



CLASSIC HEARTBEAT

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

November 2009

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PO Box 814642
Dallas, TX 75381

www.DallasClassicChevy.com
Est 1976

Current Membership -161

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972-960-1408

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214 352-9132

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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.

DACC ANNUAL MEETING

Saturday November 14th, 6-8PM

Cozymel's Mexican Grill – Grapevine

SPECIAL RESERVE PARKING FOR TRI-FIVE CHEVYS

This Saturday night plan to come and join us in Grapevine for our Annual Meeting that will include officer elections and will feature special guest Josh Ottmann who will give a discussion and answer your questions about detailing and improving the look of your Chevy.

The club has arranged for a special buffet menu that will consist of enchiladas, fajitas, nachos, rice/beans all for \$10 per person! On top of that the Happy Hour will be extended for our group and a special \$3 for any beer!

Cozymel's is located in the Grapevine Mills Mall shopping complex (not in the mall) which is at Highway 121 and Grapevine Mills Parkway in Grapevine. The restaurant is in the north east corner of the Mall parking area. Cozymel's can be reached at (972) 724-0277.

EVERYONE WHO BRINGS THEIR TRI FIVE WILL BE ELIGIBLE FOR ONE OF FOUR \$25 GIFT CERTIFICATES TO BE GIVEN AWAY BY COZYMEL'S!



www.cozymels.com



www.ottmannedetailing.co

NEXT MONTH

Saturday December 12th

WHEELCHAIR RAMP BUILDING AND DACC CHRISTMAS PARTY

Two events as tradition for DACC, we will be building wheelchair ramps in the morning and then our DACC Christmas Party will be held that evening at the home of Larry and Jan Rollow in North Dallas. Mark your calendar and get more details on page 3 of this month's newsletter!

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It was more than just about Sputnik!



1957 was a big year for me.

I was 11 years old. What's not great about life when you're 11, living in a small town in S.E. Oklahoma? Especially in the summer. Summertime in the 50s was made for young boys. Ride your bike across town, your dog running alongside everywhere you went. Leash laws? What's that? Hunt birds with a BB gun in the woods. Decide on a moment's notice to go swimming in a farm pond. Play Little League baseball. Watch 'Fury' and 'Superman' on Saturday morning TV.

We'd had a television set for about a year. It was black and white but we had one of those green plastic films that you could spread over the TV screen and it gave some semblance of 'color'...at least that's what we convinced ourselves of at the time.

But even with a TV, a big treat was still going to the Erie Theatre on a Saturday afternoon. Admission was ten cents. If I could manage talking my Dad out of a quarter, I could go to the movie, buy a Coke for another ten cents and a small bag of popcorn for a nickel. I was set for the day! I rode my bike downtown to the theatre, but my dog

had to stay behind. (He probably wouldn't have liked the movie anyway.)

Since Oklahoma had joined the union in 1907, the summer of 1957 marked a half-century of statehood. And in virtually every little Oklahoma town, including mine, Hugo, there were carnivals, festivals, and celebrations of all kinds. They called it the 'Semi-Centennial'. I didn't know exactly how they arrived at that term, but frankly, I didn't care.

That fall, the Russians beat us into space with Sputnik. I remember lying on a quilt in the grass late one night, staring up at an endless canopy of stars. I swore one of them was moving...slowly, across the sky. It surely must have been Sputnik. But over the years I've decided it may have just been a wayward firefly. We called them 'lightning bugs' back then.

It was 1957...and life was good.

As a future car collector, it was even better than I could have imagined at the time.



DACC December Plans

As we do each year in December, DACC will work with the www.DallasRamps.org organization to build 1 or more wheelchair ramps at the home of someone in need on the morning of Saturday December 12th. We can only do this if you volunteer your time. If you can follow directions then you can help, no carpentry skills are required. Each group will have a trained leader that will see that each ramp is built to last. Dallas Ramps provides all the lumber and qualifies those to receive the ramps. Larry Rollow is our contact and he says if you have a 3/8 reversible drill (cordless or corded) to please bring it, along with gloves. If you do not have a drill, go ahead and sign up as there are usually extras available. Meet at 7:45AM behind the Freed's Furniture store at Midway and LBJ in Dallas, and normally by 1PM the job is completed. This is a great charity event the club participates in each year and we hope you can help with this effort at Christmas! Please sign up by calling Larry Rollow at 972 960-1408.

Then the evening of December 12th, our DACC Christmas Party will be hosted by Larry and Jan Rollow at their home near Preston Road and Arapaho in Dallas. It will begin at 6:30 PM and you will be asked to bring either an entrée, side dish or dessert determined by the letter of your last name (more on this next month). We will have a gift exchange for those that bring a wrapped gift.

Mark your calendar and plan to come to one or both events in December!

10th ANNUAL BRAZOS DRIVE IN MOVIE NIGHT / GRANBURY CRUISE

DACC held the 10th annual trip to the Brazos Drive-In movie theatre this past month and with the abnormally wet autumn it was looking iffy that the event would get in. But the rains stopped just for a day or so and that turned out to be perfect timing for the event. As is the tradition, our club opens this event to all makes and types of collector cars and along with the Brazos River Corvette Show that was taking place on the town square in Granbury, this event has a little of everything! Over 130 Vettes were on the square when we arrived and after spending a little time checking out the Vettes and the shops all around the square, the group headed off to Babe's Chicken Dinner House for some of the best home cooking to be found in the metro area. After that it was off to the only authentic 50's era built Drive In still in operation in Texas. The chilly weather kept most in their cars but still made for a unique experience to be had in a old car! Thanks to Greg Hedum for making all the arrangements for this event and Mother Nature for giving us a break with the rain!



DACC Winter Car Show Plans – SIGN UP NOW!

DALLAS AUTORAMA – Feb 19-21, 2010

This will be the 50th Anniversary of this annual winter ritual for car fanatics in North Texas held each February at Market Hall in Dallas. It will also be the 33rd year in a row that DACC has had a club display at this show! This year we want to help celebrate this big event that has been instrumental in our club's success over the years by displaying a great group of Tri Five Chevs. If you would like to be considered for one of the club spots at this show, contact the DACC Coordinator for the Autorama David Graves at "David@DallasClassicChevy.com"

Ft Worth Rod & Custom Show – Mar 5-7, 2010

The DACC has participated in this big event at Ft Worth's Will Rogers Memorial Center for the past several years and it has become one of the favorite events for our club. Our plans for this show is to have a big group of Tri Five Chevy **CONVERTIBLES** on display for the first time. Now this will be a feat to pull off and it will be the first time it has ever been done by our club. We really need any and all show worthy convertibles to step up for this effort, so if you would like to have your Chevy convertible in this special DACC display then you need to contact Bill Preston at "cdiane1957@aol.com"



Michael Brown's Feature Car Story Continued from page 2

In 1957, General Motors, building on a classic design change they'd made two years earlier with the radically-altered and improved styling of the '55 Chevrolet, introduced the '57 models. (Actually, you'll remember, they all hit the showrooms in the fall '56...how exciting were *those* days when the new models arrived?)

Could we have guessed that the '57 Chevrolet would one day be known as the final bookend of the 'Tri-5s'...and how much we'd appreciate that fact many years later?

Included in the line-up of Chevys for the '57 model year was the 5th incarnation of the Corvette. I can't say for sure that I was aware of the Corvette all that much at the time. In fact, it was probably another 4 years or so before I'd even see one...and that came about by watching 'Route '66' on that green-tinted TV screen.

I surely never saw one drive through Hugo.

Flash forward almost a half-century and here I sit, still mentally touching base with the 50s in general and 1957 specifically, as I drive my '57 Corvette on the open road with the top down.

I've been fortunate over the years to be able to put together a little collection of Corvettes (See www.hookedonvettes.com) which covers some of the very earliest models to the latest and fastest. But my '57 Corvette is in a class and special part of my consciousness by itself.

If 1957 was special to me for the afore-mentioned reasons, it must also have been special to GM and their car-buying customers of the day. General Motors sold more than one and a half million cars in 1957. Considering the problems they've had in recent years, how GM must *long* for those days, as well.

The '57 models not only set a new benchmark of design that most of us 'Boomers' would still be appreciating many, many years later, but they also brought us new options to spend money on when we bought a car.

Among the offerings in '57 that were first-time options on GM cars: A fuel-injected engine that allowed for 'one horse per cubic inch' in the 283 V8. It was an expensive option, jacking up the price of the '57 Corvette by almost a fourth. And even though the base price was 'only' \$3,176.00, another 25% was a good chunk of cash in '57. Remember, in 1957, the average *annual* income was just short of \$4,500! No doubt because of that, only 240 of the 6,339 Corvettes sold in



'57 were ordered with fuel-injection.

Also new for '57 was a four-speed manual transmission. 664 '57 Vettes were delivered with that option...it was a little more affordable as a \$188.30 add-on.

My '57 Vette was originally ordered with both factory-equipped 4-speed and 'fueilie' options. I'm not sure who initially bought it that way, but I sure am glad they did. It makes it a fun car to drive with the top down and hair blowing in the wind...(OK, even with *less* hair blowing in the wind than there might have been in '57!)

And, you probably want to know if I restored it. Sorry, no. I don't do restorations on my vehicles. It's not that I'm in any way implying that I'm above getting my hands dirty. Much more than that, it's that I'm incapable of restoring a classic car, and I admit it. Ironically, my late Dad was a salvage yard owner and mechanic *extraordinaire*. I always say, I inherited his love of automobiles, but not his ability to work on them.

I'll go even further in saying that I continually appreciate the people who do restore classic cars. It makes it possible for those of us who are 'dexterity-challenged' to enjoy an outstanding older automobile in its original condition.

My '57 Vette came to me from the upper Mid-west several years ago and my fondness for it continues to grow. It was the last of the single headlight Vettes and few would argue that its design is classic and timeless.

Made in 1957. Hard to believe it's as old as it is. In fact, it's hard to believe I'm as old as I am! Ah, but in my mind, I'm really just 11 years old...and it's 1957.

1957 was a big year for me.

Michael Brown

**More photos of Michael's beautiful '57 Corvette at
DallasClassicChevy.com**



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Bedford, Texas



I think being car crazy is hereditary as I am a third generation car club member. My grandparents Francis and Lorna Klock, were members of the T-Bird Car Club in Sacramento, CA where they had a 1955 T-Bird and several other classic cars. My grandpa was so car crazy that he had an extensive auto magazine collection that was displayed in a car museum in Sacramento! My father Jerry Mather, who recently passed away this past August 2009 was one of the founders of a local car club - The Protestors in San Fernando Valley, CA. The original members still meet and have reunions to this day. My Dad turned me on to 50's music and had an extensive 45 collection.

Growing up a child in the 80's is where I became car crazy. My first car was a 1970 Challenger but my buddy had a '55 Chevy that I fell in love with. After watching the movie Hollywood Knights I had a desire to own my own Tri Five Chevy!

In March 2005 I was working in Terrell, TX where I found my '57 sitting in a field. This car had been sitting for at least 30 yrs. I took her home and stuck her in my garage and started taking her apart.

In May 2006 I dropped the car off at North Texas Customs. There the body was removed from the frame and I took the frame back to my garage. I had the motor mounts welded on after Don Andrews let me borrow his mock up engine and transmission. I took the frame and had it sandblasted and powder coated. I then installed a Ford 9 inch rear end with 370 ratio posi traction, tubular upper and lower A arms and two inch drop spindles. I returned the frame and the body reattached and completely redone with new rear fenders, rocker panels, floor boards and undercoating. It was painted a canary yellow.

It is now back in our garage where she waits to be completed. Due to the economy and supporting my wife and two children it is slow work in progress. But I look forward to the day that my family and I can cruise with everyone at the Dallas Area Classic Chevy Club. Hopefully, my children will become car crazy as well and become a fourth generation car club member!





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DACC ANNUAL MEETING
SATURDAY Nov 14th, 6-8PM
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