



CLASSIC HEARTBEAT

December 2008

Volume 32, Issue 12

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 -150

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.

MERRY CHRISTMAS!

TWO DACC activities In December!



Wheelchair Ramp Build For Those In Need!

SATURDAY Dec 13th 7:45 AM

Larry Rollow will direct our group again this year as we will meet at the Dallas Ramp Project warehouse at 7:45 AM. After getting our assigned ramp, we will proceed to the job sites which are usually located in either South or East Dallas. Any club member, spouse, etc can volunteer, as everyone can help! Directions to our warehouse can be found at www.dallasramps.org. Click on "volunteer" located on the upper left side of the home page, then click on "where to volunteer" and a map will come up. The address is 4720 Simonton Road, Dallas. Simonton is an east-west street approximately 2 blocks north of LBJ Freeway at Midway Road and our warehouse is about 1/2 half block east of Welch Road. It is at the back of the Freed's warehouse on the west side of the building in the back. We try to put up a sign by our driveway to help locate us. If you have a 3/8 chuck, variable speed, reversible drill, either corded or cordless please bring it along with leather gloves. Much of our work consists of driving 3 inch long deck screws into our wooden modules. The team leaders will bring everything else needed for the job. **Please contact Larry Rollow if you plan to attend, so he can plan our work load.** His phone number is 972 960 1408, or email at ldrollow@sbcglobal.net.

Babe's Chicken for dinner and Christmas Tour of Lights with your Classic Chevy!

SATURDAY Dec 13th 6:30 PM

This year we will meet on the historic downtown square of Carrollton for dinner at Babe's Chicken Dinner House and afterwards we will cruise just a few miles to the **300,000 light Christmas Tour of Lights** at the Farmers Branch Historical Park. The drive thru display is free and will make for a spectacular drive with our Classic Chevys thru this Christmas themed display. Babe's Chicken is located just south and east of Interstate 35E and Belt Line Road at the old town square in Carrollton (972) 245-7773. **WE WILL HAVE RESERVED PARKING FOR OUR CHEVYS ON THE SQUARE!** Babe's is located in a former lumber yard building that was built in the early 1900's and features part of a '56 Chevy pickup that is converted into a sitting bench! The FB Historical Park is located a couple of miles south of there near Valley View and Interstate 35E in Farmers Branch. We will caravan to and thru the park after dinner at Babe's.

**Plan to join us for
one or both of these events!**

NOVEMBER ELECTION RESULTS!

Congrats to new DACC Board Member George Johnson of Arlington and returning Board member Dan Bunch of Garland. Joining these guys is Greg Hedum of Flower Mound who was elected to the VP position and returning as Treasurer is Dean Schmidt of Plano. Larry Epperson of Dallas was elected to complete the year remaining on Greg's term as Secretary.

SPECIAL THANKS to John Rush of Plano and Marvin Johnson of Dallas who both have served faithfully the past several years as club Officers and on the Board of Directors.

And in case you missed it Barak Obama was elected President ...
(of the United States).

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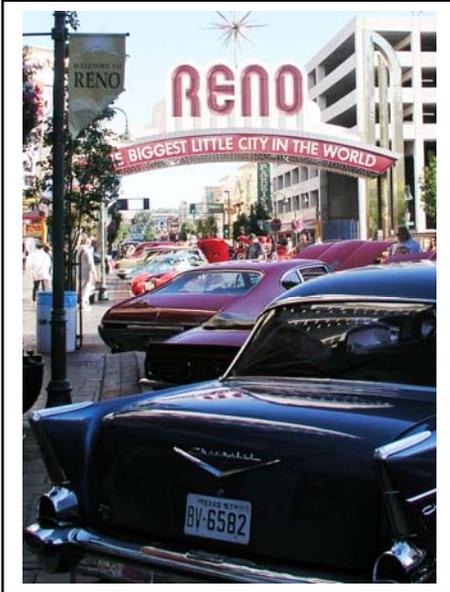


Engine	283 C.I.D.
Transmission	Borg Warner ST-10 / 4 Speed
Color	Black
Interior	1956 Bel Air pattern with 1957 color scheme
Options	Factory A/C upgraded with Classical Auto Air, Power Steering, Power Disc Brakes, 2" Drop Spindles, 17" Boyd Coddington "Crown Jewel" wheels
Additional Info:	Special thanks to Don and Sheila Kemp for building this beautiful 1957 Chevy. We hope to enjoy it for many years to come.



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

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



Part one and two of the Rollow's summertime adventure in the past two month's issue of Classic Heartbeat found Larry and Jan arriving in Reno via much of Route 66, with just a few issues with the '57 (nothing that Larry couldn't handle!) this final part three wraps up this great adventure!

Jan's daughter lives in Venice, CA and, since she had not seen her for some time she left the next day for an overnight visit. That worked out well for me as I wanted to go to the swap meet. I had accidentally left my locking gas cap at a gas station so I hoped to get new one. And I did not long after I arrived there. I walked around looking at all the stuff for sale and then walked over to an arena where they were having the car auction; nothing like Barrett-Jackson but still some nice cars available for bid. Every night except Saturday there is a cruise around the streets of Reno as well as in Sparks. The cruise lasts from 7 to 9 PM. Quite a few of the local people come out to watch the cars go by. They have the cars cruise in two lanes so the lines don't get too long. It so happened I was going along with an overgrown Radio Flyer wagon. It truly looks just like a kid's wagon, except on steroids. It even has a license plate, a towing handle (folded back over the open part) and places for 6 or 8 people to sit. Even so, my car got some attention. You are quite close to the spectators so you can talk to them as you go by. If the spectators liked your car, they would clap as you went by. Later that evening I called my good friend from California who has probably forgotten more about cars than I will ever know. We talked for some time and he didn't really have much to offer about my problem but he did say that since the problems started after the installation of the fuel pump it probably made sense to look there first. He added that he had run both the Holley electric and engine driven pumps simultaneously without any problems.

Saturday was the big car show. I had opted to show my car in the downtown Reno area, which was only a block or two from our hotel. Where you park is first come first serve.

There are several different areas around the city for the show and each has a central marshalling point. I left the hotel at around 6 AM as I wanted to be in a certain area near the "Biggest Little City in The World" arch in downtown Reno. I got to park the car where I wanted and after cleaning it up a bit I had breakfast. The Reno convention center was only a few blocks away and it was the location of the Big Boys Toy Store. Basically, it was a place where many aftermarket vendors had booths. So I took the opportunity to talk to the Holley representative about my gremlin in the fuel system. He felt that I shouldn't be using both the electric and engine pumps together. Just choose one or the other and eliminate the other. This didn't quite ring true to me as I have had many cars with both an electric and engine driven pump without any problems. In fact, I had been using a Bendix electric fuel pump with the stock pump in my Chevy for several years without any problems before I "upgraded" it by installing the Holley. But he should know Holley products so I couldn't disregard what he said.

Jan arrived back in Reno mid-afternoon during the big show. We walked around for a while looking at the cars and then I pulled my '57 out of the show area. The Grand Sierra Resort had wine tasting every night and that night they would also have a big cruise around the hotel. So we drove over to the Grand Sierra and tasted "Hot Rod" wine, which actually turned out to be pretty good. Later we got in line for the cruise. Again, like the cruise in downtown Reno, the cars went by side by side. They also had a large TV screen out near the parking lot along with a camera so you could see yourself go by on the screen. I am told that there was also live streaming apparently available on your computer. We ended up next to a guy driving a late 60's Cadillac pulling a trailer with a man in the trailer playing the piano and singing Jerry Lee Lewis songs. The crowd loved it. A '70 Chevelle pulled in front of us and the driver was revving the engine more than she used it for moving the car. The next thing we know, another Chevelle has gotten in line behind her. His is an all out race car, complete with open headers. So the girl revs hers up, and the race car revs his engine up. Needless to say the girl's Chevelle was pretty tame compared to the race car. What was funny was her reaction, she knows she can't compete with his noise-wise so she looked at the crowd, smiled and threw up her hands. It got a good laugh from all.

Continued on Page 4





When I talked to my friend from California, he said that a Holley electric pump can be disassembled by removing the bottom plate and then the pump vanes can be removed making simply a passage for the fuel. I now had a plan. Sunday morning was the last day of HAN and there was a big parade through downtown for all the registered cars. I decided to skip the parade and attempt to fix the car. Early Sunday I jacked up the car, (I carry an aluminum floor jack and two stands on our road trips), and took the bottom plate off the electric pump. I did have a catch can under the pump but very little fuel drained out. I removed the pump mechanism and the pressure relief plunger, put the plate back on and started the car to check for leaks. All looked good, so we began to load up the car. The Parade started at 10 AM and it was now roughly 11 AM. The parade went by our hotel and it was still going on so we decided to see if we could still get in line. We had to drive around to get to the start because so many streets were blocked off. Sure enough, we made it and we weren't the last car in line!

After the parade we all congregated back at the Grand Sierra Resort for the big drawing. Bank of America, one of the sponsors, gave away several cash prizes. We didn't win anything, maybe next time! We waved good bye for now to Reno and HAN and headed towards California. The area we wanted to go, Murphys, CA is about a 4-hour drive from Reno. You must go over a couple of nearly 9000 foot passes to get there. Again, it was a beautiful drive, lots of big trees, small lakes and distant higher mountains. We arrived at our hotel about 6 PM and so far so good on the car. We stayed there two nights and then headed down Highway 99 to visit my sister for one night and from there we were on the road again, this time heading to Dallas.

Just south of Bakersfield, we turned east and headed towards Needles, California where we were able to start tracking Route 66 again. We picked it up just east of

Needles. This part of Route 66 is VERY windy and many of the curves have a speed limit of 15 MPH. It is about 27 miles long before you rejoin the road to Kingman, Arizona. The terrain on this drive was quite beautiful, but it had many low places where during a downpour it would wash out the road. Unfortunately, there were a lot of handmade crosses with flowers on them along the side of the road. We took them to be where an accident had taken place, most likely with one or more fatalities. Many of the curves were decreasing radius turns which can fool you especially if your speed is excessive. In my mind I could see some drivers coming out here to test their mettle on a road like this. So the possibility for accidents is high, especially if alcohol is involved. This would be a very difficult road to navigate after dark as well. Jan was driving this stretch and she did a great job getting us through safely.

About 19 miles along on this road, we came across the town of Oatman, Arizona. This was a mining town, very quaint with donkeys walking around on the main street. When we mentioned this to the people at our hotel in Kingman we found out that this has been going for many years and is sort of Oatman's trademark. We also passed through another, even smaller town that had an old style gas station complete with gravity feed pumps, another photo op. The next day we continued our trip home, but did less of Route 66 since we had been on this part of it on the way out. We stopped for the night in Gallup again and then again in Amarillo before the last leg home. We arrived in Dallas at 4:30 on Saturday, August 9th after putting over 4300 miles on the '57 Chevy.

I know you all want to know, how did the car perform coming home? The answer: Perfectly, it never missed a beat. We even got a little better gas mileage. So when I get time I will remove the Holley electric pump and eventually replace the gas gauge and since it is a fair amount of work, I will also replace the temperature gauge with one that reads actual temperature numbers instead of "C" and "H".

Hot August Nights was great and the trip to and from Reno was good too, in spite of the problems. But it could have been worse. I especially liked the A/C along with the cruise control. We always take a lot of books on tape to listen to and that really helps the time go by. I am thinking about bucket seats as the bench is not as comfortable for my older body as when I drove these cars 40 years ago. Would we do it again? Well, all I can say is that we already have our slot for next year. Of course we will make the final decision as we get closer to the date, but we are planning on going again. We did have fun, saw and did a lot of neat things, both at the event and on the trip.



The Annual Classic Chevy Fall Foliage Tour is a traveling event. Classic Chevy owners from Texas, Kansas, Missouri, Arkansas and Oklahoma gather every year to drive their cars and renew friendships. For the first time in 14 years DACC hosted the event October 24-26 in Denison, TX. A record 44 cars from four states participated.

Bill & Diane Preston planned the weekend. DACC members Don & Jo Andre, Greg & Bev Hedum, Dan Bunch & Vickie Penney helped make it happen. Also attending were Jerry & Diane Bray, BJ & Mini Bucher, Larry, Dianne, Tim & Carisa Epperson, James & Trish Sparrow.

Several couples arrived early and enjoyed Denison's Old Downtown Antique Shops, Art Galleries, Art Studios, the Historic Eisenhower birth place and the casino in Durant. With the arrival of the first group from Oklahoma City about 2 p.m. Friday, the Comfort Inn lobby started filling with old friends checking into their rooms and picking up their event materials. The parking lot was full of Classic Chevys to admire. Friday evening we took over the nearby Sonic Drive-In for dinner, cruised downtown and met back at the hotel for games and visiting.

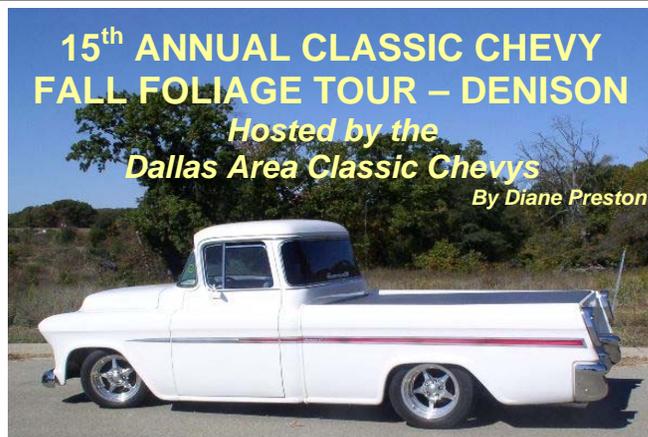
The Comfort Inn furnished a complimentary full breakfast in the lobby Saturday. We lined up all the Chevys, had a driver's meeting, handed out maps, rally sheets and detailed directions, then headed out on our cruise at 11 a.m. The rally sheets had a list signs we would see along the route. The objective is to fill in the blanks with the words that had been left out. Dan Bunch and Vickie Penney went out ahead of the group to set up for our group photo at the first stop at Grandpappy Point Marina on Lake Texoma.

We wound our way south through Fink and Pottsboro to our second stop, lunch for 92 at Huck's Catfish Restaurant in Denison. We had plenty of room to park, great food and lots of time. At 1:30 we headed west to work our way down to US 82. A stop light and some left turns broke up our long caravan and we lost quite a few of our cars. Since everyone had our cell phone number and detailed directions, we were able to get them back on track in time to meet us at our third stop--Stone Motor Company in Sadler. We looked at Stone's extensive inventory of antique, classic and special interest cars. Brian Stone also enjoyed looking at our Classic Chevys.

Our caravan went north into Oklahoma, then through Kingston, Oklahoma to our gas, restroom and slot machine stop at Texoma Gaming Center. Several people won a little money even though we were there only 30 minutes. We took the back roads back into Texas and drove across Denison Dam. We made a brief stop below the dam for another photo op, then finished the cruise to our dinner venue in old downtown Denison. Greg and Bev Hedum collected the rally sheets for grading later in the evening. Devolli's Restaurant/Heartland Winery served a delicious Italian buffet to 82 plus 4 children.

After dinner Saturday evening we gathered in the hotel lobby. We introduced the first-timers who were present of the 34 who had come. Rodney Duerksen admonished those who had cleaned their cars. We graded each other's rally sheets. Joe and Donna McInnich (OKC) got the most right, Rex and Myrtle Buzan (Henryetta, OK) got the least right and Jo and Roger Atnip (OKC) had the most absurd answer. The evening continued with presentations, announcements and Tom Linn's stories. Afterwards poker, dominoes and other entertainment went on past my bedtime. Sunday breakfast was followed by everyone saying good-by until next year.

Part of the fun of an event like this is the challenge of



driving a 50-year-old car there and back! We always have great stories to tell about our adventures. This year all of the hard luck fell to members of the Oklahoma City Club. Rudy and Gloria Escalera's '54 Green 4-door Station Wagon limped into Denison in fifth gear with a bad transmission with the first OKC group. They did all the weekend activities riding with someone else and their son arrived Sunday with a trailer to take the car home.

Before getting completely out of OKC Larry and Annette Myers' '57 Blue Nomad broke a leaf spring—plowing up the inside shoulder of I-35. Their son came and took them home with a trailer. Two hours later they were back on the road to Texas in their '55 Coral and Gray Nomad and joined up with Tracey and Irene Bugg in their '57 Red 2-door Station Wagon. Unfortunately the Bugg's rear wheel bearing went out in Durant. Curtis and Kay Welch, who had already arrived, picked up a wheel bearing in Denison and drove out to repair the car.

The final casualty was during our Saturday cruise. Ron and Debbie Berger's VW/3-wheeled cycle broke down at our stop in Oklahoma. Don Andre, who was bringing up the rear of our tour, brought them back to the hotel, where they'd parked their trailer. They went back to Oklahoma to pick up the cycle and just went on home. Myers' won our "hard-luck award" because they were involved in two breakdowns and Larry will probably be helping Rudy fix his transmission.

The Central Oklahoma Classic Chevy Club will host the 2009 Tour, October 23-25 at the Days Inn, Poteau, OK. Call 918-647-3510 for reservations. Mention "Classic Chevy Group" to get the group rate: \$70 King or Double room or \$119 suite. **Put it on your calendar. You'll have a great time!!!**

PHOTOS AT DALLASCLASSICCHEVY.COM





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Saturday December 13th
Wheelchair Ramp Building - AM
Dinner in Carrollton and
driving tour of Christmas Lights - PM

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