



CLASSIC HEARTBEAT

January 2005

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



PO Box 814642
Dallas, TX 75381

www.DallasClassicChevy.com
founded 1976

BOARD OF DIRECTORS

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972 389-9816 term expires 12/05
- **Vice Pres – Marvin Johnson**
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- **Treasurer – Dean Schmidt**
972 867-3255 term expires 12/06
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972 539-9886 term expires 12/05
- **Board Member - Larry Rollow**
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- **Board Member - Bill Preston**
972 691-4968 term expires 12/05
- **Board Member - John Rush**
972 517-4247 term expires 12/06

Appointed Positions

- **Tech Advisor - Larry Rollow**
972-960-1408
- **Webmaster - Kevin Brown**
972 889-7233

Dallas Area Classic Chevys 2005 Dallas ISCA Autorama Feb 11-13, 2005

DACC is planning to assemble a fantastic group of 1955 Chevys to display in commemoration of the 50th Anniversary of the '55 Chevy. This month we will finalize the cars to show and move forward from there. This display is aimed at bringing attention to the 50th birthday of Chevrolet's 1955 breakthrough year. We are attempting to address other aspects of the display and if you have anything to offer to help the club, please step forward. Dean Schmidt and Kevin Brown are working on stanchions, we may need some signs and manpower will be needed during the show hours. Kevin Brown is coordinating all of this and needs to hear from you if you would like to help out in any other way with the display. He may be reached at 972 889-7233 or email at jkevinbrown@comcast.net.

DACC and the Ft Worth Rod and Custom Show March 4-6, 2005

We would like to have a club entry in the Ft Worth Rod and Custom Show held March 4-6 at the Will Rogers Arena. This would be another great opportunity for the club to be exposed to the area and a chance for us to recruit more members in the Ft Worth area. Ideally we would like to show 3 cars, one of each year or more if we have the interest. If you would like to be a part of this possible club exhibit, please call or email David Graves 972 389-9816 or DGravesTX@comcast.net.

No Club Meeting or Function This Month

With what is traditionally the slowest month of the year for car related activities, the club this month will only have a Board Meeting. The Board will outline and plan for the coming year, finalize the Dallas Autorama plans and discuss the possibility of getting a club display together for the Ft Worth Rod and Custom Show.

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From an internet chat board.....

Dumbest things said to you about your car.....

Guy with a Sedan Delivery... I get "nice nomad" all the time! Was this a hearse? The best was a guy at a gas station, he said "is that one of those Boydington conversions?" and another that needed to be educated about deliveries asked "How do you keep the paint on the glass?"

Guy with a '56.... Nice 55. Well actually it's a 56, but thanks anyway. Oh, I see you've got those fake taillights on there. That's what fooled me.

Another... Questioner: Why did you take the fender skirts off?
Me: Well, it never had any.
Questioner: Sure it did. All 57 chevys had them from the factory....

Another... I used to hang a sign on my Delivery and wagon at car shows that said, "It's NOT a Nomad"

Guy with a '57 Have you ever pulled up to a full serve gas station and the attendant starts pulling on your license plate before you get out of the car? When I opened the fuel filler door he asked me if there was a second tank in the other side. At least he didn't attempt to rip the trim off the quarter panel in search of it.

Best Car Polish??

This test was performed by a Ferrari group web site, all the products were bought off the shelf or online where they could find them. There was no advertising or sponsorship from any of the manufacturers, they purchased everything with their own money. Each product was compared in the exact same conditions daily for a 6 week period.

The products were evaluated on: Price, Amount of water beads using 500ml of water, Bead size, Shine, Gloss, Depth, Clarity, Reflectivity, Slickness, Color enhancement, Overall impression and given a final grade in GPA format.

The grading was done in an A+ to F- fashion to form a GPA, and the results are below. This is not a bible, but it's a very good indication real world how they perform against one another and how far your dollar really stretches.

1. Zaino Brother's Polish - second best looking and most durable of all of the products. One of the only products to survive a week long snow storm. Still provided protection after 7 months in the elements. Most superior product and in the top 3 for "looks" too.

2. P21S Concours-look Carnuba - first best looking, then Zaino's,

3. Klasse All-in-One and Sealant Glaze

4. Armor All Protective Barrier

5. Pinnacle Souveran - third best looking, Zaino's durability takes over after 3 weeks

6. Pinnacle Paste Glaz Carnuba

7. Rain Dance Premium - name doesn't imply best protection, go for Zaino

8. Mother's California Gold Carnuba Cleaner - availability is awesome

9. Collinite Marque D'Elegance

10. Mother's California Gold Pure Carnuba

11. Blackfire

12. Collinite Super Doublecoat

13. Blitz One Grand

14. Turtle Wax Finish 2001

15. Eagle One Wet Polish and Wax

16. Griot's Garage Carnuba Paste Wax

17. Nu Finish

18. Meguiar's Gold Class

19. Turtle Wax Emerald Series

20. Prestone Bullet Eax

21. Griot's Garage Best of Show

22. Meguiar's Medallion

23. Turtle Eax Super Hard Shell

24. 3M Perfect-IT Show Car Paste

25. Meguiar's #26 Hi-Tech

26. Meguiar's #16 Paste Wax

27. Turtle Eax Extreme Cleaner Wax

28. Eagle One Pure Carnuba

29. Zymol Carbon Carnuba

30. Finish First World Class Auto Polish

31. Liquid Glass Ultimate Auto Polish

32. Kit Carnuba Paste

33. Meguiar's #19 Professional Cleaner/Wax

34. Formula 113

35. Zymol SUV Zurtle Natural Liquid

36. Zymol Titanium Carnuba

37. Malm's Carnuba

38. Wizards Shine Master

39. Race Glaze

40. Zymol Concours Carnuba

41. The Wax Shop Super Glaze Liquid

42. Gliptone Original Carnuba Paste

43. Rally Cream Wax

44. Gliptone Platnium Series Paste small particles during

45. Meguiar's Quik Wax - not a polish, used to take off dust and show or protect from rubber/track residue or chain/bike grease

46. Lemon Pledge - not a polish, used to take off dust and small particles during show



D A C C

Member's P ride

John and Maggie Rush

1956 210 2dr Sedan

Plano, Texas



I became driving age as a teenager in California back in 1964. The first car I ever owned was a '57 Ford that leaked oil as fast as I could put it in plus it smoked worse than a freight train. Needless to say, it didn't last very long! Because I needed a car, my Dad (who lived in Dallas) said I could have his '56 Bel Air. My Dad was a shade tree mechanic. A genius at fixing cars but scoffed at the mere thought of customizing them. His feelings were that Hot Rodders were up to no good. So how cool was this car? You guessed it! A 4-door model with 6-cylinder power! Even the turquoise/white two-toned paint had "nerd" written all over it. It didn't take me long to save enough money



for an Earl Scheib paint job. Being the classy guy I am, I didn't get the \$29.95 job. I got the deluxe \$100 one. Next task was to take it to Tijuana Mexico for the diamond-tuck interior. A set of chromed wheels and now I'm cool. Well, sort of. I was still a teenager and it was still a 4-door, 6-cyl. Fortunately, that meant nothing to the girls so I can say there were some great times at the local drive-in movies. Long story short... I had the car all through H.S. and college but sold it for \$300 in 1972.

The next 30 years was filled with the usual comedy and tragedy. Raised 2 great kids but unfortunately lost my Dad to a highway

accident. He and I lived 1500 miles apart but were very close. Now I live out here in Texas but he's gone. Go figure. Anyway, about 3 years ago I was at Grapefest and they had a car show. A guy had a stock '56 Bel Air and when I took a look I was suddenly back in 1967. The days of cruising, dating, and everything 60's passed through my mind. Then I thought about my Dad and almost lost it. It was very emotional. From that moment I decided I would get another '56.

A few months later we gave one of our cars to our Niece which opened the door for another vehicle. Believe it or not I started looking for a stock '56 with 4 doors and a 6-cylinder engine but the old cruiser in me kept alive. I found my current '56 on AutoTrader.com in Humble, TX. It had a 10 year old scallop paint job but still looked pretty good. I had always liked scallops because they weren't as popular as flames. The seats and carpet were nice too. The owner had just put a mildly modified 350 in it so it had just a few thousand miles on it. He had it as a race car. The racetrack slips were still in the glove box. Along with the 350, it had a 9" Ford rear end, Hooker Headers, discs on all corners, and a Muncie 4-speed. This guy was a pretty serious gear head. I bought it for \$12,500. Since then I've done a whole lot more to the car than I thought I would. Some for necessity, some for vanity. 3 weeks after I bought it the steering gear literally broke. The car got very hot sitting at a red light or in heavy traffic. Not many of the gauges worked. The engine compartment was a mess. The wipers didn't work. The paint didn't match the interior very well. The radio didn't work. E-Gads!!!

Within the first year I replaced the radiator, had the steering box rebuilt, moved the battery to the trunk, installed a wiper system under the dash, added a bunch of chrome, custom gauges, Cragar wheels, Painless

wiring system, and a new stereo system. I took it on it's first long drive in 2003 on the Hot Rod Power Tour. Blew a tire and bent a push rod but made it ok.

My most recent mods are a new 5-speed Tremec tranny, new paint, a new interior, and a better stereo system. I found a good restoration/paint guy and an interior guy both in Royse City. My restoration guy suggested we pull the engine and smooth the firewall. Everything came off the front of the car to do it and I'm very pleased with the results. I wanted to keep the scallop design but we modernized it a little. I had the emblems removed and the trunk smoothed. The rear license plate retracts and a hidden cable operates the trunk latch. I cut the dash to accommodate the new stereo and installed an amp in the trunk. My interior guy installed ultra-leather seats and trim with royal blue carpet in the passenger cab and trunk. Now I'm fighting a never-ending battle with rattles and squeaks. Such is life.

PS. My Dad would hate this car



Look for more photos of this month's feature car on our website sometime in January. Click on the Feature Cars link to see this and past feature cars



SPONSOR SPOTLIGHT



777 Riding Club Rd.
Rockwall, Texas 75087
972.772.0146

www.StokedOutSpecialties.com

Richard Stokes has a love of hot rods. He also feels that this area needs a top class shop that specializes in building hot rods. He has taken this idea and is building Stoked Out Specialties into his image of what a car restoration / fabrication facility should be. Though the facility is only 2 years old and it is still growing, Stoked Out has produced some outstanding cars to date. Here is his story...

Stoked Out Specialties has been a dream of mine for a many years. My 'car thing' all started when I was in high school in Iowa. There one of my best friends at the time had an emergency come up and needed to go the Colorado and at the time his 1955 Chevy was in no condition to make the trip. I had a 1979 T/A and we switched vehicles for a week. While driving the mild custom '55 Chevy, I had people giving me the thumbs up, honking and waving. I thought to myself, man I have to get one of these!! That 1955 Chevy was the start of my desire to one day have the ability to own and build cars.

Many years passed before I was able to purchase my first 1955 Chevy. It was a fairly original nice driver 2 door hardtop that I found at the '93 Traders Village Swap Meet in Grand Prairie. I bought my second '55 in '94 (which I still have), and then I purchased a convertible in '95 out of a garage in Missouri that had just had a 5 year restoration completed before I bought it. It was in 1995 that I went to

the Classic Chevy National event in Kansas City. Attending this event is what really opened my eyes to the wide range of car restorations that was going on at the time. I met Jim Douglas from Dallas at that show and at the time he was showing I believe his red '55 or '56. I left that show wanting to build a car that could compete and show strong at any show I was at. I begun looking for a shop to get started. I had a '55 two door sedan that I wanted to build, I located a shop and the story begins.

As many of us have experienced, the car was at this shop for over 2 years and was still a long way from being completed. I ran out of patience with that shop, pulled the car out and ended up in a shop in Garland. They looked at the car and told me that if they were going to do a black car for me that they needed a better car to start with. This is after \$8000 invested with the other shop. I pulled the car home and said I will be back with a car soon. The Arlington BallPark swap meet was two weeks away by now. I went there on a mission. I was there when a 1955 sedan pulled in, complete, straight, rust free and just what I needed. Before this person could even park there were people at his window. One of those was none other than DACC VP Marvin Johnson. He had a chance to buy this car before I did. This car was a gem and I stood there for a couple of seconds listening to him with the others and I heard what he wanted for the car. When it was my turn I said I would give him what he was asking. The car was delivered to the shop and for the next 14 months we begun working on what ended up being a 999 point Best of Show car in the 2000 Tulsa Classic Chevy National meet, 997 points at the Albuquerque CCI event in 2001 and Best of Show. At the 2000 ISCA International it took Semi Custom Hardtop Champion. I have another '55 hardtop that was the Goodguys 2003 Best 55-56-57 of the show, at the 2004 Super Chevy event in Ennis it took Best Tri-Five and it will be going to the Barrett-Jackson Auction in January. Also I have a 1962 Rambler wagon that won a Boyd Coddington 'Top 10' pick of the Goodguys show this year in Ft Worth. My shop painted flames on a 1940 Ford that won "Best Flames" of the show at Goodguys also. The biggest award to date for the shop is from Goodguys 2004 where we took a 1950 Chevy truck that we have been working on for the past 18 months and won the "Early Truck of the Year"! We were told that the truck would be on the March

issue of Classic Trucks. In the shop now is a 1969 Chevelle that was on the cover for two magazines this year and currently working on DACC member Bob Vaughn's '57 Chevy where we are doing a complete frame off.

Roger Lynskey was the person who did most of the work on my '55 Chevy, and we became very close during the build of the car. We talked a couple of times about the thought of opening a shop together, but it just was not the right time. We stayed in touch for the next couple of years when one day Roger called and said he was serious this time about getting a shop of our own. Over dinner one night he had a list of proposed names for the shop and as a group that included our wives we chose the Stoked Out Specialties. I began looking for the land to build a building, bought 8 acres in Rockwall, and built one building then another then another and another. We started with 8000 sf and now have almost 18000 sf, most of which is heated and cooled. Roger's background started when his first job landed him at Road Runner Conversions for 12 years, then to Sachse Rod Shop for over 5 years and then Legacy Paint for almost 5 years. During this time he built a '65 Mustang that competed in the ISCA in 1994. Roger is my shop director. Working with Roger is Jason Helms, who is the Paint and Body Coordinator. Jason has an Associates degree in auto body from TSTS in Waco and has been with the shop for almost 1 year. Greg McSwain is the newest member of the staff and paint and body is his background. Greg's entire family has been in the auto repair business and he also worked at Legacy Paint for over 2 years. Finding good, quality employees has been the biggest challenge and we feel we have a staff that can help us work toward the next level. Stoked Out Specialties has been in business for over 2 years and our new parts department is the latest addition and is growing all the time. I am looking into a Danchuk distributorship to further assist all club members in the part needs for their tri five Chevys. Please feel free to contact Roger or me about your project and stop by and visit anytime and see what projects are underway at Stoked Out Specialties.

Be sure to check out the 'Sponsor' link on the DACC web site for pictures from Stoked Out!



Here are just a sample of projects from
Stoked Out Specialties



DACC Membership Dues.....

DUES are coming up for renewal for many members over the next several months.... Many of you will receive a notice of membership dues for the club soon, either via email or a note in your newsletter. Please pay you dues promptly so that we may continue to have this great organization for our Chevys! Remember the dues are \$25 per year and payment should be sent to the club PO Box. Your continued support is appreciated! If your not sure of when your dues are up, simply look at your mailing label for the newsletter and in the top right corner is the month and year your membership is to expire. We don't want to lose you as a member so please pay up promptly!





PO Box 814642
Dallas, TX 75381

Name
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For the latest area '55-'57 Chevy news, club history, photos of past and current events, chat board, in depth Feature Car notes and pictures, multimedia links, online newsletter and MORE... be sure and bookmark and check us out on the internet!

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