yellow), Burgandy, Black, Light Blue, Red, Kaki, Navy - available in Men's and Women's cut, includes your name embroidered, Need size/color and name - S-XL \$35, XXL - XXXL \$40 add \$4 for shipping

**DACC Car Decals** - \$3.50, add .50 for shipping

**DACC Caps** - colors of dark blue or white - \$15 add \$4 for shipping

## WE NEED YOU TO RECRUIT NEW DACC Members!!

We are always looking for new '55-'57 Chevy enthusiasts to join the club. Our membership is approaching 100 and we are on our way to exceeding that this year if everyone helps out! One of the best methods to grow our membership is through YOUR efforts. You meet others with similar interests in the Tri Five Chevys and when you do, tell them about the club. We have business cards that you can carry with you to put on windshields, our website has all the information about joining the club and we will be happy to send a newsletter to someone you know complimentary. Just let David Graves know if you need business cards or have an address of someone who might want a newsletter mailed to them.



# DACC Member's Pride

**George Johnson  
1956 Nomad  
Arlington, Texas**



## I have wanted a Nomad

ever since I was a junior in high school in Lompoc, California back in 1966. It was always in the back of my mind as I went through college and started my career working for Wyatt's Cafeterias. One day in mid 1989, a young lady named Kathy walked into the Wyatt's West Little Rock, Arkansas where I happened to be working and asked me if I knew who owned a four door '55 Chevy that was parked in the parking lot. I didn't know who owned that particular car, but she mentioned that her husband owned a body shop and built about 4 cars a year almost exclusively 55-57 Chevrolets. I asked her if he had a lead on a '56 Nomad to which she replied he had a shell somewhere on his lot that she thought was a Nomad but she wasn't sure what year it was. On my next day off I was on the phone to Bill Nebling, owner or Billy Jack's Auto Body in Little Rock. We met at his shop and he showed me the Nomad. It had no front end, no engine, no glass except the curved glass at the back of the car, no interior, and it was full of old parts that he had bought at a swap meet, and it had no wheels or tires. He then showed me some of the cars he had built and I knew in an instant that at long last, the Nomad was about to happen. He didn't do a frame-off, but he did replace all the sheet metal on the body that needed replacing. We put in a new floor, new wiring harness, front seat out of a late model Cadillac, a rebuilt 350 with an automatic transmission and added an electric wiper motor. He sanded down

through two coats of paint, and the original colors were turquoise and white (the color I wanted) but along the way someone had painted it maroon and kept the white. It took about 6 month from start to finish to get the car ready. Some parts took a long time to find but that is to be expected when restoring a '56 Nomad! I've always like the 56's, for me the lines were smoother and the paint dividers on the side that extend almost all the way to the front really made the two-tone paint stand out. The first 6 to 8 months I had it, I was on the road so much in my job that I hardly drove it. In 1993, Wyatt's started to go under so I bought a Donut shop and a lunchroom in Bentonville, Arkansas. The Nomad made the transition just fine, as the mountain air just seemed to make it run better. After 5 years of making donuts I moved to Arlington to help take care of my mother. The only thing I've done to the car since I have been in Texas is to put on a larger radiator and an auxiliary fan. There are more people in the Dallas/Fort Worth



area than all of Arkansas so the traffic and warmer climate gave it a test. The car tended to run hot but it never boiled. The gauge would be all the way over to the right, which made me very uncomfortable driving. Today the car is great driver. Along the way, Bill's Automotive in Bentonville, Arkansas and Gary D's in Arlington have been a great help in keeping the car running. I will probably get the car painted next and then redo the interior with either leather or naugahide tuck-n-roll. Ronnie Potts of North Little Rock did the current interior and did a great job especially with the headliner. I will keep it intact no matter how I change the rest of the interior. I really look forward to making more road trips like the Spring Cruise in May to Dublin. I should have foreseen the problem with the Nomad idling in traffic and getting hot. A real Nomad likes to wander and roam, not idle in traffic!

**Look for more photos of this month's feature car on our website. Click on the Feature Cars link to see this and past feature cars**



## MIGHTY MOUSE

### Small Block Chevy Still Roars at Age 50!

BY TERRY BOX  
THE DALLAS MORNING NEWS  
March 2005

DALLAS - Small-blocks are the engines of choice for most hot-rodders. But these days, hot-rodders aren't the only fans. Fifty years and 90 million engines after its introduction, the small-block is the "mouse" that roars.

Small-block Chevys live and breathe deeply under every kind of hood imaginable, from 1940 Ford street rods to 5,000-pound sport utility vehicles.

Many in the industry say the mighty mouse may be America's most significant motor.

The engine's nickname distinguishes it from a family of big-block Chevy V-8s introduced during the 1960s that enthusiasts called rat motors.

"Someone once said 'time will tell,' and in this case it has," said Brian Brennan, editorial director of Street Rodder magazine, which is marking the small-block's anniversary with a display at a Dallas car show.

Automakers such as Toyota and Nissan built modern overhead-cam V-8s, which are more efficient in some ways than the overhead-valve small-block, but General Motors Corp. is sticking with its middle-aged mouse.

Variants of the engine, now in its fourth generation, can be found in new GM pickups, SUVs, sedans and muscle cars.

The most recent descendant was introduced at the North American International Auto Show in Detroit in January: a pumped-up, 7-liter, 500 hp. V-8 that will power the 2006 Z06 Corvette to nearly 200 mph. The Z06 is the fastest and most powerful car GM has ever built.

"And we're not done with the small-block yet," said Tom Stephens, group vice president of GM Powertrain. "It will be with us for a while." GM believes its decades-long commitment to the motor gives the company a competitive advantage, because it is simpler and cheaper to build than overhead-cam motors but produces about as much real-world power, he said.

"Albert Einstein said the best design is the simplest one that works," Stephens said. "I don't have one piece of data that says I should abandon the small-block."

At a time when GM sometimes struggles with its image, many hot-rodders revere the small-

block Chevy and have generally positive opinions of GM because of the engine, industry officials say.

It is the billion-dollar hot-rod hobby world's engine of choice, powering perhaps 80 percent of street rods and custom cars, said Brennan of Street Rodder.

Even people who drive Chevy-powered Fords are probably more loyal to GM than to Ford, Brennan said.

Tom Williams, vice president of Championship Auto Shows, the promoter for the O'Reilly Auto Parts AutoRama in Dallas, said, "The small-block Chevy was a genius invention. To hot-rodding, it has been our staple engine. There are more Fords in hot-rodding with Chevy engines than there are Fords with Ford engines."

Vic Edelbrock Jr., whose father founded one of hot rodding's earliest and best-known companies, said the small-block Chevy V-8 "made our business and still accounts for 50 percent of it." Edelbrock Corp., based in Southern California, designs and builds high-performance parts.

David Graves, President of the Dallas Area Classic Chevy Club, has had years of experience with '55-'57 Chevys and their venerable V-8s. "Fifty years from now, will the small-block be what it is today?" he asked. "Maybe not. But I'll bet that it will still be around."



# Dallas Area Classic Chevys 2005 Schedule of Events

February 11-13 \* Dallas Autorama, Market Hall - Dallas, TX

March 4-6 \* Ft Worth Rod and Custom Show, Will Rogers Complex, Ft Worth, TX

March 12 Saturday 2PM \* DACC Membership Meeting, 1<sup>st</sup> Quarter Meeting and 55-57 Chevy Show at Reliable Chevrolet, Richardson, TX

April 10 Sunday \* DACC Drag Racing, Tx Muscle Car Club Challenge, Texas Motorplex, Ennis, TX -more info at www.tmccc.org

May 1 Sunday \* DACC Spring Cruise, Dr Pepper Tour, Dublin, TX

May 13-15 \* Lone Star XXIV Classic Chevy Convention, Victoria, TX

June 11 Saturday \* 11AM - DACC Dyno Challenge and 2<sup>nd</sup> Quarter Meeting, Speedtek, Haltom City, TX

**July 10 Sunday \* DACC Summer Cruise, Pelican's Landing at Lake Texoma, meet with the Ok City Classic Chevy Club**

August 20 Saturday \* DACC Show Event, Christian Classic Cruisers Precinct Line road @ Mid Cities Blvd, N Richland Hills, TX

**September 17 Saturday \* DACC 3<sup>rd</sup> Quarter Meeting and Classic Chevy Show, Reliable Chevrolet, Richardson**

**October 8 Saturday Night \* DACC Drive In Movie Night, Brazos Drive In, Granbury, TX**

**October 21-23 Fri-Sun \* 12<sup>th</sup> Classic Chevy Fall Foliage Tour, Wagoner, OK hosted by CCC of Okla**

**November 13 Sunday \* DACC 4<sup>th</sup> Quarter Meeting and Annual Elections, TBD**

**December 11 Saturday Night \* DACC Christmas Party, Dean and Audrey Schmidt's home in Plano**



## DACC DYNO CHALLENGE RESULTS



It was an interesting day! Everyone wants to think they are putting down big HP numbers but an event like this will humble you! We had 9 cars participate in the Dyno Challenge and each car owner learned a lot about their car and many have taken this info back to their garage to make adjustments. Tom Walker didn't get to dyno his '57 racer due to some ignition issues and the dyno computer, but he contributed his funds to the cause and we appreciate that! The results came out like this -

- Mike Raffetto '55 Hardtop - 208 HP*
- Alan Strong '57 Sedan - 222 HP*
- Larry Rollow '57 Sedan 166 HP*
- Greg Hedum '55 Hardtop 199 HP*
- Tom Walker '57 Hardtop N/A*
- Dean Schmidt '57 Hardtop 253 HP*
- Jim Conkle '55 Sedan 124 HP **WINNER - Lowest HP***
- Ralph Ellis '57 Conv 165 HP*
- Rodney Nevils '56 Corvette 331 HP **WINNER - Highest HP***

Congrats to the 'Winners', Jim Conkle's 265 cubic inch '55 came in last (no six cylinders appeared!) and Rodney Nevils '56 Vette grabbed the top spot with only one partial pull on the dyno as his blower feed small block was experiencing tune up problems but at that it was still enough to grab the top spot! When each car ran on the Dyno, the owner looked like an expectant father! A lot of anticipation! It was fun and be sure to check out the photos on the website, ....especially the fathers!





# Lone Star XXIV

Coming to Dallas in 2006!

PO Box 814642  
Dallas, TX 75381

|                 |
|-----------------|
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## 1<sup>st</sup> Class Mail

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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.

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