



CLASSIC HEARTBEAT

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

March 2009

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PO Box 814642
Dallas, TX 75381

www.DallasClassicChevy.com
Est 1976

Current Membership -147

BOARD OF DIRECTORS

President – David Graves
214 738-5231 term expires 12/09

Vice Pres – Greg Hedum
972 539-9886 term expires 12/10

Treasurer – Dean Schmidt
972 867-3255 term expires 12/10

Secretary – Larry Epperson
214 349-8439 term expires 12/09

Board Member - Dan Bunch
972 270-0461 term expires 12/10

Board Member - Alan Strong
972 624-8836 term expires 12/09

Board Member – George Johnson
817 457-3967 term expires 12/10

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.

Dallas Area Classic Chevys



- No Entry Fee!
- No Judging!
- Favorites chosen by Reliable Chevrolet and Wilson Auto Repair!
- Dan Bunch will be playing the oldies!
- Open to ALL 1955, 1956 and 1957 Chevy cars, trucks and corvettes!
- DACC's biggest event of the year!
- Door Prizes
- Last year over 75 Tri Five Chevys attended!

RELIABLE CHEVROLET

THIS SATURDAY – Noon to 3PM

Hear *REAL* American Muscle at the
'CACKLEFEST' FOR OPEN HEADERED CARS

COMING IN APRIL! DACC CRUISE TO

"THE SHED"

in the East Texas town of Edom
HOME STYLE COOKING AT IT'S BEST

Sunday April 19th

leaving from the Walmart parking lot at Hwy
80 and Belt Line Road in Mesquite at
11:30AM

Inside Highlights

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DACC EMAIL LIST

It's that time of the year again when your email inbox will begin receiving on each Thursday morning an email from DACC updating you on the upcoming weekend shows, swap meets, club news and interesting links. If you are not receiving it, make sure we have your current email address AND be sure to check your' junk mail box' in your email program because the club email may be going into there. If you have recently changed email addresses send your current address to info@dallasclassicchevy.com

WELCOME NEW MEMBERS

830
Jim & Elena Mueller
1390 Misty Cove
Rockwall, TX 75087
'55 210

831
David & Nicole Green
1804 Cordero Ct
Denton, TX 76210
57 Chevy

832
John & Karla Yoby
150 Villa Park Drive
Highland Village, TX 75077
'55 210 Sedan

WELCOME BACK
747

Ron & Vicki Burdett
4000 Ace Lane, #233
Lewisville, TX 75067
'57 wagon
'55 Bel Air

WELCOME BACK
766

Tim and Carisa Epperson
713 Westwind Ln
Wylie, TX 75098
'56 Bel Air Sedan

DACC at the 49th Annual Dallas Autorama!

Eight club members displayed their Tri Five Chevs in the DACC Display at this year's Autorama car show at Market Hall last month. Featured were Mark Lamkin's '55 Bel Air, George Johnson's '56 Nomad, Carl Mitcham's '57 Convertible, John West's '57 Bel Air, David Graves' '56 Corvette, Bob Brandenburg's '57 Bel Air, Bennie Zimmerman's '57 Cameo pickup and Bob Caruth's '56 Bel Air. Special thanks to all these members for bringing their car to the weekend show and thanks to Alan Strong and Greg Hedum who worked our booth (without cars in the show) and SPECIAL thanks to Dan Bunch and Larry Epperson who also staffed our display along with providing valuable assistance on Thursday during the show set up. Other club members were spotted with their Tri Five Chevs on display including Ronnie McComic with his '56, Joe Ortega with a great display set up with his '57 and Bill Raley's equally great display with his '56 Pickup. Other members with 'other' cars displaying that were spotted included Dennis Gormley, Doug Pedersen and Robert Hernandez. Congrats to all who won awards and that includes our club display that took Outstanding Club Display along with \$150! Look for big things for next year's 50th Anniversary Show!



Texas Muscle Car Club Challenge Race #1

THIS SUNDAY

March 15th

Texas Raceway Kennedale

TEAM DACC WILL BE RACING!

Join club members as we begin another year of club vs club drag racing!

**CLASSES FOR ALL CARS
LADIES WELCOMED TO RACE!**

A fast car is not required, but consistent runs will put you in the winners circle!

Gates open at 8AM for time trials

Eliminations begin about Noon

More info on the club chat board

under 'Events' and at

www.tmccc.org

Lone Star Classic Chevy Convention

May 8,9,10 – Houston, Texas

Just around the corner is the Lone Star XXVII for all '55-'57 Chevs, hosted by the Houston Classic Chevy Club at the Omni West Hotel, make your room reservations ASAP and plan to join 'Tri Five Chevy' enthusiasts from all over the state as we converge this year in Houston for the 27th year for 'Lone Star'!

Complete information including the hotel information along with a downloadable entry form can be found at www.LoneStarChevys.com. Tri Five Chevy judging will be on Saturday May 9th! DACC will have a caravan leaving Friday May 8th at 9:30AM from Reliable Chevrolet, heading down Interstate 45 so plan to join us. Traveling in a group is not only fun, but safer in case of car trouble. Several stops will be made along the way.

PLAN TO ATTEND THIS YEAR'S LONE STAR CLASSIC CHEVY CONVENTION!





*Feature Car
Ralph and Janice Sandlin
Burleson, Texas*

I was driving down 28th Street in Fort Worth, the year was 1969. I looked over on a used car lot and thought I saw the front of a '57 Chevy. Out of curiosity I turned around and found there were THREE '57 Chevy two door wagons! Only one ran and it was beige with a brown interior. The original 6 cylinder and 3 speed transmission were intact and the odometer showed 48,000 miles. I drove it home that day for \$500.

I added corvette rally wheels and wide tires and that made the wagon really stand out. Back then in Lewisville, Dallas International Motor Speedway held several NHRA National drag racing events and my wife and I attended one. As we parked I looked around and wouldn't you know it there were 2 more '57 wagons nearby! Talk about a let down and your ego hurting! I looked back on that time and wished I had bought the other 2 wagons even though they were not running.

My wife Janice and I drove it on the weekends with the 6 cylinder in it until she broke the shifter in downtown Fort Worth on the way home from work one day. That is when I decided I wanted to change things up and go drag racing with it. I put in a V8 motor, Lakewood motor plate and turned the 6 cylinder radiator around for the V8. The motor I built was a 60 over 350 with a 4 speed. I put slicks on the new posi traction rear end and went drag racing in F/Gas at Green Valley Raceway through the 70's. We couldn't afford a trailer back then so we used a tow bar to get it to the track each weekend. We race it until the late 70's (we had a trailer by then thank goodness!). The racing life for this wagon ended when I let my wife take it by herself to the track and

she twisted the rear end housing and left it at the top of the hill at Green Valley!

We parked the car for about 5 years when I started noticing how the car was deteriorating just sitting there – so it was either fix it and drive it OR sell it. So I decided to start fixing and painting it. It went from the green it was to the white with two tone blue flames and also repainted the inside. We put it back on the road with a 283 30 over along with a Turbo 400 tranny with a Camaro 3.70 rear end.

I have been going to car shows since, while my boys and wife continue to race. Funny thing is I have run into people who my wife and sons race with and it becomes a small world as we all simply love to play with our cars. This past winter I decided to change motors and used the one my son had on a stand for 10 years. So now my '57 has a home built 355 and as you might guess the rest of the family wants to take it to the track! I will stand by just in case my wife breaks something again!



**MORE PHOTOS AT
www.DallasClassicChevy.com**



Gasoline and Your Tri Five Chevy

Modern Gasoline And Performance

The gasoline you use to power your Classic Chevy down the road is blended with several different goals in mind. The blend of gasoline is changed for the seasonal weather changes, plus the federal, state, and local environmental regulations that may mandate the use of reformulated gasoline. There is also a push to increase the use of ethanol or alcohol-based additives to both reduce fuel-related emissions and lessen our dependence on foreign oil. This means the blend of gasoline you use will not only vary from brand to brand, but also will change by the season and the part of the country you buy your gas in. As the level of ethanol or other alcohols is increased, the fuel efficiency of the engine will decrease. The fuel efficiency will decrease because gasoline has more energy per gallon than ethanol or alcohol-based fuels. An engine running on alcohol-based fuel runs at a richer air/fuel ratio than an engine running on gasoline. The stoichiometric or chemically ideal air/fuel mixture for an engine running on gasoline is 14.7/1, for an engine running on E-85 (85-percent ethanol and 15-percent gasoline), it is an air/fuel mixture of 10/1; an engine running on ethanol is an air/fuel mixture of 9/1.

A modern fuel-injected engine computer will make the air/fuel mixture adjustments needed so the engine will run its best with the blend of gasoline you are using. The ethanol and other alcohol-based additives that are blended into today's gasoline will cause a non computer-controlled carbureted engine's air/fuel mixture to go leaner as the percentage of alcohol-based additives is increased. The reformulated gasoline of today burns at a different rate than the leaded gasoline of days past and will cause the air/fuel mixture to be at least 3 to 5 percent leaner than it was with leaded gasoline.

Power-Robbing, Fuel-Related Deposits

As your engine consumes the fuel it uses to make the power that moves your Chevy down the highway, deposits are building up in the combustion chamber and on the engines valves that will reduce the engine's power. Most of the gasoline that you buy at your local gas station has additives that are designed to reduce the formation of these power-robbing, fuel-related deposits. However, it may not be of high enough concentration to prevent or remove any existing deposits. The use of a fuel-system cleaner, such as Techron Concentrate Plus from Chevron or FP Plus from LCD, Inc., on the same schedule that you change your engine's oil should be part of normal vehicle maintenance on both fuel-injected and carburetor-equipped engines. A high-quality fuel-system cleaner



The valve on the left is clean, while the valve on the right has fuel-related deposits that will lower engine performance. Burning the best fuel possible in your Chevy can save your engine from detrimental damage like this.

will help clean and prevent the carbon deposits that form in the combustion chamber and on the intake valve as the engine burns the gasoline it uses to make power.

The fuel-related carbon deposits that form in the combustion chamber and on the intake valve can create a wide variety of engine-performance problems. The engine will produce less power as the deposits on the intake valves and intake ports restrict the airflow into the cylinder. These carbon deposits can also absorb gasoline like a sponge when you are starting a cold engine, and thus cause the engine to have extended crank times before it finally starts. The carbon deposits that build up on the piston and in the combustion chamber can cause the engine to have detonation or pinging problems. This will cause the knock-sensor system on a computer-controlled, fuel-injected engine to retard the timing.

How Long Will Fuel Live In Your Tank?

The gasoline sold at your local gas station will begin to degrade in a time frame of one to six months after it is blended at the refinery. The factors that help determine how quickly the gasoline degrades are the quality of the gas and the additive package that is blended into the gasoline. The temperature and humidity that the gasoline is exposed to while it is in the gas tank will also cause the gasoline to degrade. As the gasoline begins to degrade, some of the lighter elements that are in the gasoline, such as butane, will evaporate with time, and the fuel will begin to turn into a sticky/gummy/varnish-like substance. Most of the gasoline that you buy at your local gas station contains a component known as olefins, as this gasoline ages or when it is exposed to the heat of an engine compartment it will begin to form sticky gum-like deposits. The deposits left behind as the fuel ages or boils will cause problems with every part of a



carbureted or fuel-injected engine's fuel system.

An unleaded race fuel is designed to have a shelf life of up to two years; part of this longer life is because it contains less than 0.5-percent olefins. Depending on the local and state environmental regulations we have, the gasoline you buy at your corner gas station may have up to 20-percent olefins in it. A gasoline storage stabilizer, such as STA-BIL can also be used to help slow the gasoline's ageing process, but you are ahead of the game if you start with a low-olefin gasoline, such as unleaded racing fuel.

Adding Performance To Gasoline

There are a lot of additives on the market that claim to add performance to gasoline, but few live up to the claims they advertise. Tests have shown that a new fuel catalyst from Chevron called PurEscape actually did increase the power and drivability in each car it was tried in. The active ingredient in PurEscape is from a family of chemicals known as fatty acid polyols; the exact formula is patented and a trade secret. When the PurEscape is added to the reformulated gasoline of today, both the engine performance and drivability showed noticeable improvements. It is normal for a spark-ignited engine to have a certain amount of variance in combustion efficiency from cycle to cycle. The PurEscape improves the gasoline's combustion properties and makes it easier for the spark plug to ignite the fuel in the combustion chamber, and thus allow the combustion process to become more consistent. When the PurEscape is added to the gasoline it will help release the gasoline's energy faster during the combustion process, resulting in higher average cylinder combustion peak pressures.

Performance Improvement Tests

The test vehicle reference here is a '97 Corvette LS-1 engine with an automatic transmission, but the results have been as good on everything from a four-cylinder, imported, economy car; a carbureted Corvette; and even a street rod with a carbureted ZZ-4 engine. The performance improvements were the most noticeable during the tests on the four-cylinder, imported, economy car. The driver of the imported economy car said the PurEscape made her car feel like it was on steroids and also got more miles to the gallon of gasoline each time she used PurEscape in a tank full of gasoline.

An accelerometer was used to measure the g-force that was created as we accelerated from a dead stop to 60 mph so a comparison could be made of the gains experienced with the four different fuel blends. First a major brand of premium-unleaded gasoline is in the gas tank, and then we added the PurEscape to the premium-unleaded fuel. We next removed the

premium gasoline from the gas tank and replaced it with 100-octane racing unleaded gasoline, as a final test we added the PurEscape to the 100-octane gasoline.

The first acceleration tests were used to establish a performance baseline with the premium-unleaded gasoline in the Corvette's gas tank. We performed three wide-open throttle acceleration runs on a level road from zero to 60 mph with the traction-control system engaged. The readings from the accelerometer showed we had peak g-force readings of 0.62g, 0.60g, and 0.63g during the three acceleration test runs.

The same acceleration tests on the same day and location with the premium-unleaded gasoline and PurEscape mixed in gave us peak g-force readings of 0.69g, 0.70g, and 0.69g. There was also a noticeable gain in drivability, and the seat-of-the-pants power gain was noticeable to both the driver and the passenger.

A repeat of the same acceleration tests again on the same day and same location with the 100-octane race fuel gave us 0.72g, 0.73g, and 0.73g. There again was a noticeable gain in drivability, and the seat-of-the-pants power was noticeable to both the driver and passenger with the 100-octane fuel over both the pump gas and the pump gas with PurEscape.

As a final test, we added the PurEscape to the 100-octane race fuel and repeated the acceleration tests, this time we were not sure if we gained any power, and the g-meter recorded runs of 0.73g, 0.74g, and 0.72g. We think there may be some minor improvements when the PurEscape was added to the 100-octane fuel, but we are not sure. Our tests also pointed out that both the premium unleaded gasoline with PurEscape and the 100-octane race fuel had more consistent acceleration results, better drivability, better throttle response, and more engine power than we had with the untreated premium gasoline we were using when we started the performance tests. We have found that in every car we have tried the PurEscape in there has been an increase in gas mileage, which was a very nice side benefit in these days when gasoline is in the \$3 a gallon range.

The gasoline you use and the additives you put into the gasoline can add performance to your Chevy. A clean fuel system with the correct blend of gasoline and additives will give you the best performance from your Tri Five Chevy.

More information

www.toptiergas.com

www.lubecontrol.com

Google 'PurEscape'





www.DallasClassicChevy.com

PO Box 814642
Dallas, TX 75381

March 14th Saturday
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We love old cars!

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Our Technicians are ASE Certified!

Listen to Barry Wilson each Saturday morning on the airwaves direct from Dallas on 'KRLD FM 105.3 'The Fan' from 8-9AM for automotive tips, repair suggestions and more on the 'MOTORMEN' radio hour!