



CLASSIC HEARTBEAT

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

June 2009

Volume 33, Issue 6



PO Box 814642
Dallas, TX 75381
www.DallasClassicChevy.com
Est 1976
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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 - DACC TECH MEETING!

Barry Wilson will hold class!

Meet at 11:30 for lunch and your questions!

Special discussion on Front End Rebuilding and Tube Bending!



3133 Saturn Road
Garland
972 271-3579

NEXT MONTH 4th of July Parades!

We need you!

We are seriously short of cars for our Independence Day Parade entries in Irving and Arlington! Contact Greg Hedum to get in the Irving parade! Contact George Johnson to get in the Arlington parade! Their contact info is on the directory on the left side of this page!

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June Feature 'Truck'

Brian Sherwood's
1955 Chevy 1st Series 3100 Pickup
DACC's Club Favorite
from the
Lone Star XXVII Convention
in Houston



Each year at the Annual Lone Star Classic Chevy Convention, DACC along with several other clubs in attendance chose their 'Club Favorite'. This year at the 27th Lone Star event, DACC members elected this beautifully restored 1955 Pickup as the Dallas Area Classic Chevys 'Club Choice' winner. Read all about this project that took several years and be sure to check the club website for additional photos of this very nicely restored pickup!

Hello - my name is Brian Sherwood and I am 39 year old lineman from Canyon Lake, Texas. My 1955 1st series 3100 all original truck started as a 'POS', as my wife called it. But luckily I could see potential. I meet a guy named Jerry, who by the way was introduced to me by my wife and I only mention this information for 'evidence' purposes, as SHE STARTED THIS! Jerry had about 100 different old cars, trucks and a lot of Corvettes which he didn't want to part with. He had some very interesting things but I was new to all of this restoration stuff so I started to Google everything about every car he had and come to find out the

early Chevy trucks were said to be a good starter restoration project because of their simplicity. So I had to make the deal and Jerry and I talked and talked. I didn't even have a shop yet, but I would worry about that later! So I worked a deal out with him to work off the price of the truck by helping him. I decided I would start building my own shop in my spare time for this project. I had gone to an auto mechanics school right out of high school and had done some back yard body work before, so I figured I might be able to pull this off. In December of 2002 I drew up some plans for a shop - a 30x30 with a 30x25 car port in front. Well a year later I

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Tri Five Chevy Tech Questions –

As a warm up for this month's Tech Meeting at Wilson Auto Repair, here are a few common '55-'57 Chevy technical questions –

Q – Can I install a late model Turbo Hydro tranny on my original '55 or '56 265 V8?

A – Yes – the only issue is the starter. The original starter on both Powerglide and manual tranny cars bolted to the transmission. The '55-'56 265 engines had no provision on the block to mount the starter. When using later TH trannys (200, 250, 400, 700R4) you will need to use a 'engine starter plate' adapter available in the aftermarket. This kit will sandwich between the engine and tranny to provide a place to mount the original starter with the new transmission.

Q – How do I remove the ignition lock from my Tri Five Chevy?

A – First you must have the key, If there is no key make a trip to the locksmith. Once you have the key, insert it into the ignition and turn it to the 'lock' position. Using a straighten paper clip or similar small stiff wire, push it into the small hole in the chrome bezel on the lock tumbler. Turn the ignition to the left (counterclockwise) until the lock tumbler ejects from the switch.

Q – What does 'matching numbers' mean?

A – Matching numbers is a collector car term. For example, matching numbers on a '70 Chevelle means the engine block has the VIN stamped on it. Other components such as the transmission may have the VIN stamped. The Tri Five Chevys did not have VIN stamped on the block or other parts, so the term matching numbers generally does not apply. When a owner sells a '57 Chevy and states it is matching numbers, this would mean that the car has the right engine (for '57 a 283), transmission, etc. and the build dates of each component are within a 90 day window prior to the build date of the car.

Welcome New Member

844

Mark & Cindy Patterson
4601 Lakepointe Ave
Rowlett, TX 75088
'57 Bel Air

Letters to the Editor –

Washing your Tri Five – Good Stuff!

Whoever wrote the article on how to wash a Tri-Five in the April DACC newsletter knows their stuff.

I'm Ron Compton, Public Relations Director of the Mid-Tenn Classic Chevy Club. In my spare time my brother and I attend car shows all over the south selling Mothers waxes and polishes, as the Mothers Brothers.

We hold seminars on how to wash and detail your show car. The method described in April's newsletter is almost identical to how we teach with the exception of the use of Meguires products and we prefer to wash the wheels, tires and wheel welds first since they contain most of the dirt.

Great newsletter.

Ron



27th Annual Lone Star Classic Chevy Convention Houston, TX

The annual Texas gathering of '55-'57 Chevys took place for the 27th year when Lone Star XXVII took place the second weekend of May at the Omni Westside Hotel in Houston. Sunny, warm and the legendary Houston humidity was on tap for the weekend but that didn't keep nearly 100 Classic Tri Five Chevy cars, trucks and corvettes from coming for all over the state of Texas to his year's event.

DACC had the best turnout of any car club and although no 'Club Participation' Award was given, thanks to all from DACC who attended and contributed to winning our imaginary award! In attendance from DACC was Terry and Deb Sealock with their '57 Convertible, Dean Schmidt and his '57 Bel Air, Chuck Rader and his '57 Bel Air, Mark Baker with his '55 210 Sedan, David Graves and Marlene Irey in their '56 Corvette, Dan Bunch and Vickie Penny with their '57 Bel Air Sedan, Nick and Charles Ropollo in Nick's '56, George Johnson with his '56 Nomad, Larry and Melody Rogers and their '57 Bel Air Sedan, BJ and Minnie Bucher with their '57 150 Sedan, Carl Mitcham came carless, Marv Cowden and his '55 Sedan, Bill and Diane Preston with their '56 Nomad, trailering their classics was Joe Sanders with his '57 Bel Air, Mike and Sandra Reeves with their '55 Bel Air, and Sonny Poteet with his blown '55 Bel Air.

The event was laid back with 'Favorite' style judging of the assembled Chevys on the lot. Several unusual Classic Chevys made the event, one was a '57 Chevy Ambulance belonging to Greg and Martha Graves from south of Houston that was recently rescued and is slowly going to be restored back to it's former glory. This unique 'ride' features a reworked roof for additional height and of course is stretched to allow for two attendants and a stretcher to ride comfortably in the rear section. Once restored, this should be a big favorite at the shows! Another Tri Five was a fully restored '55 5 window pickup belonging to Brian Sherwood that featured the Thriftmaster 6 cylinder engine and a black paint job that rivaled any of the other cars on the property. This truck received the Dallas Area Classic Chevys 'Favorite Classic Chevy' of the show award and was very deserving. The rare corvettes from this era were represented with a '56 from Dallas, '57 from Houston and a '56 from Austin. Clubs represented at the show included the host club Houston Classic Chevy Club along with members from the Heart of Texas Classic Chevy Club from Waco, Central Texas Classic Chevy Club from Austin and of course the Dallas Area Classic Chevys. Club participation was the greatest from the Dallas Club as over 15 Tri Fives from the club ventured down Interstate 45 for the event. Special note of congrats to our own Mark Baker for taking the Best Custom '55 Award and Joe Sanders for taking the prestigious 'Best of Show' award.

Next year the event is scheduled for May 14-16 in San Antonio and to be hosted by the Alamo Classic Chevy Club. For more information about this event and past Lone Star Conventions, go to www.LoneStarChevys.com. Be sure to check out the photos from Houston at www.DallasClassicChevy.com.



Feature Truck story continued -

finished the shop and then in early 2004 I brought the 'carcass' home. This is where my wife's 'POS' comment comes into play! I pushed my pride and joy into my newly built garage and rolled the door down and dug in. One of the ways I work the price of the truck down was to scrap some of the trucks Jerry had that had good parts. After stripping three '47-'54 trucks to the frame I had a good idea how they came apart! So I started on my truck. From early 2004 to February of 2008 I can't tell you how many hours, long weekends and late nights were spent on my truck, nor can I tell you how much cash was spent because the drawer with all the receipts has never been added up. About 2 1/2 years into the project I did close the doors for about 6 months because I was disgusted. I had a rolling running frame, a bunch of body work done, but no paint and I still couldn't drive it. So one day I decided to either crush it or finish it, and I decided to go back to work on it and this is the finished result. I had a lot of help finishing my truck from some great friends, Daniel Kraemer, David Mortenson and my father Jim Sherwood and a lot of support from the woman who started it all. In 2008 I went to 9 Shows and did pretty well with plaques and trophies - but what has meant a lot more to me have been all the compliments about the work I have done. That has made it all worth it! This hobby has some the best people in the world and I am very proud to be part of it!



Options:

Exterior - stock, color black, chrome grill, chrome bumpers, side tire carrier, opt. pass. Rear view mirror, Deluxe license bracket, Opt. Pass rear tail light, Stainless windshield trim, Stainless door trim, pine bed wood, vacuum wipers, dealer step guards, green tint glass.

Interior - stock, deluxe cab, color pulsar grey, upholstery black, original 6V AM radio, factory turn signals, rubber mat, opt. pass sunvisor, jack, tool kit.

Motor - stock, 235 cid full pressure insert motor std bore, oil filter.

Chassis - stock, three speed trans, 3:90 rear end, bias ply tires, drum brakes, opt front sway bar.



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TECH MEETING
Saturday June 13th - 11:30am
Wilson Auto Repair - Garland

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THIS MONTH

**DACC TECH MEETING
AT WILSON AUTO!
Saturday June 13th at 11:30**

**BRING YOUR
QUESTIONS!**

LUNCH PROVIDED!

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!