

CLASSIC HEARTBEAT

November 2012

TEXAS' LARGEST AND MOST ACTIVE CAR CLUB EXCLUSIVELY FOR '55, '56 AND '57
CHEVY CARS, TRUCKS AND CORVETTES – CHEVROLET'S GOLDEN ERA!

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PO Box 814642
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www.DallasClassicChevy.com

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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.

DACC ANNUAL MEETING! SATURDAY NOVEMBER 17th 5-7:30PM at the Jack Junkies auto garage in Plano!



This Saturday we will meet for our Annual Meeting where we will have Club officer elections for our VP, Treasurer, and two Board Member positions, dinner will be provided (SO BE SURE TO COME HUNGRY!), and we will have speakers from Jack Junkies

tell us all about their revolutionary concept in 'Do It Yourself' garages. Don't miss this one and DRIVE THE CHEVY!

JACK JUNKIES is located at 1201 E Plano Parkway (just east of Central Expressway on the north side of Plano Parkway). *A link to a map to their facility is in your weekly email this week.* Jack Junkies has over 15,000 sq ft of state of the art garage space for the 'Do It Yourself' mechanic. 18 bays with lifts, tools, compressed air, parts washer, ASE Techs available to assist, climate controlled, flat screen TV's and MORE! Find them on the web at www.JackJunkies.com.

NEXT MONTH TWO DACC ACTIVITIES COMING IN DECEMBER!

Our annual DACC Wheelchair Ramp Building for those in need on Saturday December 8th 7:30AM – 1PM, – Contact Greg Hedum to sign up at 972 539-9886

Our annual DACC Christmas Party on Sunday evening December 9th beginning at 5PM at the home of Rich Purvis in Grapevine, dinner/drinks provided, White Elephant Gift exchange encouraged!

MORE DETAILS IN YOUR WEEKLY EMAIL AND NEXT MONTH'S NEWSLETTER!



DACC FEATURE CAR

Rich Purvis
 '55 Nomad
 Grapevine, Texas



Rich Purvis retired from the City of Los Angeles fire department in 1997 after 30 years of service. All those years he enjoyed drag cars, then Harleys, then boats, to airplanes, back to Harleys. He ended up crashing three boats, three planes, one helicopter and four wives. He retired to Lake of the Ozarks, Missouri for six years to enjoy the boating. He had been snow skiing with members of the Dallas Ski Club for many years, so when he decided to leave Missouri, he moved to the Dallas area to enjoy his ski friends, and the low cost of living here. He decided to live in Grapevine and has been here since Thanksgiving of 2003.

Rich ALWAYS wanted a Nomad and in the spring of 2009 found one he had to have. He found his '55 Nomad on HotRodHotLine.com. It was a shell that the local builder had brought from San Antonio. The shell was already painted red. Rich had the top of the car painted silver. He also had the builder add a Serpentine front-runner system, headers, manifold, power windows, front disc brakes, power steering and air conditioning. He had them put in a 350 crate motor, Mattson complete radiator/ac system and CPP master brake cylinder set up. The upholstery has a tan all leather custom interior with a Classic instrument cluster, chrome garnish moldings, a dwarf steering wheel and Dynomat insulation throughout. It has a "smoothie" front bumper, Lucas headlights and electric radio antenna. He removed the side mirrors to give it a cleaner look and uses clip-on convex rear view mirror for safety when driving. The front end has 2" dropped spindles, 2" shorter Ibach springs, and has 3" lowering blocks on the back and heavy duty sway bars on the front and rear. It has Torque Thrust II 17" wheels all around, Nitto Extreme ZR tires, and 350 transmission with high

performance shift kit and 3:73 rear end with positraction.

After a year and a half, Rich finally got it from the builder on the Friday before the Orange County California Good Guys Show in the fall of 2010. He drove it around a little, then set out Monday for California to enter the Good Guys show with his brother, Jim, who is also into Classic Chevys. The Nomad overheated before he even got to Weatherford, Texas! There he tried to fill up and found his gas tank was leaking at the sending unit on the front of the tank where the mounting screws hadn't been sealed. He could only put eight gallons of gas in the tank at a time because of the leak, the gas gauge didn't work very well, and the speedometer was slow - All in all, it was REALLY hard to figure out when he needed to stop to get gas. He planned to go as far as Abilene, to see if things straightened out before turning back. The next day it was cooler and he headed on west.

The rear end was whining and clunking by the time he got to Arizona. In Tucson traffic at 3 pm, he found that he had no brakes. After using the hand brake to stop he managed to get off the expressway and found there was a stainless steel line from the power steering laying across the brake lines. Vibration had made holes in the master cylinder lines. He got new brake lines installed while in Tucson and then while leaving for Phoenix in the evening he noticed his lights were flickering off and on. So he got a hotel room and decided to just drive in the day time. Here he found that the car door key wouldn't lock the rear hatch, so he had to back the car up to a wall at the motel to make sure no one would get into it during the night. The next morning he found out that the car door key wouldn't open the doors either, so he had to crawl in thru that unlocked rear hatch to get back in the car! Somewhere along the trip the hood latch stopped working. Fortunately, he had a bungee cord to hold the hood down for the rest of the trip.

Driving in the LA traffic, it was overheating all the way to his brother's house. They took the Nomad to get the rear end looked at and found that the drive shaft was too long and had caused the rear end to eat itself. It spent two weeks in the shop in California and cost \$1,200 to make the repairs. The third week in California he was finally able to drive the Nomad again. He entered a parking lot show in Huntington Beach and won First Place in his very first car show. When he was ready to leave to come back to Texas, the car wouldn't go into reverse. It would start in any gear because neutral safety hadn't been working at all. The local transmission shop drained fluid and it was full of metal shavings, also from the drive shaft problem.

This was the final straw! Rich had to have a little talk with the (unnamed) builder who paid FedEx \$1,300 to

Continued on Page 4



Welcome New Members

#929

**Bob & Jean Harris
1525 McArthur Blvd
Irving, TX 75061
no tri five – yet!**

#930

**Matthew Osborne & Regina Marshall
1408 Apryl Dr
Aledo, TX 76008
'55 2 dr Bel Air**

#931

**Benny & Kathy Retamozo
1609 Harvest Glen Dr
Allen, TX 75002
'57 4dt Bel Air Hdtp**

#932

**Roy Parr
3928 W Greenhills Ct
Irving, TX 75038
'55 Bel Air**

#933

**Donald & Judy Howard
101 Beechwood Pl
Lewisville, TX 75067
'56 210 Sedan**

#934

**Kevin & Shelia Sears
1316 Winding Brook Dr
DeSoto, TX 75115
'55 2dr Bel Air**

#935

**Jim & Shar Orello
9789 Snowberry Dr
Frisco, TX 75035
'56 Bel Air Sedan**

DACC 'OTHER CAR' Feature Story *Non 'Tri-Five Chevy' Rides belonging to DACC Members!*



**John & Maggie Rush – Plano, Texas
'51 Chevy Pickup**

We were looking for a classic truck for about a year. I was favoring a tri-5 but the wife preferred one from the early 50's. I have a '56 210 which she won't drive so I decided to get her what she wanted therefore she would have something to drive.

I preferred one that had a 350 sbc with an automatic trans because I knew I would not be happy with a 6-cyl. I also knew a truck like that could cost upwards to \$20,000 or more depending on the condition. So after almost daily searching eBay, Auto-trader, Craigslist, etc. I decided to try a swap meet so I went to the Decatur swap meet last February. That's where I found what I was looking for.

The guy selling it got it from a family who had no interest in it after the death of the father, who was the one that put all the work into it. He replaced the front and rear ends with those from a Trans-Am. He installed the 350 sbc, the 350 Tranny, 4 disc brakes. That's basically all the seller knew about it. It wasn't a steal at \$13,000 but it seemed fair..... until I got it home and began to fix things. The most challenging thing was not knowing the year of the front clip. Pontiac changed something related to the steering or suspension every year throughout the 70's and 80's. The first thing I had to replace was a steering box that leaked badly and while I was at it, figured I should replace the entire steering linkage. You can imagine the nightmare not knowing the year but after much research and buying then returning parts I've finally determined the year of the Trans-Am was either 1980 or 81.

John Rush 'Other' Feature Car Continued on page 5



Rich Purvis Feature Car Continued

ship the car back to their shop in Texas. The final indignity was when the emergency brake cable broke and came off in his hand before it went on the transporter. The bad luck continued as the transport driver had it on the top rack over a new Porsche convertible. He did have the foresight to recognize the potential for the Nomad to leak SOMETHING! So he covered the Porsche with plastic, and of course, all the gas leaked out of the Nomad through its cheap plastic fuel filter onto the Porsche while inside the transporter.

Rich documented 58 major things that went wrong with the car on the trip. The (unnamed) builder paid for the brakes, drive shaft, hood, lights, etc. that were fixed on the road and repaired the other things, but would only pay for half the cost of the new transmission. Go figure. I know you're wondering why he would even start out for California in a newly-built Classic car but Rich says, "I'd drive to California in any new car, which costs less than the Nomad cost me..." well - *Welcome to Hot Rodding, Rich!*

After driving the Nomad to the 2012 Lone Star Classic Chevy Convention at San Marcos, Texas in May, Rich took the car to Tim at HCC Performance in Dallas to work out more problems that the Nomad was having. Tim did a complete analysis of the car and promised to do the work in a timely manner. He ended up adding an Edelbrock manifold, a 650 Holley carburetor and a Protronix ignition. He replaced the rear wheel bearings and brakes and put stainless lines on the air conditioner, heater, power steering, brakes, gas lines. He also replaced the cheap plastic gas filter that leaks with a good one. He did \$3,800 worth of work and Rich sings his praises!!!

The record Texas heat in the summer of 2011 made Rich decide to spend a month in California doing shows with his brother, Jim, in the summer of 2012, instead of visiting in the winter as usual. Coincidentally, the National Chevy Nomad Convention was being held in Sacramento in mid-July also. So for this trip Rich borrowed fellow club member Pete Herrera's trailer and towed the Nomad to California behind his Dodge Magnum station wagon. His pre-show detailing was wiped out by two rain storms in New Mexico and two in Arizona on the way to Sacramento and he spent a FORTUNE in gasoline. But he ended up doing a sweep on the awards at the convention against more than 80 fantastic Nomads from all over the country. Showing in the Modified Trailered Class, it won "1st Place", "Best Paint & Body", "Best Engine & Drive Train" and "Best Interior"! The only thing he didn't win was People's choice which went to a Waldorf-style Nomad from California! Rich and his brother did lots of other car shows around California while he was out there and he had an uneventful trip towing the Nomad back home to Texas this year.

Rich enjoys socializing and meeting new people at local car shows. Most recently he won "Slick 6 Car" and "Best Back Seat to Make Out In" at the huge Fort Worth Cruisin' for the Cure Car Show and "Best '55" at the DACC Fall Classic Chevy Show. He now LOVES his Nomad!!!

Other awards the Nomad has won is "Car I Would Like to Own", "Best Engine", "Best Interior", 2011 Lone Star '29' Classic Chevy Convention "Platinum Award", "People's Choice" at two shows, "Best of Show" at seven shows, "1st in 50's Car Class" eleven times, and "Show Producer's Pick" four times.



John Rush 'Other' Car Feature Story Continued

While doing all this I figured it was a good time to replace a leaking radiator. Another nightmare in itself too long to describe here.

The next nightmare was replacing the leaking calipers. The fronts went on fine but the rears didn't. After installing them and mounting the wheels, they locked. Or I thought they did. Thinking the calipers were the wrong ones, I returned them to O'Reilly's for another set. Same thing happened. Turned out the 14" wheels, when lugged on tight, jammed against the calipers and wouldn't budge. It took me awhile to figure out what the problem was. Why did the original calipers work fine? A closer look revealed they had been grinded to make fit. Great. Now I have to either grind down the new calipers or get 15" wheels and tires. I remembered I had a set of 15" Camaro Rally wheels in my attic so I opted to use them and buy new tires.

Nightmare #4 was for some unknown reason the motor would die about once a week. Turning the key did nothing. Not even a click at the starter. But jumping the battery it would start right up. Long story short this problem resulted in replacing the battery, cables, starter, alternator, ignition switch, coil, distributor, plugs and plug wires. I still don't know what the failing components were.

Nightmare #? It was fuel delivery. The carb would run out of gas when I still had half tank.... EVERY TIME. This gave me a good reason to change the carb and gas lines although I didn't think that was my problem. I just wasn't comfortable with the old Holley. After lots of tests and trying different things with the tank and location of the electric pump, I decided to replace the electrical pump with a mechanical pump I had sitting in my garage. Another problem fixed.

All this just scratches the surface of everything I've fixed or replaced or had fixed by someone else or still needs to be done. My to-do list is still pretty long. But in spite of everything, I have no regrets. I love working on it and driving it. So does my wife!

Got a story about your non 'Tri Five Chevy'?

We want to hear about it! Send your story and photos to David@DallasClassicChevy.com to get in the lineup!

DACC MEMBER'S PHOTOS

FROM THE PAST WHO IS THAT PERSON?

Last month, this photo appeared in the DACC Classic Heartbeat newsletter. Now it is impossible to tell who it is and there is no

Tri Five in the photo, but if you are a follower of the DACC Facebook page OR if you know this person well you would know that sitting in the cockpit of this nitro fuel dragster in 1967 is our own BJ Bucher. BJ was involved in the sport of drag racing in the 60's and even partnered up with the famed Carroll Bros of Irving for a while to run the 'Texas Whips' Top Fuel dragster driven by Kenny Bernstein. That was many years ago and BJ long left the sport of drag racing. (and so has Kenny!)



Got a photo to share from the past? Send it to INFO@DallasClassicChevy.com

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DACC ANNUAL MEETING
JACK JUNKIES GARAGE - PLANO
SATURDAY Nov 17th - 5PM

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