



CLASSIC HEARTBEAT

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

April 2009

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PO Box 814642
Dallas, TX 75381

www.DallasClassicChevy.com
Est 1976

Current Membership -163

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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.

THIS SATURDAY EVENING!

April 18th – meet at 3:30pm for a
departure at 4pm from the
Walmart parking lot at Hwy 80 and Belt
Line Road in Mesquite

DACC SPRING CRUISE

To 'The Shed Restaurant' in
Edom for East Texas home
cooking at its best!

World famous for their homemade pies!
Also – the Edom Spring Festival will be taking
place and Main Street will be shut down for a
car show from 6-8pm. We leave in our caravan
of Tri Five Chevys from the Walmart parking lot
at Hwy 80 and Belt Line Road in Mesquite at
4PM **SHARP!** (plan to arrive **BEFORE 4PM!**) We
will take approximately 90 minutes to drive
through scenic East Texas with plans to eat at
The Shed and then enjoy the car show, shops
and other activities in Edom during the
evening. Maps will be passed out at the
caravan meeting location.

ABOUT EDMOM - Experience a time when life was simple and people were friendlier. With
one downtown street and only one caution light. Edom, Texas known as the "Art Center" of
East Texas, is lined with charming shops that house artists' studios and gift shops.



**GET THAT CLASSIC
CHEVY OUT AND
JOIN US ON
SATURDAY FOR
OUR ANNUAL
SPRING CRUISE!**

* NEXT MONTH *
27th Annual

Lone Star Classic Chevy Convention

May 8-10 – Houston's Omni West Hotel

DACC caravan leaving May 8th Friday morning at
9:30am from Reliable Chevrolet, with stops along the
way, we will travel at 65 mph taking it nice and easy!

Tri Five Chevy Judging is on Saturday May 9th
Host Club – Houston Classic Chevy Club
Complete info at www.LoneStarChevys.com

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COOL AND DAMP SPRING CLASSIC CHEVY SHOW!

DACC's Annual Spring Classic Chevy Show at Reliable Chevrolet in Richardson was anything but spring like after coming off a last blast of winter for North Texas with a week of rain and temperatures near 40 all week and while the conditions improved from the week, Saturday was still damp and cool which resulted in a low car count at this year's event. But even with that the cars that did attend the event did not lack in quality. A special attraction at this event was the 'Tri Five Cacklefest' which involved firing off motors all at once which resulted in the sound of 'Chevrolet Thunder' and proved to be quite the hit with all in attendance. Special thanks to our 'Club DJ' Dan Bunch for providing sound and tunes during the show and of course a BIG THANKS to all those who braved the cool damp conditions to attend and make the event a hit. Favorites were picked by Reliable Chevrolet that consisted of Steve Pratt's '55 Bel Air 2 door all original optioned out Neptune Green/Seamist Green two tone Sedan from Forney, Glenn Jenkin's beautiful Silver/Black '56 210 2 door Sedan from Ovilla, Chuck Rader's Matador Red '57 Bel Air 2 door hardtop from Flower Mound, Todd Turnbull's modified '55 bright red Pickup from Frisco and David Graves Cascade Green '56 Corvette. Wilson Auto Repair's Favorite Tri Five Chevy was the beautiful original '57 4 door Surf Green 210 with the famous Blue Flame six cylinder from Whitewright. Taking the 'Best Cackler' from the Cacklefest was Sonny Poteet's '55 Bel Air hardtop from Pearland. Thanks again to all that came and see you again in September!

DACC TRI FIVES AT THE FT WORTH ROD SHOW!

The Dallas Area Classic Chevys had yet another impressive display of eight members' Tri Five Chevys at the 2009 Fort Worth Rod and Custom Show. Tommy & Stephanie Simmons' rare '57 4-door, 9-passenger, black 210 Beauville Station Wagon was the feature car for our display. At the opposite end of our display was Bill & Barb Raley's awesome customized Candy Apple '56 Pickup. The six Chevys filling out the display represented the wide variety of beautiful cars our members own: Ralph and Barbara Ellis' '57 Blue Convertible; Greg and Bev Hedum's '55 Maroon/Black Bel Air hardtop; Mitch Anderton prepared Ruth Anderton's '57 Red Bel Air hardtop; Mark Baker's '55 Red 210 sedan; BJ and Minnie Bucher's '57 Black 150 sedan; and Mark Lamkin's '55 Red/White Bel Air hardtop.

We appreciate all of the work it takes to put the cars in this type of show. Also thanks for the hours spent promoting the club during the show hours. Bill Preston was in charge of recruiting cars and organizing our display. George Johnson graciously worked Wednesday to help do the set up. As always David Graves arranged for delivery of our club signs, hand outs and equipment. Several DACC members showed Chevys in other areas of the show; Phil Haynes' '57 Black 150 sedan, Mike and Sandy Reeves' '57 Silver convertible, Ronnie and Tonda McComic's '56 Blue/White Bel Air hardtop, and Mike and Vickie Dodson's '56 Black/White Nomad.

Congratulations to everyone who won a class trophy. There were 37 Classic Chevys in this show and most of the classes also contained other outstanding cars that made the competition very tough. Special congratulations to Bill and Barb Raley for picking up the Outstanding Early Pickup Award.

DACC members who were showing non-Chevys were Bill and Diane Preston with a '66 Black Pontiac Lemans Convertible and Doug and Dixie Pederson with a '32 Red Ford High Boy which won Outstanding Street Rod.



Are They Ever FINISHED?

FEATURE CAR Bob and Tracy Caruth Lone Oak, Texas



I have been a gearhead for as long as I can remember and have had many toys including a 308 Ferrari, many Corvettes, a '57 T-Bird, a couple of '64 ½ Mustangs, a '64 GTO, Cobra, Auburn, a '69 Superbird, a couple of 409's and even a couple of MGs but my two favorites have always been the '64 Chevelle and '56 Chevy. I found my Chevelle out in California in '92 and it has been in a constant state of evolution since and was finally nearing completion so I started an earnest search for a '56. My brother George has always had '57's and I thought about one of them, but not, and the '55's were too boxy so it was still a hunt for a '56. The whole time I was working on the Chevelle I had my eye out for the perfect '56, but never found the right one at the right time for the right price until July of '05. I had been half heartedly looking in Hemmings, Old Car Trader and all the other magazines until one day I was on EBay looking at some Ed Roth stuff and looked under '56 Bel Air and saw this ad for one with the right color blue and new interior (which was a major point because I didn't want to do any body work or seat recovering), all new glass, chrome, stainless etc. I called the owner and he was tired of this car and wanted a Corvette but he wanted the bidder to see the car before buying, Being a private pilot with a plane I was able to do just that. After an hour and a half flight to Berryville Arkansas, with a landing strip only 3000ft by 75ft set on top of a hill, on downwind I looked in the parking lot and saw a large crowd. Upon landing the crowd was gone but this beautiful dark blue and white car was still there. Before Rex Wisdom and I got down to the business of haggling over the pros and cons of the car, I knew I would own it before I left. We went for a test drive on the winding roads and it handled nicely, but with a 350 and TH350 and 3.55's out back I was looking for another shift and looked on the indicator to make sure I was in high gear when Rex said "Yeah it needs a higher gear

ratio". That was no deal breaker and I said I'll take it if the fuzzy dice came with it and he said "they did".

Flying home I'm trying to figure out how to get it home because all I have are hay trailers and they are none too street legal but I have a neighbor who is a dirt track racer with an enclosed trailer. He wasn't racing that weekend and said he would go get it if I bought fuel for his truck and him, I agreed and two days later the car was here but no fuzzy dice, Rex's wife had kept them. When it came out of the trailer the oil pressure light came on immediately, but adding 2 quarts cured that and I drove it for two months before parts were ordered and the interior changes began.

First on the list was a new instrument cluster and all went well until we hooked up the oil pressure line. Upon starting the engine it showed 45 lbs but slowly dropped to 5 lbs, and this full of oil. We put another external gauge on it with the same results, so out comes the motor. Pulling the pan showed nothing but after taking the crank out all sorts of pretty colors showed on the main bearings, which was not good. Since a new short block was going in (ZZ4 because I wanted the forged crank) we started going a little overboard, (isn't that how it all begins) and ended up with a Crane full roller valve train, Edelbrock aluminum heads, Doug's ceramic coated headers, MSD ignition and March serpentine belt system out front and a TH700r4 out back with tubular control arms, a new rack and pinion steering and disc brakes below, all I had left from the original motor was the GM TPI on top and I had it chromed along with other select pieces. It all came together last January but the front end didn't line up right.

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'Other Car' Feature John Rush's '52 Chevy!

One day at work an executive assistant came to me and said she heard I had a classic car. I said I did and asked her why she is asking. She wanted to know if I knew someone who might be interested in buying an old Chevy her Dad is selling. She didn't even know the year or anything about it even though it was in her garage. I had no room for another car so I told her I wasn't interested but if she could give me more info, I would check around. I told her to find out the year, model, if it runs, the shape it's in, and how much he wants for it. It wasn't 30 minutes later when she returned with the info it was a 52 Bel Air DeLuxe. It was taken apart a few years earlier because her Dad wanted to make a custom out of it. It was pretty much still stock with all the original parts. Because it was in pieces he only wanted \$3500 for it. I thought Hmmmm..... so I told her I would take a look at it. She got her Dad on the phone for me to talk to and we made arrangements to meet at his place the next day, Saturday, and check it out.

I arrived the next day as scheduled with camera in hand still not sure I would be interested but figured I could help him out through contacts I've made through DACC. I wasn't too impressed at first because I saw a car split down the middle. Not literally split in 2 pieces but there was a definite imaginary line down the middle. The left half was stripped bare, inside and out. All the chrome, paint, trim, door panels had been removed. The hood was off and leaning against the front, the fenders were sitting in the corner. There was a rug on the top of the car. The trunk was open and full of parts. The car was on blocks with the drive shaft disconnected. The 216 6-cyl motor was dusty but looked to be recently cleaned up and painted. All in all, not a pretty picture without a closer look.

Later that night, I pondered over what I had seen and began to realize a few selling points. One; there were no dents and no absolutely no rust anywhere. Even the wheel wells and the floor boards were rust free. Two; the interior was like new and gorgeous. Three; no parts were missing... allegedly. (Actually that was about 90% true). And four; he only wanted \$3500 for it.

I didn't think this was an opportunity I should pass up, plus selling a car in pieces isn't easy regardless of the condition. I called my cousin in Oklahoma who happens to have lots of space and time. We have always been pretty close so the thought of a project we could work on together was pretty cool. He traveled south the following weekend to take a look. We decided to give it a shot so we bought it. We loaded it on a trailer with all the pieces and off to Oklahoma it went.

That was 2 and one half years ago. Since then we stripped the rest on the paint down to bare metal, had the car repainted, assembled the doors, exterior trim, interior, reconnected the drivetrain, installed a new exhaust system, put all the engine parts on, and reconnected all the wires. None of which was as easy as that just sounded. Many times we were saved by EBay purchases and help from local friends and junk yards. Now the only thing remaining is to have someone check out the engine. We have our fingers crossed that it will not need replacing. Another family member will have the pleasure of trying to get it started. If all goes well, perhaps I'll be driving it to one of our events this summer.!



Do you have a NON Tri Five Chevy car or truck you would like to have featured – finished or not? If so contact David Graves at David@DallasClassicChevy.com.

May 8-10

Omni West Hotel – Houston
Lone Star Classic Chevy
Convention
SCHEDULE OF EVENTS

Friday, May 8

Noon to 5pm: Registration
Noon to 5pm: Car wash
Noon to 8pm: Hospitality Room
Noon to ?: Swap Meet
5pm to ?: Free beer and tacos in
Hospitality Room

Saturday, May 9

8am to 5pm: Hospitality Room
8am to Noon: Car wash
9am to Noon: Registration
9am to 4pm: Swap Meet
1pm: Judging begins
6pm: Banquet and Awards
(more free beer)

Sunday, May 10

Pack up and head for home!

**MUSCLE CAR
DRAG RACING**
SUNDAY APRIL 26th
*TX Muscle Car Club Drag
Racing Series Race #3
Texas Motorplex- Ennis*
Biggest TMCCC drags of the
year! DACC will be represented
well, new faces welcomed and
remember there is a class for
everyone! DACC will be grouped
together in the pits so look for the
group of Tri Five Chevys and join
us! Lunch will be provided by the
'Chefs of DACC' (that's hot dogs
and hamburgers hot off the grill).
Lots of muscle cars from all the
area car clubs will be on hand
attempting to take their class win.
More info at www.TMCCC.org or
watch the club chat board on our
website for the latest information!



Bob Caruth's Feature Car Continued



I had bought a trailer by this time and took the car over to Josh Ottmann who had just enough time to detail the car for the Autorama, but the front end still bothered me and after the show I left the car in the trailer and went straight to club sponsor Barry Wilson at Wilson Auto Repair and ask him to find the problem. I left the car there in the trailer and got a call two days later saying "we have to talk", never a good sign. With the car on the lift and bright lights you could see where the front had been wrecked and rewelded several times, and it had all started breaking free. Ok, no alignment is going to fix this so bite the bullet time: new frame. And if you are going to bite, take a big bite. I looked at a Morrison frame but I wanted an independent rear suspension so I called Russell at Hot Rod Jim's and ordered a new tube frame with Corvette C4 suspension front and rear with QA adjustable coil overs but with a 3.42 ratio. The first one wasn't correct so Russell built another and this one was close enough to modify. The motor mounts were too high and too far forward so those were cut off and repositioned. The rear transverse locator needed to be strengthened where it attached to the frame, but then the rear tread width was too wide for my wheels. I like my American Hopster wheels and didn't want to order new wheels with a deeper offset; so the half shafts and support rods had to be shortened 1½ inches per side for the wheels to fit in the wheelwells, and the frame needed to be notched for the headers: which Rich's Performance Muffler made a great system with his X-pipe and it sounds great. The last problem was that a wedge needed to be cut from the frame in front of the radiator support mount lowering the attachment points for the front clip. The electric windows are now finished and custom door panels are installed now all that's left to do is an alignment, come to think of it that's where this round started.

Now about that interior again.....?



Welcome New Members

833
Rudy & Marilyn Bowling
1436 Deborah Drive
Kaufman, TX 75142
'57 210 4dr

834
Thomas & Misty Irby
1900 Haversham Drive
Flower Mound, TX 75022
'57 Chevy

835
Marvin & Linda Cowden
3818 Verde Woods E
Grand Prairie, TX 75052
'55 Bel Air Sedan

836
Tommy & Susan Wright
2115 Royal Oaks
Irving, TX 75060
'57 2dr Hardtop

837
Donald & Carlanne Hickman
1901 Florance Ann Lane
Haslet, TX 76052
'57 2dr Hardtop

838
Terry & Debbie Guest
1701 Arthurs Circle
Bedford, TX 76021
'55 210

WELCOME BACK
Joe & Eva Barton
410 N Hamilton Street
Farmersville, TX 75442
'57 2dr Hardtop

WE NEED YOU FOR PARADES!

JULY 4th CLUB PARADES IN IRVING AND ARLINGTON!

We are putting our plans together NOW for the July 4th Holiday Parades that are witnessed by THOUSANDS in ARLINGTON and IRVING. If you enjoy doing parades this is your month! WE NEED AT LEAST 6 CARS FOR EACH PARADE TO STEP UP! To get in on the Arlington parade contact George Johnson at 817 624-8836. To get in on the Irving parade contact Greg Hedum at 972 539-9886. Both Parades get underway in the morning of Saturday July 4th.

MEMORIAL DAY PARADE IN RICHARDSON – May 25th

ALSO – DACC will participate in the smaller Memorial Day Parade in the Spring Creek neighborhood in Richardson on Monday May 25th, to get in on this parade contact David Graves at 214 738-5231.





www.DallasClassicChevy.com

PO Box 814642
Dallas, TX 75381

April 18th Saturday Evening
Spring DACC Cruise
Edom, Texas

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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!