



# CLASSIC HEARTBEAT

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

August 2007

Volume 31, Issue 8



PO Box 814642  
Dallas, TX 75381  
[www.DallasClassicChevy.com](http://www.DallasClassicChevy.com)  
Membership -131

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**Membership Chairman**  
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972 691-4968



## This Saturday Night Hot Texas Nights Car Show!

### Christian Classic Cruisers Car Club host the "Hot Texas Nights!"

#### Car Show in North Richland Hills, TX

Aug 18<sup>th</sup> Saturday, 8-11 pm DACC Members will bring their Tri Five Chevys out for an evening with several hundred cars at this big summer event! Our goal is to bring enough cars to capture the club participation trophy for DACC! Drive your Chevy and enjoy a relaxed evening with friends, even if it's not a show car! We'll park together, set up our chairs and break out our coolers. There's a Taco Bueno next door, if you don't want to bring Cokes. (Come on out, even if your Chevy can't!!!) Entry is just \$10. Proceeds benefit deserving children at Christmas time. Visit the website at [www.christianclassiccruisers.com](http://www.christianclassiccruisers.com). Located at the Birdville I.S.D. Stadium parking lot adjacent to Precinct Line Rd. Birdville Stadium is just north of Hwy. 26 on the west side of Precinct Line Rd. in North Richland Hills across from the Lowes. Enter the parking lot from Mid Cities Blvd. west of Precinct Line Rd. AND DON'T FORGET THE 'Before the Show Dinner' ! Details below.

### Special Note for this Saturday Nights Show

#### Join us for the 'BEFORE THE SHOW DINNER' at 6 pm at Joe's Pizza & Pasta

Located at 420 Grapevine Hwy. (Hwy 26 or Colleyville Blvd.), Hurst, TX. They do not serve beer or wine, but you're welcome to BYOB.

Located just **south** of Mid-Cities Blvd. on the **West** side of Hwy 26 in a strip shopping center near McDonald's. Joe's phone is 817 428-2332 in case you get lost. Or if you can't meet us at Joe's come directly to the Hot Texas Nights show a mile west at the Birdville ISD Stadium.

**WE DON'T CARE HOW YA GET HERE .. JUST GET HERE!**

## Inside Highlights

'07 Power Tour Part 1	2
August Feature Car	3
Membership update	4
New Members	5





## 2007 HOT ROD MAGAZINE POWER TOUR *Cleveland Ohio to Little Rock Arkansas* *in a blown '57 Chevy*

The following is Part One of a two part diary of DACC member Larry Rollow's summer of '07 adventure known as the 'Hot Rod Magazine Power Tour'. This event annually consists of taking hot rods, collector cars, street rods, rat rods, modern muscle cars – pretty much ANYTHING automotive and driving it on a tour of about a week across a pre-determined area of the United States. The event has grown to where thousands of vehicles participate (Think of Route 66 on steroids). Larry and his '57 is a veteran of the Power Tour having made the '04 Tour. This summer Larry and his good friend Rich made the tour and what follows are photos and his experiences from 'Larry's Excellent Summer Vacation'

**Travel day one, Wednesday May 30<sup>th</sup> – Dallas, Texas to West Memphis, Arkansas:** My friend Rich (we grew up together in Southern California) and I left Dallas at 11 AM in a driving rainstorm. Traffic moved well until we got to the Interstate 30 bridge that crosses Lake Ray Hubbard. There, traffic slowed to nearly a standstill due to an accident. Shortly after traffic eased, we had our first mechanical problem. We heard what sounded like small metal objects falling off the car and hitting the road. We stopped, checked under the car, then under the hood. All looked OK, but just as I was getting ready to close the hood, I noticed that the fuse that controls the auxiliary cooling fan was literally burned up. All we could do at that time was disconnect the wire and see about it later. Since it is an auxiliary fan, we could live without it for now. The rain finally let up as we approached Texarkana. We made it to West Memphis, Arkansas for the night.

**Travel day two, Thursday May 31<sup>st</sup> – West Memphis, Arkansas to Walton, Kentucky:** We left West Memphis around 9 AM. The weather was good, which was a pleasant change from the previous day. The car seemed to be running fine and we were making good time.

Sometimes that is a bad omen. Sure enough, as we were rolling along through northern Tennessee, the windshield cracked from top to bottom right where it makes the turn towards the rear of the car on the drivers side. We looked it over at the next stop but could not see any evidence of a rock chip or other damage. I finally concluded it was due to stress on the glass. This was further evidenced by the fact that the outer glass started to separate from the inner glass. As it was doing this it became clear (pun intended) that it could get to the point where the drivers vision would be impaired. We figured that it would be OK until we got to Cleveland, where we would have more time to deal with it. We stopped at the Corvette museum in Bowling Green, Kentucky. This is a place worth seeing. Lots of Corvettes, of course, but also lots of history about the car, how it is built and



***RAIN RAIN RAIN ...  
that was a big part of the early part  
of the 2007 Power Tour!***

many rare and developmental Vettes were there to see. My '57 caused a stir when we parked it in front for some photos. Several people came over and wanted to get pictures of my car with them next to it. Of course I said yes, isn't that one reason we go to all the effort to fix up our cars?

**Travel day three, Friday June 1<sup>st</sup> – Walton, Kentucky to Cleveland, Ohio:** We left at 9 AM for the final leg to Cleveland. Again, the car seemed to be running well. Too well. A new problem asserted itself, namely, the car would miss during a long pull up a hill. If we eased off the gas pedal it seemed to catch and begin to run smoothly again. I racked my brain to think of possible scenarios for this malady. My first thought was that some trash was in the float bowl and was clogging one of the jets; yet another thing to check out when we reached Cleveland. We arrived at the hotel at 2 PM. The folks at the Hampton Inn could not have been nicer to us. They gave us a suite and told to park in the handicap spaces behind the hotel, away from the potential door dingers. In talking to some other Power Tour participants there, we found out that we could go over to the venue and get our packet now rather than waiting until Saturday.

*Continued on Page 4*



## A '55 Once Lost is Now Home ! Mike and Sandra Reeves Burleson, Texas



Sad headlights dripping tears of rust, the old car sulked in the corner of a crowded automotive junkyard, waiting for the scrap man to deliver it from a hollow existence. Windows smashed, body bent and bruised, this old '55 Chevy had weathered blast furnace heat and arctic cold, year after year, in its plot among the skeletons and scattered bones of a west Texas wrecking yard.

Miles away, in a small Texas town, the former owner Mike Reeves, was secretly longing for this old '55 he had once proudly owned.

As a teenager Reeves had saved nickels and dimes from shining shoes in a local barber shop, and doing other odd-jobs, the youngster (with Dad's okay) bought the '55 for the first time in 1963, at the low-low price of \$550.00. "My dad and I went to look at a '57 Chevy, but it was a four door. "I told my dad I didn't want a four-door car. So as we were leaving, the old man's wife drove up in a Coral and Grey colored '55 Chevy Bel Air 2 door hardtop. "It is pretty much a hot-rod" the old man said. Dad asked the old man "is that thing for sale?" And the old man replied, "Everything I've got is for sale!" Reeves had saved a total of \$500.00, and the old man wanted \$550.00 for the '55 Chevy, so Mike's Dad loaned him \$50.00, so he could purchase this '55 Chevy that would become a big part of Mike's life.

Pontiac's GTO was a "mean machine" among high schoolers in the mid-1960's but it was also expensive, so Mike settled for the classy '55 Chevy, "so I could have 'wheels' to get around town in," he said.

"In high school we used to spend all our extra money on our cars," Reeves said, "I put in a dual exhaust, chrome air cleaner, Corvette valve covers, and mag wheels," he said. Mike kept his car very clean, and even in a crowd of shiny new GTO's, his old '55 held its ground, he said.

The Beatles were popular, Vietnam was raging, and the high school boys were peeling-out of the school's parking lot, racing on the weekends in a hot-rod tradition passed along, from father to son somewhere in the genetic structure.

"That's why I wanted to find the car again," Reeves said. Because it represented freedom to me. I started longing for an old Chevy in the early '80's, but I never thought I'd ever find my old '55 Chevy again. I really thought it was gone for good."

The car was sold to a man in Houston in 1973. A few years later, it was sold to someone in Dublin, Texas. But Reeves lost track of the '55 Chevy in 1973 when it went to Houston. Then, in 1983, Reeves went to Gene Ford's Auto Salvage in Dublin, Texas, looking for a car to restore. Mr. Ford remembered Mike Reeves and his Coral and Grey '55 Chevy from the boy's high school days in Burleson. "He said he had a '55 Bel Air like the one Reeves used to drive. Mr. Ford took Reeves out in the field and there it was!

Reeves knew it was his car as soon as he laid eyes on it! Because of the special upholstery, a tachometer and special gauges he, his father and brother had installed several years before.

Mr. Ford wanted \$2,000.00 for the '55 Chevy, which Reeves thought was pretty steep, but Mr. Ford threw in some extra parts and a paint job, and said he'd fix it up so I could drive it out of the wrecking yard." Reeves told him that he would think about it. But a few days later Mike came back to the wrecking yard and bought the car. Reeves said "I'm not really sentimental, but it was really a strange feeling finding the old car again after so many years, and it really brought back some memories, so well maybe I am a little sentimental."

Forty-Four years – and several owners later, Reeves has his grasp firmly on his high school hot rod, with no intentions of ever letting it go. Reeves has been restoring the car since re-acquiring it in 1983. This is no trailer queen! He enjoys driving the car to club functions and shows whenever he can including the 2004 Hot Rod Power Tour. At the 2006 Lone Star Classic Chevy Convention in Dallas, Mike took a Silver Award in the '55 Custom Driven Class and at this year's 25<sup>th</sup> Annual Lone Star Convention in Austin Mike took 2<sup>nd</sup> Place in the Custom '55 Class.



### 2007 Membership Goal for DACC

We started this year off with a goal of increasing our membership by 25% (30 members). In January we had 120 members of the club and our goal is to reach 150 by the end of December this year. We currently are at 131 members and need YOUR help to reach our goal.

When you have your car out, it attracts attention. Many times that is attention from someone who has a tri-five Chevy also or wishes to get one. Make sure you take a moment and tell them about our car club, what we do, our great sponsors that can help them, the technical expertise that they can lean on in the club, and most importantly just being around others that share the passion of the mid fifty Chevys! Refer them to our club website, ask them to come to our next monthly meeting or have our Membership Director Bill Preston contact them and invite them to our club functions (Bill's number is on the front page of the newsletter each month).

There are many many tri five chevys in our area and even more enthusiasts! Our members are based in and all around the DFW metro area and we even have members several hundred miles away from the metro area. We want to grow the club and with your help will accomplish just that !

### HERE IS A BREAKDOWN BY CITY OF DACC CLUB MEMBERS

Aledo - 1	Greenville - 1
Allen - 1	Heath - 1
Argyle - 1	Hickory Creek - 1
Arlington - 2	Highland Village - 2
Aubrey - 2	Howe - 2
Bedford - 2	Irving - 2
Bells - 1	Keller - 2
Bonham - 1	Lake Kiowa - 1
Brookside Village - 1	Lewisville - 3
Burleson - 2	Lone Oak - 1
Carrollton - 4	Lucas - 2
Chandler - 1	Mabank - 1
Colleyville - 1	McKinney - 2
Combine - 2	Mesquite - 4
Coppell - 2	Midland - 1
Corinth - 2	N Richland Hills - 3
Crowley - 1	Plano - 11
Dallas - 19	Ponder - 1
Denton - 2	Princeton - 1
Desoto - 1	Prosper - 1
Double Oak - 1	Richardson - 1
Duncanville - 2	Rockwall - 1
Durant, OK - 2	Rowlett - 3
Edgewood - 1	Sachse - 1
Eules - 1	Saginaw - 1
Flower Mound - 5	Sherman - 1
Forney - 1	Southlake - 4
Frisco - 3	Sunnyvale - 1
Ft Worth - 1	Terrell - 2
Garland - 4	The Colony - 1
Gordon - 1	Trenton - 1
Grand Prairie - 2	Westlake - 1
Grapevine - 2	Wylie - 1
	Yantis - 1

Help us get these numbers up !!

### Power Tour Continued from Page 2

So we headed over to the IX center and got in the very short line and got our credentials for the tour. This proved to be fortuitous.

**Tour day one, Saturday June 2<sup>nd</sup> – Cleveland, Ohio:** Check in day at the IX Center dawned beautiful, albeit humid, but still nice. We set about to try to fix the various problems that had beset us on the way up to Cleveland. We headed to the nearest auto



parts store to get a new fuse for the cooling fan and asked about glass shops. They had the fuse, but the glass shops were booked up and closed early on Saturday. Back at the hotel parking lot, I tested the circuits for the fan, found no shorts, installed the fuse and we were back in business. Then I pulled off the float bowl to check for dirt. Very little was found, but I cleaned it out anyway, as well as checking the filter in the fuel inlet port. All seemed OK. We also had purchased some Super Glue, having the idea that we could dab some glue along the crack in the windshield, apply some clear tape over it and perhaps slow or stop the glass from separating anymore. Rich ran over to the nearby Kmart to get some tape. Our plan worked, the separating stopped. With that job done, we decided to head over to the venue to see what was happening and get the free lunch offered that day. The lines for check in were very long, so we were glad we went the day before to get that done. Shortly after we finished eating, I received a call from Dean Schmidt who was also doing the Power Tour. His power steering pump was leaking and he could use some help. Dean and his wife Audrey were staying with his brother in a suburb of Cleveland. After a ride of about 25 minutes, we arrived to see

Power Tour Continued on Page 5



## Power Tour Continued from Page 4

what we could do. When we got there, he had started to remove the pump. I had some fitting wrenches he needed, so we soon had the pump off. Dean had located a pump and asked his brother to take Audrey to get the pump. While we were waiting for Audrey to return, we realized that the Power Tour registration was closing in a short time, and there was no way to get it done the next day. We jumped in my '57 to go back to the venue to get them checked in. When we returned, we set to installing the new pump that Audrey had picked up. It started to rain, so we pushed the car into his brother's garage and continued our work. Unfortunately, the pump was the wrong one, having a different size mounting bolt on it that would not work with the brackets Dean had on his car. Dean had also purchased a pump rebuild kit from a local Corvette shop. But after taking his old pump apart, we discovered that the main shaft was galled too badly to be used. So we were dead in the water or in this case the rain for now. Dean had also ordered a pump from a local parts store as a backup in case he couldn't get one on Saturday. It was to be delivered to the parts house early the next day from their warehouse. We headed back to our hotel after some good Pizza for dinner.

### ***NEXT MONTH -***

Part two of Larry Rollow's Power Tour Story, beginning with Day 2 in Cleveland, Ohio concluding six days later with the final drive from Little Rock, Arkansas back to home in Dallas.

## Welcome New Members!

782

Terry and Rendy Box  
2709 Colonial Circle  
McKinney, TX 75070  
'55 2dr Sedan

Welcome Back !  
357

Jerry and Deborah Knowles  
3957 Dalgreen Dr  
Dallas, TX 75214  
'57 Convertible



Larry Rollow and friend Rich on the road during the '07 Power Tour



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