



CLASSIC HEARTBEAT

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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

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SATURDAY JUNE 11th DACC DYNO DAY and Quarterly Business Meeting

Here is the chance to see your actual HP, Torque, Fuel Ratio all in RPM increments and in graph format. This will be a lot of fun for everyone and there will be an award for MOST HP and LEAST HP! The cost is \$35 for 3 pulls (SPECIAL DACC PRICE!). We will get started at 11AM so arrive early and get ready to RUMBLE! We will also conduct our 2nd Quarter Business Meeting so be sure to attend!

SPEEDTEK PERFORMANCE

How much POWER do you really have?
Our DYNO will tell you!

Speedtek Performance, 5950 Airport Freeway, Haltom City, Tx. 76117 (southwest corner of Hwy 121 South and Carson Road in N.E. Ft. Worth) about two miles inside loop 820, just off Hwy 121 south, in northeast Ft. Worth. (682) 647-0012



NEXT MONTH! Sunday July 10th

Dallas Area Classic Chevys and the Central OK Classic Chevy Club will meet for a Sunday lunch at the Pelican's Landing located on the south side of Lake Texoma on the Texas/Oklahoma border. We will leave from the parking lot of Braum's in Lewisville off of I-35E and Fox Avenue at 10:30AM and cruise up to Texoma as a group, so plan to join us! More details next month!

STOKED OUT SPECIALTIES

To Sponsor DACC For 2nd Year!

Richard Stokes' Stoked Out Specialties has agreed to again be a supporter of the DACC for another year! The Rockwall, TX restoration/custom shop has big plans for the next 12 months and we look forward to seeing Stoked Out continue to grow. Richard loves the Tri Five Chevys and DACC is happy to continue our association with Rich, shop manager Roger Lynsky and the rest of the crew at Stoked Out!

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**TEXAS MUSCLE CAR CLUB CHALLENGE
DACC TEST NIGHT FRIDAY JUNE 17th
AT DENTON DRAGWAY
RACE DAY IS SUNDAY JUNE 26th**

Races in June are at Thunder Valley in Noble, OK and Denton Dragway in Denton, TX. This is a great series and well organized so plan to attend one of the upcoming races and represent the club! Just tell them when you are at tech that you are with the Dallas Area Classic Chevys (our club code is DC)

SPECIAL DACC EVENT: *The Texas Muscle Car Club series will run race #6 at the 1/8 mile Denton Dragway on Sunday June 26th .. so **DACC will have a special Test N Tune race for our members at Denton on Friday Night June 17th**, this is during their 'Street Night' race and we can make as many runs as we want for \$15 per car all evening long. This will be a great opportunity to tune your car and DRIVER and get individual instructions on how to race and prepare with no pressure. The TMCCC race will follow the next Sunday to be held at the same track in Denton. There are classes for ALL CARS at the TMCCC events, so anyone can participate! Let David Graves know (214-738-5231 or DGravesTX@comcast.net) if you will attending so we will know who to expect. This will be a lot of fun and a great learning opportunity for those who have never raced before. Ladies - your welcome to race also!*

INTRODUCTION TO BRACKET RACING

Bracket Racing, also known as ET racing or Handicap racing, allows almost anyone to race, on a fairly even playing field. It places much more emphasis on the driver than the car itself. The cars are split up into classes, depending on how fast the cars run. Safety requirement rules vary throughout these divisions. The track itself, consist of several key parts. Just before the starting line lays the staging lanes, where racers line up their cars when they are ready to race. From there, they proceed to the "burnout" box. This is simply a part that has water supplied to aid a driver's burnout when racing on slicks. The driver drives through the water and spins the tires until they get very hot, and thus, very sticky. The driver then proceeds to the "Christmas tree" to stage at the start line. The long straight lines of asphalt hide many photocells that electronically record a car's time as it makes its run down the track. After the finish line, the track continues straight to allow the cars to slow down, and then it turns back toward the pit area. Along the way back to the pit area or at the tower, each driver can pick up his "time slip," the piece of paper that has all the vital information on it concerning the times that the car ran.

Here's the real basic principles of bracket racing. At a race, you are given several time trials, which are used just as practice, and to see what times your car runs. In eliminations, which are single tournament style elimination's , it's you against one other racer. You select a time that you think your car will run. That's called your dial-in. When two cars compete, they subtract the dial-ins, and the slower car gets that much of a head start. The theory is that if both drivers get identical reaction times, and both run what they predicted, they will meet right at the finish line... a tie. In practicality, this never happens. Reaction times will differ, and the car may run quicker or slower than predicted.

Reaction times are a huge part of winning (or losing!) races. They are also perhaps the most difficult part of drag racing, although it seems deceptively simple. In order to get good reaction times, we must understand the tree. The tree is made up of three major parts. At the top of the tree, you see two sets of double yellow bulbs for each side of the tree (each lane). The top set is call the Pre-Stage bulbs. This is an indicator for the driver that he is approaching (and near) the starting line. The second set is called the Stage bulbs. They indicate that the driver is actually on the starting line, and ready to race. The next section is the three amber starting signals. These bulbs will light in sequence, a half-second apart. The last two lights then, of course, are the green and dreaded red light... a foul start. The green will come on after the amber bulbs if the driver has not left the starting line too soon. The reaction timer starts when the third amber comes on. Since there is a half-second (or .500 seconds) delay until the green light comes on, a .500 reaction time is perfect. The reaction timer stops when the car leaves the starting line. The difference between the dial-in and the actual run is added to the difference between the reaction time and a perfect .500. Whoever has the smallest difference without red lighting or driving faster than their dial-in WINS that race and continues on. If you lose, as we say, "it's on the trailer!"





DACC Member's Pride Tom Walker

1957 Bel Air 2dr Hardtop

Irving, Texas



In the Beginning

How does one summarize all that's gone on with the same car for almost 37? The answer is "not briefly". How it started, what sustained it? It all really started in 1962 when my high school aged friends and I would go the North Tulsa Airport on Sundays when the airstrip would serve as a drag strip. I was caught up in the drags. Those '57 Chevys with the sound of a high revving 283 small block with flawless power shifting was the start of an affair for me and I wanted to be a part of it.

My First Car

It was 1969 and I was preparing separate with pride from the U.S. Marine Corps after one enlistment that included a 13 month combat tour in the Northern I Corps of South Vietnam. A Marine buddy had put me on to a '57 near Memphis that was for sale. It was a close



match to my wish and a deal was closed in December 1968. A grand plan was contrived to take possession; fly to Memphis and drive the 400 miles to Tulsa, my hometown. But there is more to the story. At closing, the owner said it had a cylinder head gasket leaking as the motor would not hold coolant and it would need to be fixed before it could be driven, also he said one freeze plugs was rusted and leaking. No problem, a trip to the Base PX and a purchase of 50 pounds of tools to be shipped general delivery to the car's town ahead of my arrival. I would change the head gasket and freeze plug after some research on how to perform the work from the base library. No problem.

It was a cold 7 February 1969 when I finally arrived to pick up the car. After a trip to the Courthouse and local Western Auto parts house for head gaskets, etc, I started disassembly. After 2 days work mostly all alone and not totally understanding the problem it was determined the 283 powerpack block had a crack inside the lifter galley. A 3 inch long crack was barely visible to my untrained eye. I don't remember but it might have been one of the neighborhood shade tree mechanics that found the crack who stopped in to check on my progress. The previous owner had put water in for coolant and then it froze! Not to bad I thought but I need to get it 400 miles west of here to make this nightmare start to become a dream.

An 80 mph Surprise

I now owned a 1957 Chevrolet 2 door hardtop BelAir that cost me \$200 and could not be driven home. Late afternoon the 2d day I called home. Can dad and number 2 Brother Mark drive to Memphis to tow my prize home? About 07:00 the next morning they were in Memphis with a rental clamp on tow bar. Mark, 18 years old, was driving. I'm was shotgun with dad in the backseat. After 2 hours and one flat on the '57 we settled into the 9+ hour trip. Dad and I began to doze off. Soon I wake up and Mark's wide awake, doing his thing. I glance at the Chevelle's speedometer, we're doing over 80mph! I was afraid to ask how long I had been dozing. Our tow vehicle was a 1964 Chevelle (probably lighter in weight than the '57) using another clamp on tow bar tied to my dead '57. Did we slow down? Not while dad was sleeping or dozing. We made it home. The dream plan developed.

Project "X" Direction

The magazine 'Popular Hot Rodding' was running a series called Project "X", a '57 with a big block conversion. That's the solution for fixing the broken 283 and jumping up in power! Also the magazine

Car Craft was also running a series on building the ultimate Junior Stocker, a '57 Chevy wagon NHRA class racer. The article series went into the chassis work which included body off work to optimize the body/frame assembly with extra body donuts to gain a higher center of gravity for the dragstrip and really heavy springs at all wheels. I performed much of the work in those 2 magazine's articles series to the car. Lots of trips to the salvage yards were made for manual steering, manual brakes conversion, and mucho' other used parts. Add to that the car needed a repaint so all the chrome and trim was off. In April 1969 I mail ordered for a 396/375 special high performance big block crate motor, it was \$657 from Berger Chevrolet in Michigan. (I did not have the \$1080 to buy the 427/425.) When the motor arrived Brother Mark and I went to pick it up with our dad's Chevy "Carry All" truck, predecessor to the Suburban, the intake manifold and cylinder heads had to be removed at the freight loading dock so the motor could fit in the back of the truck. A brand new motor and the heads had to come off to get it home! Not a problem to replace them later, after all, I had previous experience on changing head gaskets from back in February. But not to miss the opportunity, the cylinder heads were further disassembled for some home grown porting, my first of many sets to port. Then an order for \$220 was sent to Bill Thomas Race Cars in Anaheim, CA for the big block conversion kit. A trip to the local Chevy dealership netted a replacement Muncie M-21 transmission for the iron powerglide replacement. I was concerned about flywheel explosions so a mail order to Lakewood Industries for a new hydroformed explosion proof bellhousing was made. (Later that bellhousing did indeed

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2005 Chevrolet SSR



(CBSMarketWatch) By [Ron Amadon](#)

A lot of things had to come together to make us fall madly, passionately in love with this American Hot Rod.

We loved the SSR from the first moment we saw it, from its retro front end to its burbling, roaring V8 and its rather simple interior that struck us as always just right. But the last time we had one it was early spring, and thus too cold for the SSR's crowning touch -- the unfurling of the roof.

We had the SSR for a week this time, but for six of the seven days it was cold and it rained -- rained enough for the National Weather Service to issue a flash flood warning. (Noah! How long can you tread water? E-mail me if you remember the punch line and where that came from!)

At any rate, a major-league thunderstorm ushered in the first real warm weather of the spring. So we eagerly powered down the windows, put our foot on the brake (you have to with the SSR), and lowered the top. Hey, how many trucks let ya do that?

We fell \$47,515 worth of in love by simply lowering the SSR's top. It transformed the truck into a full-blown, all-American Hot Rod. Oh, and Chevy did a couple of things to make this love affair percolate.

Under the hood, they exchanged the old 5.0-liter, 300-horsepower V8 for a 6.0-liter, 390-horsepower version that was matched for the first time in an SSR to a wonderful six-speed manual.

"Does it go as good as it looks?" asked the man at the car wash. We smiled and said, "Oh, yes!"

And it makes all those wonderfully throaty, rip your t-shirt and your shorts kind of sounds that only American-made V8s are capable of. The exhaust emits a nice burbling sound when you downshift just right and really completes the package -- so additional congrats to Chevy for this perfect symphony of

power.

Wind flow around the cabin with the top down was a bit much with the windows also down, but just about right with them up. Forget the audio system with the top up or down. Noise levels in the cockpit tend to be a bit high, and the AM band didn't really work on our test truck anyway.

That V8 -- it's a big one -- gave us 15.1 miles per gallon in highway and city driving during our test period. In a rather brilliant shade of "slingshot yellow," the SSR attracted the attention of tourists in this wonderfully restored Civil War town, not to mention the police during our early morning commute into Washington. (I've been good, I've been good!!!!)

The SSR interrupted a playground softball game in a small Maryland town, where a young boy yelled his admiration as the truck passed; we blipped the throttle for him. With the top down, people in other vehicles gave us the OK sign, and many a rather 60s-ish peace sign. ("That guy did give us two fingers up, right?")

On the down side, Chevy could still use a bit more care in building the SSR. The body structure was still too flexible for this price range, an auxiliary gauge was broken and interior storage left much to be desired.

But hey, if you accept the SSR as a true Hot Rod (and we do), you'll fall madly in love with it. Life is more than white sheets, vanilla ice cream and trips to Disneyland. It's fun-guy stuff, too. And this baby will make your chest hair grow.

Reliable Chevrolet can put you into a SSR! See General Sales Manager Jeff Power for more details!

Misc Notes:

The Club Chat Board on the website is back and better than ever thanks to Kevin Brown, here you can see where your fellow DACC members will be hanging out for the weekend, see results of past shows, ask technical questions and MORE! Be sure and check in and see what is going on! ...

Mark your calendar for Sunday June 19th at 11:30AM as ESPN2 will have the Mothers Polish Car Show Series that will feature a 30 minute segment on the Dallas Autorama held in February. DACC had a total of 11 cars entered in this event that featured our '55 50th Anniversary Display, be sure and catch this TV show and perhaps you will see a Chevy or two you recognize! ...



Tom Walker Car Feature Continued from page 3

contain a clutch explosion in Brother Mark's '55 Chevy.) Mark was working at gas station and lined me up for purchasing chrome reverse wheels and tires. I did not realize I was having fun, or maybe I did. The summer of 1969 went fast.

Time to Hit the Books

Assembly was progressing, besides that I decided to start college in September. When I finally hit the college campus with the refreshed and shiny '57 it was a trip. But that 15 minutes of glory was short lived. Then, reality sank in during the first year. The '57 was too much of a distraction and engineering understudies was not a piece of cake for me. The next summer, 1970, I made the decision to pull out the 396/375 and drop in a leaking oil burning 327 for my number 3 brother Jimmy to drive while I forged on in school, as he liked the car as much as I did. The 1 year old 396/375 crate motor was totally disassembled, oiled, and packaged in a crate, where it still resides today. Three years passed and Jimmy did his thing with the car really adding his version of performance of an all out dual quad 350 to replace the 396 and 327 motors. He also added bucket seats because the gate shifter was needed for the Muncie. Years

along the way he found his bride and the car started setting unattended. About 1975 I made an offer to pay him for the improvements he made to the now starting to dull out, scratched up, and fading '57 and flat towed it to Texas.

A Career and More Plans

After college I moved to Ft Worth for employment. The '57 was again made to serve as basic transportation for 4-5 years, but never was a considered candidate for a make over. (In the late 70's to mid 80's I bracket raced another 56 Chevy Sedan Delivery classic in my stable.) About 1986 the '57 was put on jack stands and covered with a tarp in an airplane hanger I rented. It sat there until 2003. About that time Mark had started to drag race his purpose built '55 Chevy drag car. I was bit again! We brought out the faded and scratched '57, refreshed its 350, took out the Muncie and installed a Turbo-350 so 18 year old nephew Blake could drag race it again. It made its debut in June of 2003 at Denton Dragway. Here again we flat towed the car for its first time to drag race in 31 years. As in the old days she was never really fast, but what a hoot to drive with open exhaust. We were having fun, wrenching, modifying the motor, beefing up the driveline, and adding slicks. Things progressed. In 2004 the original bench seat was put back in the chassis. There was

another old assembled 396/325 motor in my car engine stuff that I thought would be fun to drop in the '57 just like back in 1969. That phase of the project made the car a little faster and a lot louder.

How Fast is Fast Enough

Along the way these past 2 years it was a realization to keep drag racing the '57 would need non-bolt-on modifications like a roll bar and a traction system to handle the over 500 horsepower, so I drew the line. We did a best of 7.66 seconds in the 1/8th mile last fall at Denton. 7.50 seconds in the 1/8th mile is equivalent to 11.5 in the 1/4th mile dragstrip times. Any time faster requires a roll bar. I decided that once permanent type modifications were to be required on the body or frame to make it go faster then it would stop being a drag car and the process of a second restoration would need to commence as a street car cruiser. So now it's 2005, and once the car goes faster than 11.50 seconds on a quarter mile dragstrip it will be retired for its second makeover to the original colors of Dusk Pearl and Ivory, black/silver interior, normal suspension springs, and pretty much original, sans power steering and brakes for cruising with the DACC Hmmm, I think there is an old M-22 rock crusher tranny and bench seat shifter around here somewhere. So, there's much to look forward to for this favorite car. It's going to be fun.

DALLAS AREA CLASSIC CHEVYS 2005 SCHEDULE OF EVENTS

February 11-13 * Dallas Autorama, Market Hall - Dallas, TX

March 4-6 * Ft Worth Rod and Custom Show, Will Rogers Complex, Ft Worth, TX

March 12 Saturday 2PM * DACC Membership Meeting, 55-57 Chevy Show at Reliable Chevrolet, Richardson, TX

April 10 Sunday * DACC Drag Racing, Tx Muscle Car Club Challenge, TX Motorplex,

May 1 Sunday * DACC Spring Cruise, Dr Pepper Tour, Dublin, TX

May 13-15 * Lone Star XXIII Classic Chevy

Convention, Victoria, TX

June 11 Saturday * 11AM - DACC Dyno Challenge and 2nd Quarter Meeting, Speedtek, Hwy 121 @ Carson in Haltom City, TX

July 10 Sunday * DACC Summer Cruise, Pelican's Landing at Lake Texoma, meet with the Ok City Classic Chevy Club

August 20 Saturday * DACC Show Event, Christian Classic Cruisers, Haltom City, TX

September 17 Saturday * DACC 3rd Quarter Meeting and Classic Chevy Show, Reliable Chevrolet, Richardson

October 8 Saturday Night * DACC Drive In Movie Night, Brazos Drive In, Granbury, TX

October 21-23 Fri-Sun * 12th Classic Chevy Fall Foliage Tour, Wagoner, OK hosted by CCC of Okla

November 13 Sunday * DACC 4th Quarter Meeting and Annual Elections, TBD

December 11 Saturday Night * DACC Christmas Party, Plano





PO Box 814642
Dallas, TX 75381

Name
Address
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1st Class Mail

Stoked Out Specialties

777 Riding Club Rd.
Rockwall, Texas 75087
972.772.0146
www.StokedOutSpecialties.com

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