



CLASSIC HEARTBEAT

November 2008

Volume 32, Issue 11

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

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
- Secretary – Greg Hedum
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.



November 15th

Saturday Evening

6:30 – 10pm

DACC ANNUAL MEETING

TECH SESSION

ELECTIONS

Dinner provided by the
City Of Grand Prairie

UPTOWN THEATRE

120 East Main Street
Grand Prairie, Texas

www.UptownTheatreGP.com

Handicap Wheelchair Ramp Building and Christmas Get Together

All on Saturday December 13th!

As we do each year, directed by Larry Rollow working with the Dallas Ramps.org organization, the morning will be dedicated to building wheelchair ramps for those in need, then that evening we will have dinner at Babe's Chicken Dinner House 'On The Square' in Carrollton followed with a drive with our Classic Chevys through the Farmers Branch Christmas Tour Of Lights that features over 300,000 lights in their Historical Park. Mark your calendar and plan to join us for either or both big events!

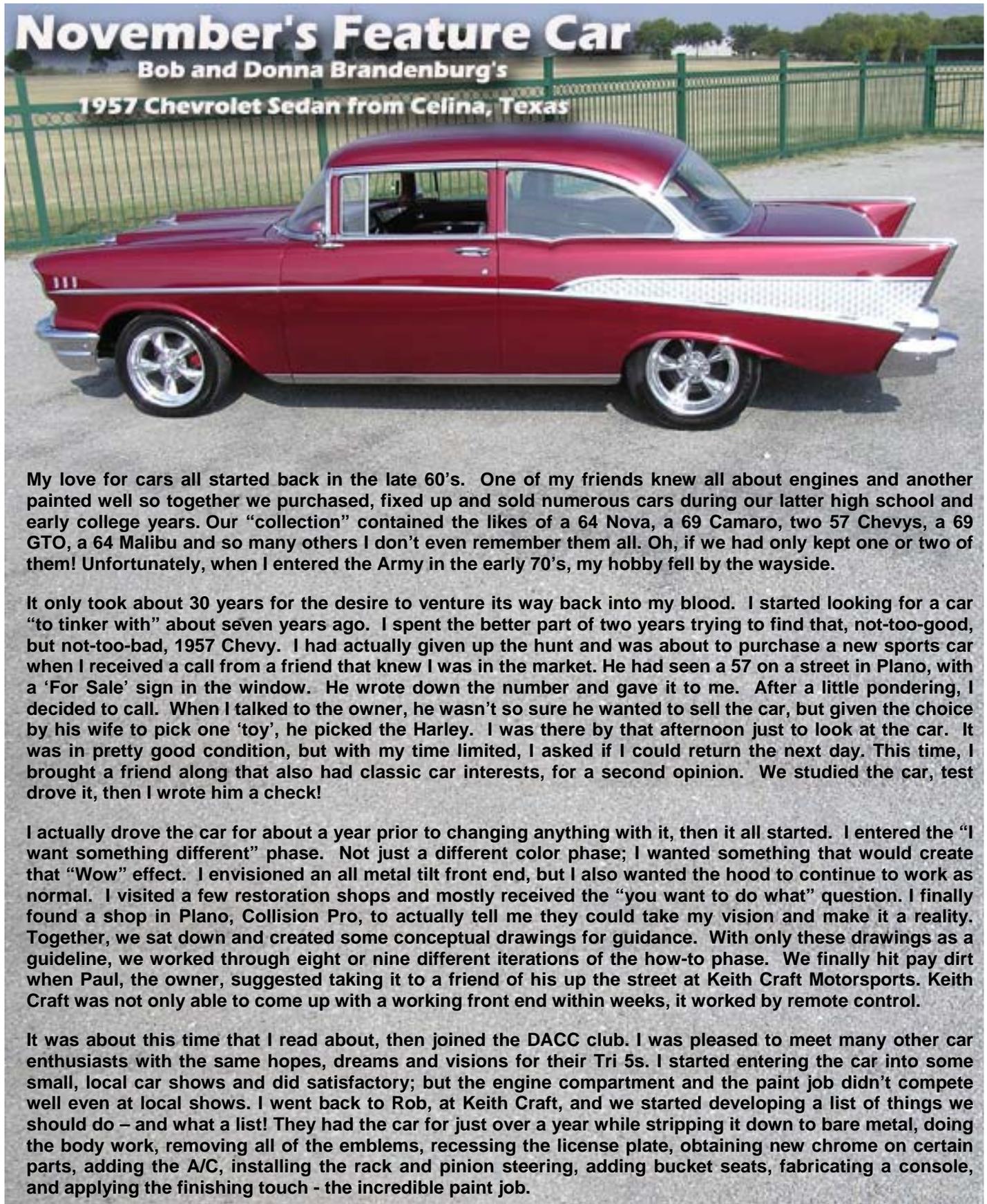
DACC has been invited to join the '50's Street Party' on Main Street in Grand Prairie this Saturday evening as we celebrate the restoration and re-opening of the Uptown Theatre – an authentic movie theatre that originally opened in 1950 and it has been restored back to it's glory from the past! Grand Prairie's Main Street will be blocked off to traffic and our Tri Five Chevys will line the street under the neon glow from the Uptown marquee as Poodle Skirts and Ducktails will be the style of choice as Grand Prairie makes a trip back to the 50's! For our participation, the City of Grand Prairie will pick up our dinner tab at the Main Street's Restaurant just a few doors down where we will conduct our ANNUAL MEETING, have our elections and Josh Ottmann of Ottmann Detailing will (as last year) pay us a visit and help demonstrate how to detail your Chevy and get the most out of that paint for years to come! Josh is extremely well respected in the DFW area for his knowledge and abilities and you don't want to miss his presentation and chance to ask questions! No worry about the cars during the meeting as they will be roped off and a police officer assigned to watch over them while we have our dinner/meeting! This sight will be one to treasure for years with our Chevys under the neon lights of this 50's theatre!

PLAN TO JOIN US FOR WHAT SHOULD BE A WONDERFUL EVENING!

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My love for cars all started back in the late 60's. One of my friends knew all about engines and another painted well so together we purchased, fixed up and sold numerous cars during our latter high school and early college years. Our "collection" contained the likes of a 64 Nova, a 69 Camaro, two 57 Chevys, a 69 GTO, a 64 Malibu and so many others I don't even remember them all. Oh, if we had only kept one or two of them! Unfortunately, when I entered the Army in the early 70's, my hobby fell by the wayside.

It only took about 30 years for the desire to venture its way back into my blood. I started looking for a car "to tinker with" about seven years ago. I spent the better part of two years trying to find that, not-too-good, but not-too-bad, 1957 Chevy. I had actually given up the hunt and was about to purchase a new sports car when I received a call from a friend that knew I was in the market. He had seen a 57 on a street in Plano, with a 'For Sale' sign in the window. He wrote down the number and gave it to me. After a little pondering, I decided to call. When I talked to the owner, he wasn't so sure he wanted to sell the car, but given the choice by his wife to pick one 'toy', he picked the Harley. I was there by that afternoon just to look at the car. It was in pretty good condition, but with my time limited, I asked if I could return the next day. This time, I brought a friend along that also had classic car interests, for a second opinion. We studied the car, test drove it, then I wrote him a check!

I actually drove the car for about a year prior to changing anything with it, then it all started. I entered the "I want something different" phase. Not just a different color phase; I wanted something that would create that "Wow" effect. I envisioned an all metal tilt front end, but I also wanted the hood to continue to work as normal. I visited a few restoration shops and mostly received the "you want to do what" question. I finally found a shop in Plano, Collision Pro, to actually tell me they could take my vision and make it a reality. Together, we sat down and created some conceptual drawings for guidance. With only these drawings as a guideline, we worked through eight or nine different iterations of the how-to phase. We finally hit pay dirt when Paul, the owner, suggested taking it to a friend of his up the street at Keith Craft Motorsports. Keith Craft was not only able to come up with a working front end within weeks, it worked by remote control.

It was about this time that I read about, then joined the DACC club. I was pleased to meet many other car enthusiasts with the same hopes, dreams and visions for their Tri 5s. I started entering the car into some small, local car shows and did satisfactory; but the engine compartment and the paint job didn't compete well even at local shows. I went back to Rob, at Keith Craft, and we started developing a list of things we should do – and what a list! They had the car for just over a year while stripping it down to bare metal, doing the body work, removing all of the emblems, recessing the license plate, obtaining new chrome on certain parts, adding the A/C, installing the rack and pinion steering, adding bucket seats, fabricating a console, and applying the finishing touch - the incredible paint job.



Dallas to Reno in a '57 Chevy for **HOT AUGUST NIGHTS!**

Part two of Larry and Jan Rollow's trip to one of the largest car events in the world!

Part one of the Rollow's summertime adventure in last month's issue of Classic Heartbeat, Larry and Jan were passing thru Flagstaff, Arizona heading toward Las Vegas, Nevada and taking in much of Route 66 as they traveled west. We pick up the story there.



The road into Las Vegas took us by and over Hoover Dam. We stopped for a while, but it was too late for a tour. We had reserved a room at a casino called Texas Station in Vegas and just as we were making the turn into their parking lot the car quit again, having all the earmarks of being out of gas ...again. We were tired and wanted to get settled in so I just grabbed the gas can and walked two blocks to the gas station and got some gas and put it in the car. I started it up and it seemed to be OK. The next day our first stop was the gas station, but it only took about 10 gallons to fill it up. This seemed strange as the tank holds 15 and I had only put in 1 ½ gallons the night before.

We hit the road and about 30 miles out of Las Vegas the car quit again, showing the same symptoms as before. I opened the hood and the fuel pressure gauge showed about 6 pounds of pressure so I knew we couldn't be out

of gas. I suspected a fuel blockage, either in the filters located in the carburetor inlets or in the jets. I began to disassemble the Holley. When I disconnected the fuel line plenty of fuel drained out of the lines. I pulled the filters out and they were clean as a whistle. So I continued my "field strip" of the carburetor and looked at the jets. Again clean as could be. About this time a Jeep Cherokee pulled up behind us. Don and his wife Kelly get out of the Jeep and ask us if we need help. He lives in Pahrump, Nevada about 20 miles up the road and he also has a tow dolly behind his Jeep. Don offers to tow us to Pahrump and thinks he can find someone to fix it. Although I appreciated the offer I wanted to get it running again. One reason being that towing a car with an automatic transmission for any distance is not a good idea. I said let me get everything back together and see if it will run. Sure enough, it starts up and seems to be running fine. I did want to put it up on a lift and check the Fram fuel filter I had installed last year and see if it was clogged. Don tells me that he knows someone who has a lift in Pahrump. He says he will follow us to town and then will get us to a lift.

When we get to the turnoff the car is still running fine. Jan and I talk over whether to take the time to go into town and see about repairs. After a short discussion we decide to go on into Pahrump and check out the filter. Don finds us a lube job/oil change place and they agree to let me put the car on their rack. Well as many of you have probably guessed, the filter is perfectly clean. Don thinks I should at least purchase a new Holley electric fuel pump to replace the one in the back in case it goes bad. So we troop over to the local NAPA parts store but they don't have one. I should digress here and state that my car has an engine driven fuel pump as well as the aforementioned Holley electric. It has been running this way for over a year with the only situation being that at freeway speeds the car will sometimes act like it is running out of gas. This first happened last year on the Hot Rod Power Tour. Simply turning on the electric pump solved the problem. I assumed that the engine driven pump was failing. When we returned from the Power Tour I ordered up a new engine driven pump. I decided to get a bigger pump capable of more fuel delivery thinking that was the problem. The new pump came and I tried to install it but it would not fit - it contacted the frame. So I called Summit Racing to see about returning it and during the conversation the Summit tech guy asked me why I was replacing the pump. I explained the problem and he said that Holley electric

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Hot August Nights continued

pumps are designed such that it is difficult to pull gas through them when they are off. To me that explained the situation whereby the car would act like it was running out of fuel during the Power Tour. I should simply run the electric all the time. I have a fuel pressure regulator so that shouldn't be a problem.

We have now used up about 4 hours messing with the car. We had originally planned to be in Reno by around 7 PM, now it would be closer to 11:30 PM. After a big thank you to Don and Kelly, we headed to Reno. The drive from Las Vegas to Reno is really quite pretty. The mountains are very colorful and that day there were a lot of thunderstorms around to add spectacular cloud formations and lightning as well as rainbows. One little town we drove through called Goldfield was almost a ghost town with lots of old buildings and one gas station. We needed gas, and had to pay through the nose for it, 4.79 per gallon for regular! It was an interesting gas station; there was a sign outside advertising weird beer. It turns out they really had weird beer! We bought 3 bottles of Polygamy Porter from Utah and three bottles of an Alaskan beer.

We arrived at the hotel in Reno around 11:30 PM and checked in. We were directed to the parking garage and put the car to bed for the night. The next day we found the local coin car wash and cleaned up the car. My lovely wife Jan had given me an interior detail for my birthday to be done by her, so I claimed my gift and she did a great job. The car looked good so off we went to the Grand Sierra resort to get our registration packet. Hot August Nights is a different kind of car event than I had ever been involved with before. There are a number of venues primarily hotel/casinos to show your car. Also Sparks, a suburb of Reno has venues. At each of the different venues we visited there were vendors, food concessions and many giveaways. Lots of cars were cruising around the parking lot trying to find a parking space or just to see and be seen. So we cruised around



a bit, parked a couple of times, had our photo taken against a special backdrop and mainly just took it all in. We were still sort of car lagged - not to be confused with jet lagged, but similar so we planned to make it an early night.

Thursday was the poker run which goes up to Lake Tahoe. The poker run begins at Summit Racing's store in Sparks. We got there around 10 AM and of course I had to go in and check out the Summit store. Around 11 AM we got our instructions and headed out on the poker run. We didn't even make it out of town before the ugly gremlins hit again. I coasted off the road into a parking lot and I got out and opened the hood. Again the fuel pressure showed normal. As all of you know it takes three things to make an engine run: Fuel, air and a spark. I decided to check the spark. I pulled out the coil wire and had Jan turn the engine over and I saw a hot spark. Next I pulled a spark plug wire off and had her turn the engine over. It started - on 7 cylinders no less! So I hooked everything up and off we went. The drive up to Lake Tahoe is beautiful and of course, the lake itself is breathtaking. We had drawn a couple of cards by now but nothing good. The way the poker run was set up, there was a deadline to be at each card draw point. We were doing OK but since we got a later start than most, we could not dilly dally too much. The card draw in South Lake Tahoe was at another hotel/casino and was also supposed to be the lunch spot. When we got there we soon realized we would not have time to wait for the lunch there; furthermore they were out of the HAN lunch special. So instead we went to the local Burger King and once again were on the road towards our next card draw. We also needed gas and after a while we came across a station and filled up. But somehow we missed the turnoff we needed and went several miles out of the way before we discovered it.

This made us late for the next card draw. We weren't the only ones in that predicament, but they had already folded up their card table so we were out of luck. We pulled out and headed to the next card draw. We got less than 1/8 of a mile when the Chevy did its thing again. I was driving and managed to coast into a gas station. As we were rolling to a stop I turned the key and the car started up. Not knowing what else to do we proceeded on to the last card draw. Our hand was quite poor, so we weren't going to win anything. Still, the drive by the lake was pretty and weather was beautiful.

NEXT MONTH – The Rollow's wrap up their stay in Reno, visit family in California and head back to Dallas – will the '57's fuel issue continue to plague them and bring their trip to a halt? Find out in next month's Classic Heartbeat!



BRAZOS DRIVE IN NIGHT RECAP

Great weather greeted the 9th Annual Drive In Movie Night held in Granbury's Brazos Drive In last month. There is something about taking cars over 50 years old to a Drive In Movie theatre that is also over 50 years old! This year's event was a bit different as the Brazos River Corvette Show was being conducted on the Granbury town square and they saved up a special area to park our Chevys when we arrived in town. It was fun to see the attention our old Chevys received with all the new Corvettes surrounding the courthouse! Not only are there many unique shopping opportunities on the town square but also some great eating establishments and our group decided that Babe's Chicken Dinner House would be the place to visit before moving on to the Brazos. After filling up on chicken and all the fixin's, we made our way over to the drive in for a great Texas night under the stars to take in the movie. See all the photos at the club website www.DallasClassicChevy.com.



November 15th ELECTION BALLOT

Per our club constitution, we will conduct elections at this year's Annual Meeting on Saturday for the following positions for two year terms – Vice President, Treasurer and two Board positions currently held by John Rush and Dan Bunch. Greg Hedum will conduct the elections as his role as Secretary and the ballot currently has the following nominees - VP – Greg Hedum, Treasurer – Dean Schmidt, Board Positions – Dan Bunch and George Johnson. With the possible election of Greg to VP, that would open his Secretary position and Larry Epperson has agreed to be nominated to fill that role if needed for the remaining year term. If you would like to add your name to the ballot for one of these positions, please contact Greg Hedum at 972-539-9886.

WANTED!

FEATURE CAR STORIES OF YOUR CLASSIC CHEVY!
contact David Graves at
President@DallasClassicChevy.com

Feature Car continued from page 2

I took it back on the road, dropping in to those local shows for about four months now. At the very first show, the DACC show at Reliable Chevrolet earlier this year - we received the "Favorite '57" award!

Details on Bob Brandenburg's '57 Chevy

Color: 2008 Lexus 'Matador Red'
Wheels: Torq-Thrust II, Front – 17" x 7", Rear – 17" x 8"
Tires: Goodyear Eagle F1, Front – 215/50ZR17, Rear – 235/55 ZR17
Gauge Cover – Pete's Fabrication
Gauges: Auto Meter – Artic White
Shifter: B&M Sport

Tilt Front End

All original metal with operating hood
Electrically operated
Actuators: HIWI Microsystems
Actuator Remote: Linear

Under the Hood

Engine: 400 ci Small Block
Carb: Quick Fuel Technologies 780VS
A/C: Classic Auto Air
Rack & Pinion Steering: Ecklers
Headers: Hedman

Restoration Work by:

Keith Craft Motorsports, 859 J Place Plano, TX 75074

Local Awards

12 – Best of Show
3 – Sponsors Pick
1 – Best Paint
1 – Best Interior
9 – Best in Class



More photos at
www.DallasClassicChevy.com





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Annual Meeting/Tech/Elections
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