



# CLASSIC HEARTBEAT

November 2007

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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)  
Membership -140

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## DACC ANNUAL MEETING

THIS SUNDAY, November 11<sup>th</sup> - 2PM

At The Office of Abraham George

3010 LBJ Freeway, Suite 1200, Dallas

located on the south side of LBJ Freeway (635) just east of I-35E between  
Josey and Webb's Chapel Road

*This month's club event is the Annual Meeting of DACC. More than just a sit down business meeting, this year's event will be hosted by club sponsor Abraham George of American National Insurance who represents the popular classic car insurance program "CHROME". Abraham will not only provide us a place to meet but will be feeding everyone BBQ lunch - so come hungry! We will conduct a brief business meeting and as a part of that hold elections for the positions that expire at year end this year. Those positions are President, Secretary and one general Board Member position. After the business meeting, we will hear from Abraham and learn about Classic Car insurance and the important things to look for in a good policy. Then we will have Joshua Ottmann, owner of Ottmann Detailing share his knowledge and techniques on how to make that Classic Chevy look it's best. There is so much to learn at this month's meeting - from protecting your investment to protecting the appearance of your Classic Chevy so BRING YOUR QUESTIONS! This is a meeting you don't want to miss! Also, we will have the latest '55-'57 Chevy catalog from Eckler's Chevy Classics to pass out AND we will have free coupons for the new Year One Tri Five Chevy catalog AND we will have a random drawing of those in attendance for a \$100 gift certificate from club sponsor Wilson Auto Repair for work at Barry's shop! This will be a great annual meeting so don't miss it and be on time as we will eat first!*

## **COMING IN DECEMBER**

DACC's annual Handicap Ramp Build Project will be held on Saturday December 8<sup>th</sup> beginning at 8AM. Project Coordinator Larry Rollow will again lead the Chevy group to build a ramp for someone in need in the DFW area. Plan to join us for this very worthwhile effort and that evening we will have our annual Christmas Party at Dean and Audrey Schmidt's home in Plano, more details in the weekly emails and next month's newsletter!

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# November Feature Car

Don and Paulette Clark  
Lucas, Texas

## 1956 Nomad

Story and photos by  
Diane Preston

This stunning customized 1956 Nomad took the 2007 Chevrolet Nomad Association convention by storm in San Antonio. It won every award for which it qualified: Best in Show Modified, Best Engine Modified Trailered, Best Interior Modified Trailered, Best Paint/Body Modified Trailered and 1st Custom Trailered Combined Class. Oops, I forgot, this Texas-owned beauty didn't win longest distance.

At first glance this car looks like a stock Sierra Gold and Adobe Beige 1956 Nomad with Bel Air trim and cool wheels. But you know there's something special... that's not Sierra Gold! The subtle but eye-catching paint color is Daytona Sunset Orange, which is a stock 2005 Corvette/HHR color.

All of the body panels, glass and exterior trim are stock, immaculate and perfect. The bumpers have the mounting bolts and bumperettes shaved off to give the car a smooth, chrome line coming and going. The wheels are replicas of stock-style 2000 Corvette chrome wheels, 17" in front and 18" in back. The tires are 245-45-17 and 295-45-18 respectively.

Look inside and you get more of the tasteful design and quality workmanship that went

into the whole car. The leather interior copies the exterior colors with beige as primary. The darker color is used in a way that is reminiscent of the stock 1956 Nomad interior. Lexus power seats with the headrests removed are used in the front. Rear seat is stock configuration. The headliner is matching beige leather retained by the distinctive Nomad bows.

Vintage Air cools the car. The upholstered front seat console houses Secret Audio equipment and air conditioning ducts to cool back seat passengers. The driver enjoys an Ididit tilt steering column and custom gage package.

Raise the hood of this fantastic car and there's no hint of subtlety! Customized fuel rail cover and engine surround panels are painted the body color. Combined with the bright work on the accessories, the engine compartment gives an impression of power and sleekness. The engine surround panels and fuel rail cover were meticulously hand-crafted in mild steel. The Bel Air insignia painted on the fuel rail cover gives the car a special touch.

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The engine is a Chevrolet LT1 with a 4L60E transmission. The car has a Newman chassis using a one-piece stock Chevy frame and Corvette C-4 front and rear suspension.

Don Clark developed the concept of this Nomad over a lifetime. Like most of us, he became a "car guy" at about 12 years old. He recalls influencing his dad's first new-car purchase. Dad was going for a 4-door Pontiac Tempest, but Don talked him into buying a 1963 2-door Olds Cutlass! The Cutlass, "Betsy", eventually became Don's hot rod. He dated his wife Paulette in it, and he still has it in beautifully restored condition. They're still fond of cruisin' in it. Paulette says, "You can't cruise with air. People can't hear your tunes and tell you how neat your car is." ...she's a "car gal".

Don also has a weak spot for 63-67 Corvettes. Another one of Paulette's early boyfriends had a 64 Vette, and Don was determined to have one someday, too. He's very motivated by his love of cars.

After buying a 1956 Chevy 2-door sedan in 1995, he realized he really loved the look of the 1956 Nomad. After casually shopping for one for several years, he found the Nomad we see here. It was a California car with no air. It had been restored to original condition in Reno. It was driver quality and the Adobe Beige and Sierra Gold that Don and Paulette love.

In 2003, Don upgraded the Nomad with a 9" Ford rear end, an LT1 engine and 4L60E transmission. He also added coil-over shocks, which didn't improve the handling like he'd hoped. In 2005 he began the current complete restoration. He had put Newman chassis in two other cars and wanted that for the Nomad. The restoration was done by a shop in Colorado. They did all the paint and body work, married the Newman chassis, reused the LT1 engine and 4L50E transmission and created the interior.

The Nomad was in Colorado for nearly two years. The first seven months it was waiting for the Newman chassis. Don and Paulette did get to see the Nomad twice during that time. The restorer brought it with his own display to 2006 Good Guys in Fort Worth before the interior was in. Then he took it to his display at 2007 Barrett-Jackson Auction in Scottsdale, where Don got to see it almost completed.

Every restoration has its special stories. Don's lift gate had a life of its own during the restoration. Don shipped the car to Colorado, but the restorer had no experience with Nomad restoration. The restorer shipped the lift gate back for Bill Preston and Larry Myers to straighten in Oklahoma. Not happy with the chrome on the lift gate, Don had it re-chromed in Texas and sent it back to Colorado. Unfortunately the chroming process had warped the lift gate again. So it came back to Texas and Bill took it to Larry's again to straighten... just hoping he could do it without damaging the new chrome! Back again to Colorado where it fit PERFECTLY!!!

See more photos of Don's fantastic Nomad at  
[www.DallasClassicChevy.com](http://www.DallasClassicChevy.com)



## **WELCOME** *New Members!*

783

Terry and Debra Sealock  
2095 Lucas Creek Dr  
Lucas, TX 75002  
57 Chevy

784

Denzil and Nona Grojean  
1810 Beaver Pt  
Bonham, TX  
56 Chevy

785

Rick McClure  
10203 Solta Dr  
Dallas, TX 75218  
55 210 Sedan

786

Bernard Bade & Connie Chadwick  
831 Lydia Ln  
Dallas, TX 75217  
56 Sedan Delivery

787

Stephen and Cathy Mohr  
713 Manchester Court  
Southlake, TX 76092

788

Bob and Eleanor Benson  
850 Beechwood Ln  
Fairview, TX 75069  
56 210 Sedan

789

David and Maris Garrett  
170 Village Estates  
Highland Village, TX 75077  
55 Chevy

790

Sonny Skrakowski & Debbie Darling  
6012 E Mockingbird  
Dallas, TX 75206  
57 Chevy

791

Ralph and Janice Sandlin  
2004 Rustling Elm  
Burlson, TX 76028  
57 210 2dr Wagon

792

Scott and Cindy Landers  
6845 Inwood Dr  
Ft Worth, TX 76180  
56 Bel Air



## My 'Other' Car

### Larry Rollow's 1951 Studebaker



**It was 1965** and I decided I wanted to build a hot rod. I was in college, working at a gas station and driving a 1952 DeSoto. My DeSoto had the stock 273 cubic inch Hemi in it along with a 3 speed transmission. I had taken it to the drags a few times, and blazed my way to some high 17 second ET's. One of my friends had a 1951 Studebaker Starlight coupe with an R-2 Avanti engine. It ran fairly well, posting some mid 14 second times at the drags. One day while cruising around, we ran across what appeared to be an abandoned '51 Stude just like my friend had. Well, it turned out to not to be abandoned, but it was for sale. I purchased it and we towed it home. The next day we yanked out the flathead six and I started to think about what engine to install. This same friend's Dad had a 1956 Dodge D-500 V-8 engine that he would sell me for a very good price. It needed some work and was in pieces, but it was all there. Anyway, after some more work, the Dodge, along with a torqueflite transmission, now lived in the Stude. You may remember that the Mopar cars of that day had pushbutton shifters. I fashioned a floor mounted push button shifter that worked great and caused many a look and subsequent discussion. I enjoyed the Stude, cruising Bob's Big Boy restaurant and drag racing at the local strips near where I grew up in the Los Angeles area. Lions Drag Strip was my favorite, but trips were made to, and down, San Fernando, Orange County, L. A. County and Irwindale drag strips as well. One night at Lions, I made it to the final in my bracket class, only to break out as the cool air room the beach served to up the power. They gave me runner-up money anyway!

I would like to tell one story that I still find amusing even after all these years. For about a year, I drove my Stude to college. I would travel the Ventura Freeway to the Golden State Freeway on my way to school. My habit was to drop the inside wheels into the gutter right where the road met the shoulder around this big sweeping curve. The gutter was a little lower so it sort of gave the feel of being banked, so I could go around it faster. One

#### NEW NEWSLETTER FEATURE

Again this month we introduce yet another new feature, where DACC members will be featured occasionally with their non Tri Five Chevy interests. This month begins the feature with a '51 Studebaker belonging to Larry Rollow. If you have a 'Other Car' and would like to have it featured, contact David Graves at [President@DallasClassicChevy.com](mailto:President@DallasClassicChevy.com)

day, I was talking to one of my friends that worked in a private garage that catered to VW's and Porsches. He told me about a Porsche that had come in recently. It seems the guy was transitioning from the Ventura Freeway to the Golden State and was behind a gray primered Studebaker. My friend tells me that the guy wanted to "dust off the old, primered Stude". But he couldn't, so he brought the Porsche in to be tuned up. My friend then asked me if I ever drove that route, because based on the description the Porsche owner gave him of the Stude; he figured it was my car. I said I did, and then remembered the Porsche, I had pulled away from him quite handily as I saw him trying to pass me. I loved doing that especially to cars like the Porsche. Anyway, my friend tuned up the Porsche but didn't tell him what my Stude had in it.

I graduated from college in 1968 and went on active duty with the Navy soon thereafter. After I finished flight training, I was sent back to California to be stationed at Alameda Naval Air Station which is in the San Francisco Bay Area. I still had the car in storage in L. A., but by then I owned a 1968 Vette, and also wanted a motorcycle so I sold the Stude in 1970. As time went by, I began to regret my decision, but didn't do anything about it.

Fast forward to 1993: I get an envelope in the mail from my friend Rich, who lives in California, (the same guy who accompanied me on the '07 Power Tour), in it was a clipping from a local auto advertising magazine with a photo of a 1951 Stude. My heart literally skipped a beat, it was my car! There was no doubt; I could tell by the body modifications I had made when I owned the car. Rich and I knew each other back when I owned the Stude, but he did not recognize it as my car, he just knew I liked old Studes. I picked up the phone and called the guy. He still had the car and after a few questions

*Continued on Page 5*





about the car he soon figured out that I used to own it. Anyway, he agreed to hold on to the car until I could get out there and take a look. The car had been repainted, the engine and trans I had installed all those years ago were gone, it was rough, but definitely restorable. We struck a deal and he towed it to my Mom's garage where I stored it until I could get out there and bring it to Texas.

So here it is 14 years later and I still am not driving it. Well, many things have served to slow down progress, such as raising a daughter, finishing up my V-8 Corvair (which was totaled soon after I completed it!) and then finishing my '57, getting remarried—in short, life! But now I am working on it almost daily. I have already installed a first generation Camaro front clip, as the Stude front end was not salvageable. It will have a Weiland 174 supercharged 350, dynoed at close to 500 HP, a TH 400 trans with a Gear Vendors overdrive and a 12 bolt differential to round out the drive train. The front suspension will get Global West tubular upper A frames to improve the handling with a Guldestrand front anti-sway bar. The rear suspension will use the stock leaf springs with Cal Tracs traction bars and the same Studebaker rear anti-sway bar I installed some 40 years ago! Even though it will probably see some drag strip time again, it will be mostly a cruiser. In that light, it will get A/C, power steering, disc brakes and modern bucket seats to go with some other creature comforts. I plan to do a body-off resto like I did with my '57.

As I alluded to before, I regretted selling my Studebaker and used to say if I could ever get a car back, it would be *my* '51 Stude. Well, be careful what you wish for, you might just get it; I did! And I am quite happy about it, and I owe Rich a big thank you!

## Chevys at the Drive In!

The Brazos Drive In is the perfect place to spend a autumn Texas evening with your Chevy and DACC did just that with a nice turnout of cars in October for the 8<sup>th</sup> Annual Brazos Drive In night. This year's event in Granbury featured a stop on the town square for the Granbury Festival that allowed for some shopping, eating and hanging out before heading over to the movie theatre. The perfect weather and sharp looking cars made this trip to the Brazos one to remember. Being built in 1952, this drive in theatre has that unique feel to it that just goes well with old cars! Be sure and check the club website for photos from this and other events from 2007!



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