

LONE STAR CLASSIC CHEVY CONVENTION
SPECIAL ISSUE !

CLASSIC HEARTBEAT

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

May 2006

Volume 30, Issue 5



PO Box 814642
Dallas, TX 75381
www.DallasClassicChevy.com
membership - 111

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IT'S HERE!

This coming weekend DACC will host it's first ever Lone Star Classic Chevy Convention when tri five Chevys from all over the southwest come to Dallas for 'LONE STAR XXIV! The Sheraton Grand DFW on Hwy 114 in Irving is the site for this event. This is a must attend event for all of DACC! We will see you there!!

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Lone Star XXIV Schedule of Events

May 5,6,7 2006

Sheraton Grand DFW - Irving

www.LoneStarChevys.com



Friday - May 5th

Registration in the Hotel Lobby - 9am to 7pm

Swap Meet/Vendor Display in South Parking Lot - 9am to 5pm

Shop Tours to Classic Auto Air and Painless Performance (lunch at Painless) - 10am to 1pm

Show Classification in South Parking Lot - 10am to 3:30pm

Seminar - *Chrome Plating Techniques* presented by Dirty Joe's Chrome Shop - 1:30pm to 2:15pm

Seminar - *Aftermarket AC/Heat for Tri Fives* presented by Classic Auto Air - 3pm to 3:45pm

Show-N-Shine Meeting (mandatory) for all car owners and judges - 4pm to 5pm

Free Pool Side Hamburgers/Hot Dogs - 5:30pm to 7:30pm

Leave for Drag Races at Denton Dragway - 7pm

Saturday - May 6th

Final Registration in Hotel Lobby - 8am to 9am

Final Show Classification in South Parking Lot - 8am to 10am

Swap Meet/Vendor Display in South Parking Lot - 8am to 5pm

Seminar - *Wiring a Tri Five Chevy* presented by Painless Wiring - 9:30am to 10:15am

Line Up for Show-N-Shine / Driver's Class Show in East parking lot - 11:30am to 1pm

Car Show Judging in East parking lot - 1:30pm to 4:30pm

Live Band and Door Prizes - 7pm to 10:30pm



Sunday - May 7th

Free Breakfast and multimedia Awards Presentation - 8:30am to 10:30am



Lone Star XXIV, the first hosted by the DACC, will likely be the largest Lone Star event yet in its 24 year history. If you are undecided about attending, well over 150 tri fives are expected from over 7 states, for three days of activities and if that doesn't get you excited and motivated to attend then you might want to go buy a Ford. As you can see from the above schedule, this event has it ALL! Many members of the DACC have given a lot of their time and effort to make this event the success it will be and it is with all their efforts combined that will see this event take place next weekend at the Sheraton Grand DFW. The sponsors have also believed in Lone Star and given to this event to make it the bargain for you - the participant. Unlike any other event, each and every activity is included in the registration fee. The budget for Lone Star XXIV is over \$25,000 and entry fees alone don't come close to paying the bills! The sponsors have made it happen! Friday's Shop Tours will be a special treat as sponsors Chris Hazzard of Classic Auto Air and Andrian Murray of Painless Performance have open their facilities to us and you will be IMPRESSED with what you see from these two rapidly growing companies and their facilities! Drag racing at the Denton Dragway 1/8 mile strip Friday night will be an event you don't want to miss! The Show-N-Shine Judging will feature some of the finest '55-'57 Chevys in the country that will be coming to Dallas! A great Rock-N-Roll show right in the parking lot with the cars Saturday night will keep things jumping and then the Awards Presentation on Sunday morning will bring a close to it all. Oh and you get fed on Friday at lunch at Painless, Friday evening at the hotel and Sunday morning at the Awards. Our Awards will feature a multimedia show so that you will actually see each car that is awarded a Certificate on the big screen! There is so much that is special about this event and to do that you need to plan to be at the Sheraton Friday morning and not leave until Sunday morning to enjoy this rare event of Tri Five Heaven that will occur this weekend in our own backyard! I hope to see each and every one of you this weekend!

David Graves - President



May Feature Car

Bob and Jan Vaughan
1957 Chevrolet Bel Air
Plano, Texas



As I began writing this piece about my '57 Chevy, I couldn't help but reflect back on that golden period of my life when the car I now own was the epitome of performance and "cool." I graduated from Dallas Sunset High School in 1957 and would have given anything to have been driving one of the hot '57s. However, I was a kid of modest means and had to settle for a 1953 Ford Club Coupe. Don't get me working, that little car was no slouch for the time. It was "shaved" and "decked," had "frenched" and "shaded" headlights, and "frenched" and "tunneled" '54 Old's taillights and was painted a nice candy apple red. Anyone out there understand those terms? Power came from a '56 Thunderbird motor, coupled to a three-speed overdrive transmission. Oh yes, I shouldn't forget to mention the '56 Dodge spinner hubcaps. Neat little car, but it frequently got blow away by '57 Chevy's. I've owned a number of really nice GM performance cars since those days (couple of Pontiacs and a Buick) but my romance with the '57 Chevy never went away.

Fast forward with me now to the 1990s. Having completed a twenty-four year career in the Army, I'm living in Austin, working for the State of Texas, and my job requires me to make frequent business trips to Dallas. Early on, while traveling I-35, I noticed a place along the frontage road

in West, Texas (just north of Waco) called the Car Connection that usually had two or three Classic Chevy's parked out front. Curious, I stopped one day to see what this place was all about. I met the owner, Cotton Tanner, and found that he was in the business of restoring classic cars, specializing in the Classic ('55-'57) Chevy's. I made numerous stops after that, mainly just to see what beautiful classics Cotton had in various stages of restoration – a real pleasure and education for me. I must admit that I lusted after some of those cars but was not ready or financially prepared to purchase one. Finally, on my way to Dallas in 1999, I noticed what looked to be a nice '57 sitting in front of Cotton's facility. I decided to stop on my return trip to Austin and check it out. What I found was an unrestored and unmolested '57 that Cotton had acquired from a local and wanted to turn it for a profit. What impressed me about the car was the fact that it had a very "straight" body and showed no evidence of having ever been in a collision. Granted, it had some rust in the usual places but it was minimal. The existing drivetrain consisted of a "warmed over" 327 small block, Muncie M-21 four-speed and a vintage '57 positraction rear end. With an eye toward future restoration, I knew that this was the car for me. Cotton and I agreed on what I now know was a very fair price and "Peggy

Sue" was, after 42 years finally mine.

I had a good time driving the car, as it was, around Austin for a couple of years but in 2000 I was emotionally and financially prepared to begin the restoration process. The first order of business would be the engine, the heart of "Peggy Sue," and something I wanted done just right. I selected an excellent local performance shop to build the engine and no expense was spared in the process. What I wanted to create was a power-plant reminiscent of the '50s and early '60s, but with much more power. Most of you know what I'm talking about. A machine that, though very drivable on the street, vibrates and shakes and tells you that you better stay with it at all times or it may get away from you. Today's performance cars are marvels of engineering. They put out smooth, brute horsepower but they leave you with the feeling that you're just along for the ride. Nothing can compare to the chatter of solid lifters, the rumble and shake of a long duration cam, and the deep throated sound of a Holly double pumper.

The first order of business was to remove the 327 and find a block that would be suitable for what I wanted to

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DACC's Lake Athens Spring Cruise

Over 15 cars came out on a perfect spring Texas day last month and made the trip to East Texas to the Lake Athens Marina Restaurant. The food was great and the sight of a long string of mid fifty Chevys coming down the road can not be beat! Be sure to check the photos on the club website! Make plans to join us in July when we will be making our summer cruise to Muenster, Texas!



SPEEDTEK PERFORMANCE

5950 Airport Freeway
Haltom City, TX

DACC DYNO CHALLENGE 2

June 10th Saturday - 11AM

Speedtek will be the site of the DACC Dyno Challenge 2 as members take their tri five chevys and put them on the dyno and see what their engines are 'really putting to the ground. Cost is \$35 for 3 pulls on the dyno, you are allowed to make minor adjustments between pulls to see if you can eek out just a little more HP or torque out of your engine. Last year we had a great turnout and frankly a lot of people were disappointed !! But it was fun and educational! Awards will be given to Highest HP and Lowest HP. It's all in fun and make plans to join us in Haltom City in June for the DYNO CHALLENGE 2 !

DACC Celebrates 30 years!
1976 - 2006

It Happened In May In DACC History

1997 - It was this month that the F5 Tornado hit Jarrell Texas and longtime Austin club member and friend of many Dallas members Larry Igo lost his life along with his 3 children and wife.

Membership Dues

Annual membership dues are payable to -
Dallas Area Classic Chevys
PO Box 814642
Dallas, TX 75381

Dues are \$25 per year, your membership renewal date is on your newsletter mailing label in the top right corner listed by month and year that your dues are up. Be sure to stay current!



DRAG RACING

CLASSIC CHEVY CONVENTION

FRIDAY NIGHT MAY 5TH



For the first time, drag racing will be a part of the Lone Star event and all tri fives are welcome to participate! ONLY registered participants will be allowed to run with the tri five Chevys attending Lone Star and there is no additional fees to do so!



NORTH TEXAS PREMIER 1/8TH MILE DRAGSTRIP

DENTON DRAGWAY

DENTONDRAGWAY.COM
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Bob Vaughan's Feature Car Continued from page 3

create in an engine for the car. We located a seasoned 350 CID, four-bolt main, block that, based on the casting number, was determined to be a truck block manufactured between 1969 and 1975. The advantage of this block is that it is an extremely thick-walled casting which offers the obvious advantages of better cooling and the potential for significant overbore if one is so inclined. The first step in preparing the block was to place it in an oven at 700 degrees for 12 hours to draw out all the oil that had saturated the pores of the cast iron. It was then align bored, had the decks machined and the cylinders bored to the piston manufacture's specs. All of the components of the reciprocating unit were all static balanced using a gram scale. And what a reciprocating unit!! We used a Scat 4340 forged steel crank. Rotating on this crank are Eagle 4340 H-beam rods. Regarding the rods, the late, great famous builder of Chevy engines, Smokey Yunick, always recommended that the longest connecting rod possible be used in any particular engine application in order to decrease the rod angle, thereby reducing the load on the piston skirts. Consequently, we went with a six-inch rod. Topping things off is a set of JE forged aluminum "Ultra Light" pistons. The block was bored to the specs provided by JE, resulting in a displacement of 362 cubic inches. Edelbrock Performer RPM aluminum heads were added to enhance performance and reduce weight as was an Edelbrock Victor Jr. intake. I initially tried an Edelbrock 750 DVM carb but it just couldn't meet the demands of the engine. A Holly 750 CFM "double pumper" solved that problem. The valve train consists of a Duntov" (Crane grind) 30/30 solid lifter camshaft, Crane aluminum roller rocker arms and Competition Cams pushrods. The spark is provided by and MSD ignition system and exhaust gasses are extracted by Sanderson headers.

One of the best moves I made was getting rid of the Muncie M-21 four speed transmission that was in the car when I bought it, and installing a Tremec TKO 5-speed overdrive. This is a super tranny, originally developed for the super high performance "Saleen" Mustang.... Ford can be good? It's an extremely strong transmission, shifts smoothly with a short throw and the 5th (overdrive) gear makes highway cruising a pleasure and saves gas.

"Peggy Sue's" rear end (oops!) is somewhat of a departure from the rest of the drivetrain. It's an original '57 posi unit, but has been beefed up with Strange Engineering gears (ring and pinion) and bearings. The weak link is the axles. Unfortunately, you can't upgrade the old '57 differential housing with modern performance axles. Either a Ford 9-inch or Chevy 12-bolt that I have may go under the car in the future. Williams traction bars are used to keep the axle under control during acceleration.



To achieve the stance I wanted, the car was lowered two inches all around. This was accomplished by installing dropped front spindles and using lowering blocks in the rear. In the process, power front disc brakes were also installed. The Billet Specialties 17-inch "Ventec" wheels put the finishing touch on the look I wanted. Performance Suspension Technology (PST) components, i.e., bushings, front and rear sway bars, etc., were used to round out the restoration/upgrade of the suspension system.

In late 2002 I was finally ready (and financially able) to begin a total restoration of "Peggy Sue's" lovely body and chassis. However, my wife Jan and I had made the decision to retire and return from Austin to what had always been home, the Dallas area. The final restoration would have to be put on hold a little while longer. Not long after we relocated to Plano, I made the right move and joined the Dallas Area Classic Chevy's (DACC) club. I found it to be a brotherhood of classic Chevy enthusiasts that was on the rise, with great people that were fun to be around. Fortunately, my membership in the DACC introduced me to the folks who would bring about the transformation of "Peggy Sue" into the beautiful girl she is today. The second club meeting I attended was held at Richard Stokes' Stoked Out Specialties in Rockwall, Texas. At the meeting I learned that Stoked Out was a new sponsor of the club, but more importantly, I was able to meet and talk with Rich and his wife Julie and view their outstanding facility. I made the decision then that Stoked Out was the *one* to create the "Peggy Sue" we wanted.

Rich picked up the car at my home in July 2004 and the process began. My intent was to produce a car that had the look and feel of a vintage '57 but with significantly enhanced performance and mechanical features. Stoked Out was more than equal to performing to the task. They first removed the body from the chassis and sanded all sheet metal to bare metal. All rust and other imperfections were

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Peggy Sue
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then eliminated and the entire body restored to its original condition. This was done, with great attention to detail, by Shop Superintendent Roger Lynsky. The frame was sand blasted and powder coated and everything on the underside of the car now looks better than new.

When "Peggy Sue" came off the assembly line in St. Louis, Missouri, she was painted India ivory over matador red. Although I really like the two-tone paint scheme (everything today is a solid color-dull) I don't care for "matador red," as it has too orange a hue. At the 2005 Autorama, I spotted a beautiful '55 Bel Air hardtop that was India ivory over vermillion red. I loved that red and decided to copy it. The paint artistry of Roger and others at Stoked Out gave me exactly what I wanted. Their outstanding paint skills continued into the engine compartment, the interior and throughout the car.

Throughout the restoration process a number of other enhancements were also made to the car. An Ididit tilt steering column was installed, along with a 15" replacement steering wheel which maintains a stock appearance but makes the car a more comfortable driver and reduces the tendency for oversteer with power steering. Roger did a beautiful job of "smoothing" the firewall and hiding the under-hood electrical wiring and A/C hoses. His artistic talents are also demonstrated in the custom under-dash panel he fabricated for the Autometer engine gauges and center air conditioning outlet that integrate into the dash. Speaking of air conditioning, a Vintage Air, full servo unit was installed. Other additions include a Rain Gear electric windshield wiper system and a Custom Auto Sound stereo with CD changer.

The finishing touches on any restored car determine its overall quality. "Peggy Sue's" upholstery was done to perfection by Andy Martin, an associate of Stoked Out Specialties. Again, to maintain the look and feel of an original '57 Chevy, reproduction upholstery was used throughout. A number of people suggested that I should go with a leather interior. However, I maintain that the original '57 Chevrolet Bel Air hardtop interior was one of the prettiest ever created. That's what we went with. All of the exterior moldings and trim are original except the rear quarter panel aluminum inserts and hood rockets. They were all straightened/smoothed to perfection and highly polished by Richard Sessums out of Burleson, Texas.

And there you have it, the story of "Peggy Sue." She was a labor of love. I wrote a short piece for "Classis Heartbeat" more than a year ago regarding the progress being made in the restoration of my '57 Chevy. I pointed

out the outstanding facilities available at Stoked Out and the superior work they were doing on my car. The quality of their work continued and they never disappointed. In fact, they exceeded my expectations and produced a car that, upon her debut at the February 2006 Dallas Autorama, earned a "Best In Class" award against very stiff competition and a Street Achievement Award for "Best Engine." Two weeks later she again captured the "Best In Class" award at the popular Fort Worth Rod & Custom Show. Rich, Roger and the rest of the crew at Stoked Out Specialties have enabled a young man/old man to realize his dream of owning and driving a spectacular '57 Chevy named "Peggy Sue."

Dallas Area Classic Chevys 2006 Schedule of Events

January - 1st Quarter Meeting, Sheraton Grand Hotel in Irving, TX

February - ISCA Dallas Autorama, '56 Chevy 50th Anniversary Display, Dallas, TX

March - Ft Worth Rod and Custom Show Display, Ft Worth, TX

March - Classic Chevy Show and DACC 30th Anniversary, Reliable Chevrolet, Richardson, TX

April - DACC Spring Cruise to Athens, Texas

**May 5,6,7 - 24th Annual Lone Star Classic Chevy
Convention hosted by DACC at the Sheraton Grand
DFW in Irving, TX**

**June 10th 11AM, DACC Dyno Challenge 2, \$35 for 3
pulls on the dyno at Speedtek Performance in Haltom
City, TX**

July 9th, DACC Summer Cruise to Muenster, TX

**August 19th, DACC Display at the Christian Classic
Cruisers Show in N Richland Hills, TX**

**September 9th, DACC '55-'57 Chevy Show at
Reliable Chevrolet in Richardson, TX**

**October 7th, 7th Annual Brazos Drive In Movie Night
and Cruise, Granbury, TX**

**October 20-22, 13th Annual Classic Chevy Fall Tour,
Branson, MO**

**November 12th - DACC Tech Session, 4th Quarter
Meeting and Elections, Stoked Out Specialties,
Rockwall, TX**

**December 9th - DACC Handicap Ramp Build Project
and Christmas Party at the Schmidt's in Plano, TX**





**Lone Star XXIV
Classic Chevy Convention
THIS WEEKEND
Sheraton Grand DFW in Irving**

Name
Address
City, State Zip

1st Class Mail

<p>We are proud to support the Dallas Area Classic Chevys and this year's 2006 Lone Star Classic Chevy Convention on May 5,6,7!</p>	 <p>Sponsor of the</p> 	<p>RELIABLE CHEVROLET <i>The North Texas Chevy Store</i> 800 North Central Expressway Richardson 75080 972-952-1500 www.ReliableChevrolet.com</p>
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	<p>Stoked Out Specialties 777 Riding Club Rd. Rockwall, Texas 75087 972.772.0146 www.StokedOutSpecialties.com Sponsor of the Dallas Area Classic Chevys and Lone Star XXIV</p>	<p>SEE YOU AT LONE STAR XXIV!</p>
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