



CLASSIC HEARTBEAT

July 2008

Volume 32, Issue 7

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



PO Box 814642
Dallas, TX 75381
www.DallasClassicChevy.com
Est 1976
Current Membership -145

BOARD OF DIRECTORS

President – David Graves
214 738-5231 term expires 12/09
Vice Pres – Marvin Johnson
214 352-9132 term expires 12/08
Treasurer – Dean Schmidt
972 867-3255 term expires 12/08
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972 539-9886 term expires 12/09
Board Member - Dan Bunch
972 270-0461 term expires 12/08
Board Member - Alan Strong
972 624-8836 term expires 12/09
Board Member - John Rush
972 517-4247 term expires 12/08

Appointed Positions

Tech Advisor - Larry Rollow
972-960-1408
Tech Advisor - Marvin Johnson
214 352-9132
Tech Advisor - Don Andre
817 481 3468
Membership Chairman
Bill Preston
972 691-4968

Membership Information

Dues are \$25 per year,
payable to
Dallas Area Classic Chevys,
mail to the club PO Box.
To determine your renewal date,
check your mailing label, the top
right corner is the month/yr your
membership expires.

DACC TRI FIVE CHEVYS in Parades in Dallas and Plano



Look for DACC Tri Five Chevys in Independence Day Parades this 4th of July as club members participate in holiday celebrations with their Chevys in the Lakewood area of Dallas and in Plano. In Plano's Independence Parade look for Greg Hedum's '55, John Rush's '56, Bill Raley's '56 truck, James Sparrow's '56 and Bob Vaughn's '57. The Plano parade will start at 9AM at Independence Parkway and Park at the Plano High School ending at Independence Parkway and Spring Creek Parkway. In Dallas/Lakewood look for Dan Bunch's '57, Larry Rollow's '57, David Graves '56 Corvette, Sonny Skrakowski's '57, Jim Castleberry's '56 Chevy and that parade will get underway at 10AM beginning at Lakewood Blvd at Cambria Blvd ending up near near the intersections of Lakeshore and Winstead Drives We still can take entries in the Dallas parade if you want to be a part but make it quick! Contact Dan Bunch for Dallas at (972) 270-0461.

COMING IN AUGUST!

The annual Hot Texas Nights Car Show in N Richland Hills Saturday Night August 16th!
Mark your calendar and plan to join us at 6pm for the 'Dinner Before The Show' at Joe's Pasta and Pizza just down the road from the car show. From there we will cruise over to the venue and enjoy what is always a great event that is hosted by the Christian Classic Cruisers!

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My Retirement Project

Joe and Carol Sanders
Colleyville, TX

I have been car crazy since I was a little boy.

It started I guess when I used to customize model cars when I was about 12 years old. I graduated from a vocational school where I learned auto body repair and I had a small body shop while in high school. I became a co-owner of a body shop for 10 years in Ohio. Later, much later in my career, I was President and co-owner of two large collision repair shops in Tarrant County. In 1997, I sold the shops to Caliber Collision Centers, and spent the next few years handling their acquisitions.

During my lifetime career involvement in or around automotive collision repair, I was very active in industry related activities. I served on the Board of Directors for **ASA** (Automotive Service Association) and served as Chairman of the Collision Division for 2 years. Also I was involved with **I-Car** (Inter-Industry Conference on Auto Collision Repair) as a national board member and served as a member and Chairman of the local Fort Worth I-CAR committee. Add to that I was involved with **ASE** (Automotive Service Excellence) as a board member for 7 years and Chairman of the Board in 1996, and I served with the **NACE** (International Autobody Conference and Exposition) as a member of advisory panel and held management training seminars, and was Chairman in '96.

Over my adult life, I have owned seven different '57 Chevys including a "D modified Production" class drag race car in 1969. Although it never broke into the 11's, it was still very fast and fun to drive. Most of the hot rodders in our club can relate.

Today, two of the '57's I built are in our club. Shortly after starting on my current 57, I sold my last one (a red 502 big

block Bel Air 2 Dr Sedan) to fellow club members Ernie & Debbie Guido.

Now for my current '57 - "My Retirement Project". After building a garage/workshop beside my house, it was my time in life to go all the way with this '57. I started with one of those '57's that looked pretty good – but was loaded with rust. I figured being retired I had more time than money so I could spend all the time needed to replace rusty panels. Unfortunately the rust repair included the replacement of full floors, partial trunk floor, inner and outer rockers, new quarters and outer wheel houses and both door skins. I wanted the repairs to last, so every place I could get a replacement panel I did. It is painted with Spies Heckler paint and is Lexus "Absolutely Red". The body only has a few modifications like 'frenching' in the rear license plate frame and painting the Bel Air side trim instead of using the aluminum insert. Under the hood is a "Shaver Specialties" 600 HP big block Chevy engine. It is surrounded by all custom home built fender wells, radiator support and firewall. Inside is a FULL custom all leather interior. The touch screen radio/DVD player sets apart the interior as "one of a kind". Other features of my 57 are

- Art Morrison Chassis
- Be Cool Radiator and Condenser
- Billet Specialties Vintec Dish wheels
- Classic Auto Air

On other point of interest, my son Mark built an equally as nice '71 Camaro in my garage at the same time. It was lots of fun working on these projects together!

Oh and I recently purchased my next project car. It is a '55 Nomad. Only this one has NO RUST! My son also recently picked up '64 Nova. We hope to have them ready to show next year.



THE BELAIRVETTE PROJECT

Ed & Jackie Amos, Hickory Creek, Texas

1958. I'm ten years old. Tommy Hambrick who lives one block west of me, is twenty. His steady date is a high school senior and the prettiest girl in high school - Connie Proffit. Glass-packs rumbling, I know Tommy has started his bright red and white '56 Chevy two-door hardtop Bel Air and will probably be seeing Connie tonight. She'll be nestled up next to him in the most beautiful car in town. I'm in love, not with Connie but with that Chevy!

Winter 2004-2005. It's time to realize my dream car. I'm looking for a '56 Chevy but a '57 Bel Air two door sedan is available at the Route 66 Museum in Santa Rosa, New Mexico. No engine, no transmission. I've decided to adjust my dream by a year. An old friend, Homer Bennett and I borrow a trailer and drive out to Santa Rosa through occasional snowshowers beginning in Amarillo. Santa Rosa is almost snowbound when we arrive about 6 pm. We find the museum closed with the '57 sitting outside, covered with snow. The next morning, the museum opened at 9 am. We met the owners - Bozo (that's his nickname and he likes it) and his wife, Anna. The Route 66 Museum is located along old Route 66 on the east side of town, about a half-mile off of I-40. Bozo and Anna have quite a collection of Chevys, some restored, some hot-rods and a lot of collectibles, some for sale, some not. Bozo and I strike a deal quickly on the '57. It needed a lot of work and Bozo didn't need it for his museum so it was coming to Texas with Homer and me. I don't think my wife Jackie was too impressed by the '57 that night when the overhead garage lights came on. But I was determined to build a tri-five.

February 2005. I contract with Newman's Car Creations to supply me with an original extruded one-piece 55-57 frame. Some have called this one piece frame: the California frame; the Daytona frame; or the stock car racing frame. I've never seen anywhere an official GM name for this type frame but I knew it would look good for what I wanted to do. Paul (not the actor) and Michelle Newman modify '55-'57 Chevy and early C1 Corvette frames to accept 88-96 Corvette drive trains and suspensions. All the original Corvette components work just as if they were on a Vette, even the wheels and tires. Best of all, Paul agrees to allow me to pay as I go. Oh yeah, also in February 2005, Jackie and I join Dallas Area Classic Chevys.

March 2005. I find what I want. A complete '96 Corvette suspension from a flip-over at Just Corvettes

'Under Construction' Feature Story



in St. Joseph, MO. The suspension is not damaged and it has everything - brakes, rack and pinion, suspension cradle, complete rear end, everything for \$1250. \$200 more and it's strapped to a pallet and it's here three days later. Homer and I start tearing it apart immediately. The front suspension cradle goes to Newman's where it will be mated with the new frame. I start polishing the Vette A-arms and all those other pieces that make up the suspension.

May 2005. The new frame arrives. Bare metal with beautiful tig welding. Newman does good work. A little more grinding along the forty-nine year old frame and off it goes to be triple powder-coated PPG Hot Red with clear. Still polishing those suspension components - a big job for a novice home polisher.

September 2005. Wouldn't you know it? I come across a '56 two door hardtop that runs and drives at a reasonable price. But I've got the '57. Would the new frame work under the '56? Newman says the just bumper mounting is different and I'll send you the templates for the new '56 holes. OK. The '57 has to go. Who wants a project? I haven't touched the '57 since I brought it back from New Mexico so it's the same as when I bought it. I advertise it for about a month then a guy in San Antonio overnights \$3000 on a Tuesday to hold it until Saturday. His wife calls me Thursday and says "He won't be buying that car. Can I have the money back?" I said "Sure, I'll send it all right back to you today." She was surprised. "All of it? You don't mind?" No ma'am, I don't. I told her of the other buyer that was waiting if her husband didn't buy it so I understood and didn't mind. I emailed the second buyer. Turns out he was in Melbourne Australia. I told him "the car is yours if you still want it." I didn't have to

CONTINUED ON PAGE 4



Ed Amos 'Under Construction' story continued

wait long. The next day, his wife called from Australia and said she was at their bank there and that a check from Bank of America New York would be overnighted to me in Hickory Creek, Texas - and it was. A car carrier came by about two weeks later and took the old girl to her own container aboard a container ship waiting in Savannah, Georgia. Then through the Panama Canal to Australia. I got a thank you letter months later from Deborah, thanking me for selling the '57 to her husband Neville, who had always wanted one. She said the car was in the body shop, getting the best of everything while Neville was building a 383 Chevy engine. She said that Neville had tried so many times to buy a '57 but one would sell one to him before me. I felt like a traitor on one hand but on the other, the '57 finally found a really good home. Besides, I spent a couple of weeks in Australia back in the '70's during my Navy career - I like the Aussies!

September 2005. The '56 arrives in a hotshot enclosed trailer. Pictures didn't do the rust justice. The car had ziebarted early in its life but was never followed up with a recoat. This is why buying a car without seeing in person is a bad idea. Alright, the car does run and shift. But a person can fall through the floor. A full floor is in this car's future. I decided to just pull the engine and transmission out as one unit. The engine wasn't original. Numbers correspond to a '58-64 283 passenger car. The power glide is original and looks to have been rebuilt. I call some guys in Lake Dallas that work on old cars. They want it if it's free and they'll come and get it with a flat bed wrecker. They back their wrecker up to edge of the driveway and Homer's engine hoist drops the combo down and away the old 283 and Powerglide goes.

December 2005. I took all of the Vette aluminum suspension and Newman's aluminum frame cross members to Advanced Chrome in Ft. Worth to be polished. The Vette rear end alone was way too much for me. Homer and I mounted the steel brake lines that Newman made up for the frame. A perfect fit.

January 2006. Ordered the extra capacity Rock Valley stainless fuel tank with in-tank F.I. pump through Newman's where it will fit perfectly. After its arrival, it goes to Advanced to be polished too.

February-May 2006. Aluminum suspension components and cross members all polished. Homer and I start mounting everything. I bought a set of old '97 Vette wheels and tires just for mock-up. The red frame looks great with all the polished pieces, new

brakes, even on the old Vette wheels and tires.

May 2006. The wife surprises me with a new 2006 GM RamJet FI 350 engine complete with computer. Wow! Behind everybody's crazy project there's a great understanding and supportive wife or girlfriend! She's definitely not only emotionally involved but financially as well. Homer and I tear the fuel injection unit off the RamJet and off it goes to Arizona Speed and marine where they will reconfigure it to be a side mount throttle like the early F.I. units. I ordered a 200 4R from Monster Transmission. Coupled with the RamJet and the Vette 3:07 rear gear the '56 will be a cruiser that we'll be able to take on club cruises and back on Hot Rod Power Tours.

October 2006. Homer and I load up the RamJet 350 with reconfigured F.I. unit and head for Street and Performance in Mena, Arkansas. Mark Campbell and the crew up there do great work on just about everything. About 90% of the work is done in house. They disassemble the fuel injected unit and chrome it. Then they design a new throttle linkage system for the side mount throttle, smooth down and paint the engine, install a chrome pan, coated headers, and a few other doo-dads. I already had a set of chrome 58-64 Corvette valve covers that I brought with me. Mark had the guys buff out the aluminum centerbolt to sidebolt adapters and mount the old style Corvette covers. Now with the side throttle F.I. unit and the new/old Vette valve covers, the RamJet is the perfect blend of old and new.

January-March 2007. I ordered and received stainless hard and braided fuel lines and filter that run from the engine to the fuel tank.

August-October 2007. I ordered, received and installed Billet Specialties Small Block Chevy Tru-Trac System which has everything (AC compressor, alternator, power steering pump, water pump and tensioner) to mount a serpentine system to the RamJet 350. The Edelbrock water pump that comes with the kit is not polished so it goes to Advanced to be polished.

2008. Time to start thinking about putting the body on the frame and what it will need. I bought a full floor this year. It will just lean against the wall until the '56 is ready for it. I know I'll have to buy more pieces such as wheelwheels but I'll wait until the body shop media blasts to know exactly what I need.

TO BE CONTINUED...



WELCOME New Members to DACC!

815
Tommy & Stephanie Simmons
403 River Trl
Keller, TX 76248
'57 210 Wagon

816
Billy & Billie Walker
497 Jean Drive
Seagoville, TX 75159
'55 Bel Air Hardtop

817
Glen & Betty South
3616 Northcut Dr
Ft Worth, TX 76117
'57 210 Sedan

818
James & Patsy Lair
2117 Peggy Lane
Garland, TX 75042
'57 210 Sedan

DACC hits the road in June for Thurber!

Last month the club made it's annual 'Summer Cruise' this time to the old ghost town of Thurber west of Ft Worth with a special stop at the 'Smokestack Restaurant' for some great home cooking! Thurber, once the largest town between Ft Worth and El Paso was one of the largest coal mining districts in the country in the late 1800's. Not much remains but a large smokestack and a few other things in the area from this time. The restaurant is in one of the old buildings and after we feasted on their home cooking, many from the group went to the Thurber Museum and spent some time their learning about what once was. Members of the Parker County Cruisers car club joined us along the way and made for quite a group of cars in Thurber. Be sure to check out the photos from the trip on the club website and make plans to join us this fall when we make our annual Fall Cruise this October to the Brazos Drive In in Granbury!



Wilson Auto Repair renews DACC Sponsorship!

Wilson Auto Repair in Garland has inked a renewal of their support of the Dallas Area Classic Chevys and will remain a supporter of our club along with Reliable Chevrolet in Richardson! Remember to check with Barry or Brent at Wilson Auto Repair if you are in need of an 'Old Car Friendly' repair facility for your Tri Five Chevy, and with ASE Certified Techs they can repair that late model ride also! Engine swaps, disc brake conversions, suspension rebuilds, you name it and Wilson Auto Repair can handle it. Be sure to check their website for complete information and you can also catch Barry Wilson every Saturday morning on 'Live105.3' FM at 8AM for the 'Motormen' radio show where Barry takes calls every week about car repairs!

THANKS TO WILSON AUTO REPAIR FOR
YOUR SUPPORT OF DACC!

CLASSIC CHEVYS AT THE 2008 STATE FAIR OF TEXAS!

DACC has been invited to display '55-'57 Chevys at this year's State Fair. **ANY AND ALL MEMBERS ARE INVITED TO DISPLAY!** Our club will be a part of the Classic Car Corral at the north end of the Automotive Building on Sunday September 28th. All members and families will be allowed free entrance to the fair all day! Vehicles need to be in place at 8:30 am and removed at 6 pm. You may choose to leave and return later to pick up your car or you can stay and enjoy a day at the fair and/or sit and talk with visitors about our cars. We can display up to 40 cars, so **everyone** can bring their car and be a part of this display! (Remember – this is not a judged car show so EVERYONE is welcomed to display) Also displaying this day will be a Harley Davidson group and the T-Bird club! We want to have the largest display so please consider being a part of this effort. This is the first year our club has participated and we would love to make a great showing! Contact David Graves at President@DallasClassicChevy.com or 214 738-5231 to get on the list. With just a little over 2 months to get organized we really need to get our act together so contact David now!





www.DallasClassicChevy.com

PO Box 814642
Dallas, TX 75381

DACC in 4th Of July Parades
*** Dallas/Lakewood ***
*** Plano ***



Name
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City, State Zip

1st Class Mail

Hear Barry Wilson each Saturday morning on 105.3 FM from 8-9AM for automotive tips, repair suggestions and more on the 'MOTORMEN' radio hour!



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