



CLASSIC HEARTBEAT

October 2008

Volume 32, Issue 10

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 -143

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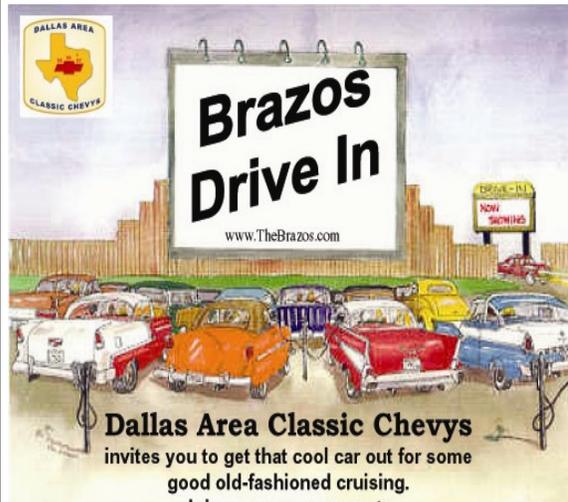
Tech Advisor - Larry Rollow
972-960-1408
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817 481 3468
Membership Chairman
Bill Preston
972 691-4968

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.

TWO BIG CLUB EVENTS IN OCTOBER!

GET THAT CHEVY OUT FOR ONE OR BOTH OF THESE BIG EVENTS!



Dallas Area Classic Chevys
invites you to get that cool car out for some
good old-fashioned cruising.

Join us as we caravan to
Granbury's historic

All Car Clubs
Welcomed

Brazos Drive-In

for a great Texas fall evening at the movies!

Chevys, Fords,
Mopars
Everyone
WELCOMED

Meet at 2:45 (Depart 3:15) in the Park-N-Ride parking lot
SE corner of I-20 and Park Springs in Southwest Arlington

We'll stop in downtown Granbury for shopping and sightseeing,
then proceed to the Drive-In

Saturday, October 11, 2008

Rain Date: Oct 18, 2008

Need Info – Call Greg Hedum 972 989-4812 (cell)
Lots of eating establishments in Downtown Granbury along
with shopping and a bonus will be the Brazos Valley
Corvette Car Show on the square with special parking for
our cars! We will head over to the Drive In about 7PM and
park together once inside the movie theatre.

Uptown in November!

The DACC Annual Meeting this year will be on SATURDAY NIGHT
November 15th and we will be a part of the christening of the remodeled
Uptown Theatre on Main Street in Grand Prairie. This theatre
originally opened on March 17, 1950 but has undergone a 2 year
renovation and we have been invited to be a part of the GRAND
OPENING festivities that will include blocking the street off and lining
our cars in front of the theatre. We will have our meeting at the Main
Street's Restaurant just a few doors down from the theatre and we have
invited Josh Ottmann (owner of Ottmann Detailing) back for yet another
seminar on polish, wax and detailing your Tri Five Chevy. On top of this
we will have dinner for everyone compliments of the City Of Grand
Prairie for bringing our cars out! This will be from 6:30 to 10 PM. You
don't want to miss what will be sure to be a great evening of fun as our
Classic Chevys will be a big part of this event!

MARK YOUR CALENDARS NOW TO JOIN US AS WE HELP
'REOPEN' THE HISTORIC UPTOWN THEATRE!

Become part of a tradition this year!

No car cleaning allowed.

No judging... just fun.

DACC hosts the 15th Annual

Classic Chevy Fall Foliage Tour

October 24-26, 2008

at Comfort Inn, Denison, Texas

This is a traveling event
& DACC is the host club
for the first time in 14 years!

Classic Chevy owners from Texas, Kansas, Missouri,
Arkansas and Oklahoma gather every year
to drive their cars and renew friendships.

Schedule of events:

Friday:

Cruise to evening meal at 7 pm
Social gathering at the Comfort Inn afterwards
(Bring your lawn chair, cooler & visit in the parking lot)

Saturday:

Organized cruise leaves at 11 am thru the Texas side of
Lake Texoma with planned stops
Lunch stop during cruise
Cruise to evening meal
Evening social gathering at the Comfort Inn
(Bring a \$5 door prize per person, bring snacks, drinks &
your favorite game. Lots of poker & dominos going on.)

Headquarters at:
Comfort Inn
801 Hwy 75 N, Denison, TX
(903) 464-0340

Event room rate: \$75

Mention "Chevy Fall Cruise" for these rates.
Hotels located on the NW quadrant of
US 75 & Pottsboro Rd. (FM 120) exit 69
Overflow block of rooms available till 9/24 at:
Holiday Inn Express
(903) 463-2500-\$79
or Motel 6 (903) 465-4446-\$66 (no block)

For more information
call Bill or Diane Prestor
(972) 691-4968,
(405) 412-0502 or
(405) 615-3856

Car Show Bonus Kustom
Kemps of America 11th Annual
"Blast with the Past" Car
Show will also be held Oct
24-26 at Loy Lake Park in
Denison. 80-100 cars of all
types on display.

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Tri Five Chevys and Big Tex? Yes it happened!

This year's State Fair of Texas saw for the first time a fantastic lineup of Classic mid fifty Chevys from DACC in their special 'Classic Corral' display for collector car clubs. Along with the Big D Little Birds and Harley Owners Group, visitors to the Fair had a lot of American muscle to view! With nearly 20 '55-'57 Chevys on display, our Classic Chevys were the hit! Special thanks to the following for making our first effort at the Fair such a success! George Johnson – '56 Nomad, Ralph Ellis – '57 Convertible, Greg Hedum – '55 Hardtop, Rodney Nevils – '56 Corvette, BJ Bucher – '57 Sedan, Stu Jacobs – '55 Hardtop, Mike Evans – '56 Sedan and '57 Nomad, Dan Bunch – '57 Sedan, Alan Strong – '57 Sedan, Jim Conkle – '55 Sedan, Bennie Zimmerman – '57 Hardtop, Mitch Anderton – '57 Hardtop, Mark Lamkin – '55 Hardtop, John Rush – '56 Sedan, Larry Epperson – '57 Hardtop and Joe Ortega – '57 Hardtop. Be sure to check out the photos on the club website and look for a bigger and better display from DACC at next year's State Fair!



ATTN: DACC RACERS!

LAST RACE OF THE YEAR FOR THE MUSCLE CAR CLUB CHALLENGE IS SUNDAY OCTOBER 26th

at Kennedale's 1/8 mile Texas Raceway! Watch the club chat board for info or www.TMCCC.org and let's make a big showing of Tri Five Chevys at the drag strip!

Driving a '57 Chevy from Dallas to Reno for *HOT AUGUST NIGHTS*

(Part One) By Larry Rollow



I'm not sure when I first heard of the 'Hot August Nights' show but I have known of it for some time. Those who had been praised it highly and said it was worth the trip. For those not familiar with 'HAN' as it is called, it is a week long car event held in Reno, Nevada each August and it has grown into one of the largest gathering for car enthusiasts in the country – now in it's 22nd year of its existence. We have some friends who live in Reno, and they tell us that the show first started as a 50's and 60's musical event. But it gradually evolved into the car event it is today. Anyway, about two years ago I decided that I wanted to go to Reno for HAN so I went to their website and printed the form and sent it in. It turns out that they only take 5500 cars for each show! I did not know this, but soon I received a letter telling me that I was number 1803 on the waiting list. By January of 2007, I had zoomed all the way up to 1698. At this rate, I thought I might be in a nursing home by the time I make the show! January of 2008 found me at number 1328 on the list. Then in a letter dated April 30th 2008, I got the "Great News" - you have made the show! A few days later, I got a letter stating that now I was number 880 on the waiting list. Go figure! I decided to ignore that one and go with the acceptance letter.

The first thing I did was to post on the Chevy Talk forum and ask some questions about the show, such as where to stay and so on. Many liked the Circus Circus hotel, as it is in the downtown area where a lot of events take place, but more importantly they dedicate one whole floor in the parking garage only for the cars in the HAN event. You even get an assigned parking space. So I called them up and got a room and I returned the form for the HAN entry.

Continued on Page 4





The idea of building a '56 Chevy pickup that would exceed 200 mph became a reality when Bill Raley along with his son Billy and grandson Hunter found an unassuming '56 Chevy pickup in Carrollton, TX. Bill's wife Barbara was not particularly pleased when she spotted the condition of the truck in the middle of their circular driveway. Bill quickly explained that the most important task was to preserve the original metal on the truck. So the '56 Chevy truck moved quickly to the body shop where the cab and bed were separated from the frame and individually sandblasted. Any existing rust was cut out and repaired. The body and frame were sprayed with etch primer and four coats of surface primer.

The truck's stock front clip was removed and replaced with a modified '73 Camaro clip boxing the entire sub-frame in 4 1/2" rectangular plate steel from the original truck frame for strength. Modifications to the truck bed included frenching at the tailgate, and the wheel wells were tubed out to fit a tire that was never imagined when this truck was originally conceived. The bed of the truck was rebuilt with diamond plate for stability and durability while a spray bed liner was applied to the bottom and sides of the truck bed for protection. The rear suspension was beginning its metamorphosis as it received larger axles and interlocking rear end on a '82-83 Trans Am.

A roll tip cover was added to the bed to protect the fuel cell and battery boxes that were mounted in the rear of the truck. Inside the cab, a five-point roll cage was added as well as mounts for a full racing harness for both driver and passenger. The dash was also modified to accept new gauges and provide a more streamlined look. The doors were

modified to carry one piece glass and electric motors that now control their operation.

In 2006, it was time to focus on the body work. Larry Coats, Jerry Mezzel and the crew at Lewis Paint and Body modified a one-piece front body clip for the truck with side tails. They also fabricated custom head lamps with built-in turn signals. A custom roll pan was fabricated and installed in the rear and the original fuel tank location was frenched to accept the new fuel cell. A custom rolling toneau cover was added to hide the new fuel cell and custom battery boxes.

In 2007 the truck, named Lady Katie was ready for paint. Larry Coats and his crew started by stripping all the working primer from the body of the truck, then re-sprayed the etch primer, adding three coats of surface primer while wet sanding between each coat. The next two coats of sealer were applied. The truck was now ready for its base coat followed by four coats of PPG Silver Base. Next came six coats of House of Kolor Candy Apple Red. The truck was wet-sanded before three coats of PPG 2002 Clear Coat were applied. Finally, Lady Katie was color-sanded, buffed and hand-glazed with polish to finish out her perfect appearance.

There is a shroud of secrecy about what went into the drive train. What is known is that it starts with a 598 cubic inch big bore high-performance block. Fuel is supplied by a 1050 Dominator carburetor topped with a K&N Super Filter. Beneath the carburetor is a Brodix intake manifold that runs to big oval Brodix heads with full CNC porting. The valve train consists of a Bullit camshaft with mechanical rollers. Inside

Lady Katie continued on page 5



Dallas to Reno for Hot August Nights *continued from page 2*

My wife Jan and I started to make our plans to drive my 1957 Chevy to Reno. I went to the Mapquest website and plugged in our address and the address of Circus Circus and found out it was 1665 miles away. We decided to take 4 days for the drive, so we could do a little sightseeing and to have some slack time in case of car trouble. As I said, HAN, runs a week, but the events such as the poker run and swap meet don't start until mid week. So we targeted arriving on Tuesday, August 5th. I spent some time making sure the car was ready for the long trip and in doing so I discovered that the tires were wearing on the inside of the tread. To make a long story short, the lower A frame bushings were bad so I ended up replacing the A frames and got the car aligned to cure the tire wear problem. I changed the oil and filter, and collected a few spare parts and some tools for the trip.

We left Dallas around 10 AM on August 2nd. We had planned to try to make a little over 400 miles per day and wanted to drive on Route 66 as much as possible. Our trip was uneventful until mid afternoon of the first day.

As we passed through Childress, Texas we checked the gas gauge and mileage, then decided we could make it to Estelline, some 10 miles down the road. I should interject here that the gas gauge in my '57 is notoriously inaccurate. We know this and go by mileage as much as the gas gauge. But when we got to Estelline all the gas stations were closed up, boarded up in fact. At this point, it was as many miles back to Childress as it was to go on to the next town, Memphis. So we pressed on. My wife Jan was driving, and sure enough, about 2 or 3 miles out of town we ran out of gas. We sat there for a few moments and then we remembered we had a AAA Texas membership. Jan called them and they said they would bring gas to us in 30 minutes! No problem so we sat back to wait. Fortunately the weather was pretty good - not too hot with a breeze. After about 45 minutes and no gas, Jan called again. This time they said that the 30 minutes is a generic time they give out until they know what the real time will be. Then they told us it would be at least another hour before they man would show up with the gas!

Shortly after that phone call a SUV pulled up behind us. The man got out and asked us if we needed any help. He also stated he was a street rod guy and couldn't stand to go by another car guy without stopping to offer help. Soon I was in his SUV heading for Memphis to get some gas. As we were driving we are talking cars nonstop. He has some photos of his cars and we got along famously, swapping car stories. Once back to my '57 and I put in the gas and start up the car, and then he

follows us to the gas station. He refused all of my attempts to at least pay for his gas to take me back and forth to the gas station. Soon we were back on the road again and planned to stop in Amarillo for the night.



The next day dawns bright and clear and we are off and running. Soon we see a turnoff for Route 66. We take it but it doesn't really offer much to see. However after we entered New Mexico, there were more Route 66 turnoffs with things to see such as the Mother Road Garage. This garage/junk yard has numerous old cars including many Studebakers and an old Graham. I got some photos and we were on our way again. We stopped in Gallup, New Mexico for the night. We got a little earlier start from Gallup than we had from Dallas and Amarillo, as we wanted to get to Vegas for the night. We did some more Route 66 driving including a side trip into Winslow, Arizona to see the famous "Standing on the Corner" from the Eagles hit song. I pulled up in front of the Flatbed Ford truck that sits there for a photo op. We then did a side trip into Walnut Canyon which proved to be quite interesting and beautiful. Passing through Flagstaff, Arizona we went to the old train station along Route 66 that has been turned into a museum and gift store.



NEXT MONTH – Larry and Jan arrive in Las Vegas but gremlins visit again – will they make it to Reno? Find out next month as we continue Larry's Hot August Nights story!!





NEW at Reliable Chevrolet

BUY GM PARTS OVER THE INTERNET AND HAVE SHIPPING DIRECT TO YOU!

Just introduced at www.ReliableGMParts.com is your source on the internet for GM parts! Soon to be expanded to a full service GM Catalog site along with aftermarket vendor offerings, Reliable Parts Manager Wesley Walker wants DACC members to have full benefits of this exciting new venture. Surf over to their new website and bookmark it for future reference as your one and only source for anything GM! And contact Wesley about any GM Parts question you might have!

Bill Raley's Lady Katie continued from page 3

the block are JE custom pistons with Eagle H beam rods supplying a 10.3 compression ratio. This allows the motor to supply 750 horsepower on 110 octane fuel. At the bottom of the block is a Callies steel 4.500 stroke crankshaft and oil is provided by a Moroso oil pan and oiling system. The entire motor has been fully blueprinted and balanced for optimum performance. Rounding out the engine is a MSD ignition system, Hooker Headers, stainless X pipes and mufflers, an aluminum 1 1/4 inch tube custom radiator and a Street & Performance serpentine system. In order to get the power to the wheels a 700 R4 Pro Street transmission is used with a Street stall lockup converter. The truck also has a CV Products overdrive unit with an on-demand split shifting 8 speed. This feeds a 3.73 rear end with a special enforcement cover and strut braces.

Lady Katie should be appreciated for her beauty on the inside as well. The interior was done with care and attention to perfect detail by Allen and Jody Dee at Dee's Trim shop. Much of the interior is covered in white Italian leather upholstery with Bentley carpet. Extra padding and sound deadening were used throughout the truck. Custom door panels were built and wrapped in a three-color leather scheme while the headliner was completed with the white Italian leather. The seats were customized before being covered in the same white Italian leather. Throughout the cab you notice intricate custom stitching that was all hand-sewn. Finally, the cab was wired and fitted with an XM Satellite radio providing power to the speakers in the custom kick panels.

All of the family of Lady Katie has special appreciation for Al Lewis, engineer, who helped with the construction and electrical wiring for the entire project.

It took 12 years for Lady Katie to be ready to make her debut, but when she did, she did it in style. The public appearance of this '56

Chevy truck was at the 2008 Dallas Autorama where she received the prestigious Best in Class Award followed by the Favorite Truck Award at the DACC Reliable Spring Show! This classic truck is owned by Bill and Barbara Raley but could not have been completed without the help of E.T. Automotive, Larry Coats and Lewis Paint and Body and Dee's Trim Shop. Their tireless effort and love for the project allowed Lady Katie to stand as a true testament to what a classic truck can be. Lady Katie's next goal is to reach and break the 200 mph barrier for which she was designed. A test run is planned to take place in this month, October 2008 at a local airstrip. Once this goal is achieved, it will be interesting to see where she heads next.

A note from Bill: My granddaughter Katie Raley has been our reason for building a truck of this quality. Watching her grow through her 23 years led us to name the truck after her. She completed a 5-year teaching degree in 4 years and is now married to her first love, Justin Stephens. He is a wonderful young airman in the U.S. Air Force and they live at Nellis Air Force Base in Nevada. Their fairytale wedding took place on July 27, 2008, and now the real-life Lady Katie is Lady Katie Stephens.

P.S. They don't get the truck. Barbara says "not yet"

Editors Note – Bill will be taking Lady Katie to the 'Texas Mile' Speed Trials on October 25-26 at the Goliad Airpark in South Texas with hopes of breaking 200mph with a '56 Chevy truck! More info on this event at www.TexasMile.net.

GOOD LUCK AND BE SAFE BILL!





www.DallasClassicChevy.com

PO Box 814642
Dallas, TX 75381

Cruise to the Drive In Movie
Sat Oct 13 - Granbury
Fall Foliage Tour
Oct 22-24 weekend - Denison

Name
Address
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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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