



CLASSIC HEARTBEAT

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

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www.DallasClassicChevy.com
Membership -131

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The Annual Fall '55, '56, '57 Chevy Show is this Saturday from 2 to 4 PM at Reliable Chevrolet. No entry fee, no judging - **just show up and have fun!** Lots of Tri Five Chevys will be there to look at and this is a great chance to visit with others about their cars. This event is only possible if you bring your car, so make plans to join us! Jeff Power and the staff at Reliable Chevrolet will give awards for their Favorite '55, '56, '57 car and also Favorite Truck and Corvette! Also Abraham George with American National Insurance's CHROME Specialty Car Insurance will select a Favorite Tri Five Chevy for an award. Door prizes will be given out during the event also!

Upcoming Events this Fall

Outdoor events are kicking into high gear as we approach the cooler Fall weather. Here is just a sample of events you may want to get that Chevy involved with in the upcoming months!

Check your weekly DACC email for more details on these events and more!

Sunday Sept 9th - TX Muscle Car Club Challenge Drags at Redline Raceway / Caddo Mills

Saturday Sept 15th - 6th Annual Cowtown Crusin' For A Cure Show / Downtown Ft Worth

October 5-7 Weekend - 15th Annual Goodguy Lone Star Nats / Texas Motor Speedway

October 12-14 Weekend - 14th Annual Classic Chevy Fall Foliage Tour / Bentonville, Ark

Saturday October 20th - 8th Annual DACC Brazos Drive In Movie Night / Granbury

Sunday November 8th - DACC Annual Meeting - Elections, Tech & More at the office of Abraham George - Chrome Collectible Car Insurance / Dallas

NEWSPAPER ALERT! - Sunday September 9th in the Automotive Section of the Dallas Morning News there will be a 'Road Test Review' of Dean Schmidt's 1957 Chevy, this being part of DACC's effort to bring attention to and celebrate the 50th Anniversary of the '57 Chevy. Be sure and pick up this Sunday's paper and see what Automotive Writer Terry Box has to say about driving a '57 Chevy in 2007!



2007 HOT ROD MAGAZINE POWER TOUR

*Cleveland Ohio to Little Rock Arkansas**in a blown '57 Chevy - PART TWO!*

The following is Part Two of a two part diary of DACC member Larry Rollow's summer of '07 adventure known as the 'Hot Rod Magazine Power Tour'. Last month we followed along as Larry left Dallas to Cleveland, Ohio where this year's tour began and our story ended on Day One of the Power Tour in Cleveland. In Part Two, we will begin on Day Two of the tour as we make our way with Larry to Little Rock, Arkansas where the tour ends and then back to Dallas. The following is the continuation from last month's photos and his experiences from 'Larry's Excellent Summer Vacation'



Tour day two, Sunday June 3rd – Cleveland, Ohio to Kalamazoo, Michigan - 244 miles. We left the hotel after getting a call from Dean that he had the pump in hand and was sure it was the correct one. We had originally planned to go the morning drivers meeting, something the Power Tour has at each venue to start the day's travel. But we did not want to leave Dean and Audrey in a lurch, so we headed out to the 'burbs to get the new pump in. Oh, I forgot to mention, it was raining—pretty hard. To make a long story a little shorter, we got the new pump in, unfortunately with a slight leak from the high pressure fitting. Dean said he wanted to leave anyway and would check the fluid level as the day wore on. The Power Tour route usually includes some driving on rural or secondary roads. But since we were getting a late start, we decided to take the interstate to try to catch up. There was a lunch stop, sponsored by Dynamax, at Sterling State Park, right on Lake Erie. The rain had let up by the time we got to there. However, shortly after we got in line for our free hot dogs, the rain started again. We got our food, retreated to a covered pavilion to enjoy our gourmet meal. On the drive up to Cleveland, I purchased some RainX rain repellent at a truck

stop. Stock '57 wipers aren't the best, but to improve them I had installed a Newport Engineering wiper motor before this trip. Dean has a Rain Gear system in his car. But the new wiper arms that came with his system stripped out on the serrated nub that sticks through the cowl, shortly after we left Cleveland. Even though I still had operating wipers, we both became quite dependent on the RainX that I had purchased. Let me tell those of you not familiar with RainX, this stuff really works! The rain had stopped by the time we arrived at the Kalamazoo County fairgrounds that afternoon. We were tired, wet and ready to go to the hotel, but Long Haulers must get their cards stamped at each venue to prove on the last day that you made whole tour. Also, since I am a magnet freak, I had to go to the MSD booth. MSD gives out a small magnet at each stop. On the last stop, you get the last magnet as well as a "frame" to put them in. I have the whole set from the 2004 Power Tour, and wanted the set from this one as well. Perhaps, I should digress here and mention to those who have not done the Power Tour, at each stop there is a giant car show at the designated venue. Local folks can come out and bring their cars to show. And there are vendors, many vendors giving out stuff such as T-shirts, can cozys, sign up cards for drawings and etc. Dynamax brings a rolling chassis dyno for those who want to see how much rear wheel horsepower their cars generate. All the vendors pack up after the end of the car show, head out to the next venue and are ready to go when we get there. It is pretty amazing. Also each evening at around 6 PM on the portable stage, each venue sponsor will give away some nice things, and there will be some speakers, various contests, such as seeing who can make the most realistic sound of a car with a radical camshaft in it. You get the idea. We didn't stay too long

here and headed to the hotel. I also discovered that the aux cooling fan had quit again. That will have to wait until we got home to be repaired.

Tour day three, Monday June 4th – Kalamazoo, Michigan to Racine, Wisconsin - 219 miles. When Dean and I did the '04 Power Tour, several of his car buddies from the Plano area went along. This time two of them went on the tour; Chuck who has a very nice '34 Ford three window coupe and Mark who drove his new generation "Eleanor" Mustang clone instead of his Street Rod. Chuck and Mark had left the hotel before us so Rich and I lined up behind Dean and headed for the road, deciding not to go to the drivers meeting. Oftentimes these meetings turn into a really big traffic jam trying to get out of the venue. This day, Lane Automotive sponsored a brunch about 40 miles into the tour. These guys really had their act together. Parking was easy, the food was good and the employees of Lane could not have been nicer. So after getting our fill of pancakes, grabbing a few catalogs and checking out their showroom we were back on the road. Then the rain started again. The tour route to Racine had us going through Chicago. At a gas stop just south of Chicago, we started chatting with a man who lived in the area. He said not to take the Skyway through downtown Chicago, the prescribed route, but to take the road that goes around downtown to the west. He said even though it was longer, it would be faster. That worked out fine, since Dean and Audrey were planning to visit relatives just off that route. It turned out that he was correct, when we met up with

*Continued on Page 4*

September Feature Car
 Larry and Dianne Epperson
 1957 Bel Air 4 Door Hardtop
 Dallas, Texas



In 1956, I went with my Dad to purchase a 1956 Chevy. That's when I first saw the car of my dreams! In 1962, that '56 Chevy became mine and with the help of my brother Charles (who drove and raced a '55 Chevy from '58 to just a few years ago), we built a nice car that could hold its own at the local drag strip. New paint with 'rolled & pleated' interior in a '56 Chevy, I had all I ever wanted!

Dianne & I dated in this '56 for four years making all the Pig Stands and cruises in Beaumont, Texas. We married in 1966 and sold the '56 to buy a hi-performance '66 Mustang. Yes, a F&#D! Then the babies were born and station wagons were soon to follow! Well, 40 years later the Mustang and station wagons are both gone. My wife bought a '49 Chevy pickup so I could relive my old hot rod days. Soon after we got the pickup, she decided that she wanted a 'hot rod' that would now carry all the grandchildren. We decided on the 1957 Chevy Bel Air; but I wanted a two-door and she wanted a four-door. I told her that if she could find one, in our budget, we'd get it! Well two days later we were headed to Corpus Christi to pick up this red and white 1957 Chevy Bel Air...the four-door hardtop, of course!

Car restorations and hot rods have been great projects for my

son Tim and I to share some quality time together. We started with his 1972 Chevy Pickup, then my '49 Chevy Pickup, then his '56 Chevy car and finally our '57 Bel Air. Our next project

I have replaced the tired 283 and 3 speed with a new 350 and 700R4 automatic transmission with a Hurst floor shifter. Next, the rear end was replaced with a new posi-trac, new heavy duty drive shaft, new rear leaf springs, coil over shocks and traction bars. A new engine needed better cooling so the old radiator was replaced with a new aluminum radiator and electric fan. I have added an extra transmission cooler and filter to help keep the transmission cool and clean. My wife wanted an original steering wheel and found a completely reconditioned original one. This was attached to a new chrome Ididit steering column and tied into a CPP 500 power steering unit. The interior has been restored to the original factory specifications and a custom five gauge panel installed under the dash. A new 2 1/2 inch exhaust with Flowmaster mufflers and Boyd Codington wheels were added to complete the exterior appearance. New paint is in the future on this '57 for the finishing touch.

Power Tour Continued from Page 2

Chuck and Mark, they complained about the route through downtown Chicago, echoing what our Good Samaritan had told us. Since our hotel for that night was right along the route to the lake front area of Racine, we stopped to check in. Then off to the venue. Oh, did I mention it was still raining. It was approximately 18 miles from our hotel to the venue. Because of the weather and the sheer number of cars on the tour, it took us an hour and a half to get into the venue. Part of the problem, was that the local cars were using the same entrance as the Long Haulers. Usually they enter at a different place and have a parking area adjacent to the official Long Hauler parking. So it took a long time to get in. Rich's wife was visiting her grandchildren not too far away, and was coming over to look around. Luckily, just as they arrived, the rain let up. On the walk back to the car to return to the hotel and have dinner, I saw a large crowd around a Power Tour car, parallel parked along the street. The car was a '56 Chevy I had photographed earlier. Next to it was a flat bed truck with a crane-like apparatus that had four large nylon straps hanging from it. The straps were such that each one could be attached to a wheel of the car. I watched as the crane apparatus lifted the car from the parking space, (there were cars in front and in back of it) and placed it on the flatbed truck. I had never seen anything like that before. We heard later that the car had some serious engine problem so we presumed it was headed to a repair shop. I should mention our problem with the car cutting out on long hills, was still with us, but I had discovered that turning on my auxiliary electric fuel pump seemed to cure the problem. After a dinner of German sausage and beer, and, we washed the car in hopes that the rain had gone away for good.

Tour day four, Tuesday June 6th – Racine, Wisconsin to Springfield, Illinois - 287 miles. The day dawned dry and we were hopeful that it would stay that way. Dean, Mark and the two of us left the hotel, (Chuck had left earlier), to join the route. Today was the longest mileage day of this Power Tour. A fair amount of this days driving was on the interstate, so they could make it a bit longer than usual. Not long after we entered Illinois, on a rural road and enjoying the pretty scenery and dry conditions, we entered the town of Spring Valley. There were lots of folks out lining the streets and bringing out their classic cars and Hot Rods to show off. We had heard from Chuck who had preceded us through Spring Valley that the local bank, Citizen's Bank, was serving Brats and sodas to the long haulers. So we parked on a side street and headed for the bank. Sure enough, there they were, just as we had been told and it was free! One of the residents of this town had their very nice 1957 DeSoto parked on the corner. Parked in front of the bank, was a period correct '32 Ford low boy complete with a flathead and steel wheels. Nice folks and a nice town. Of course, we got more rain, but it had stopped by the time we arrived at the Illinois State Fairgrounds. This was probably the best day in terms of people being out to cheer us on during the drive. It really makes it fun.

Tour day five, Wednesday June 6th, Springfield, Illinois to Evansville, Indiana - 235 miles. Today's drive started out in pretty good weather. We were all cruising together, with Chuck setting a brisk pace. We noted that there was a P.O.I., or point of interest listed on the driving instructions. It was a two story outhouse! It was just a couple of blocks off the route, so we just had to check it out. When we pulled up, there it was, standing all by itself, with no way to get to the upper stall. My first thought was I don't want to be in the downstairs stall! Then I took a look and, of course it was not what I was thinking. There was a glass covered sign that had photos of it when it was in use, back in the olden days. There once was a two story house attached to it, ah, now I see how one accessed the upper stall. I have to say I have never seen a two story outhouse before! The route to Evansville featured a lunch stop at Mid America Motorworks. Mid America is a supplier primarily to Corvette, Porsche and VW owners. They had their act together like Lane Automotive; we got right in, got a really great parking spot where lots of people were walking by. The lunch was good and they had opened up their showroom and sales area for all to see. They also had a vintage gas station you could drive through and get a photo or two. From Mid America Motorworks to Roberts Stadium in Evansville, was 125 miles. Most of it on either a U. S. highway or the Interstate. The carburetor was still acting up occasionally, but we were getting by.

Tour day six, Thursday June 7th – Evansville, Indiana to Memphis, Tennessee - 267 miles. Ah, no rain! Rich and I were on our own today as we had stayed at a different hotel than the rest of the guys. We were greeted with a large traffic jam shortly after joining the route. The bridge across the Ohio River was under some type of repair and narrowed from three lanes to one. We inquired from local drivers if there was an alternate route, but were told it would take longer than waiting it out on the bridge. Once we cleared the tie up, we went through some pretty country but only a few spectators were out. The route took us across the Kentucky Dam which was quite large and picturesque. We were rolling along, but a bit hungry and in need of gasoline. So we pulled off the route in Fulton, Tennessee. There was a McDonalds and a gas station, what else did we need? As I pulled into the parking space and applied the brakes, the front of the car jerked and made a strange noise. We went in to Mickey D's, ate and then headed back to the car to see what was wrong. I looked under the front at the suspension, but all looked good. Then I opened the hood to check there. I finally observed that the all the shims that are used to adjust the camber and caster were missing from the right front attach point of the cross shaft for the upper A arm. Furthermore, the nut had only about half of the threads still holding it on. Not good, but I did not leave those nuts loose. The last guy to touch them was the guy who aligned the car. I concluded that on the first day when we heard the jingling noise, my attention must have been distracted by the burned up fuse, because I am certain that noise was caused by



the shims falling out then and I did not see that they were missing. I gingerly drove the car across the street to get gas and ask them where I might find an alignment shop hoping I could get some shims there. It so happened that next to the gas station was an Advance Auto Parts store. I parked in the lot, went in to see what they had that might help us. The parts man told us that there was no alignment shop in Fulton, the closest being in Union City, some 12 to 14 miles away. Then I asked if they had any alignment shims. They did not, but called a local mechanic to see if he had any; he didn't, but suggested using body shims. They had some, so I bought two packets of them. I should have thought of using body shims, and maybe I would have eventually, but I'm glad the mechanic did. In any case, they fit. I had to estimate how many I needed based on the remaining shim packs. Total time lost was about 35 minutes. Yes, we were very lucky. This venue was at the Memphis Motorsports Park. It is quite large, having drag racing, a roundy-round track and even drifting. We had to park out in the boonies, but headed in to get our cards stamped and, of course, get our MSD magnets. They were having fun runs for the Power Tour cars on the drag strip, so we decided to watch. We saw an eleven second Camaro, a 13 second Dodge diesel truck, several reasonably fast street rods, and two '57 Chevys among the racers. One '57 was running in the high fourteens and the other was in the sixteen second bracket. A 1951 or 1952 Plymouth two door wagon pulled up to the line. In my day we would call it a beater, but now it is a Traditional Rod or Rat Rod. He ripped off a 13 second ET, so I had to take a look at the car. It had a late model supercharged Ford drive train in it, nicely done, and very subtle. Then there was the early 50's four door Kaiser, also a beater, blazing his way to a best E.T. of 22.5 seconds. Rich swore he saw him eating crackers during his runs and I thought I saw him tuning the radio, but in any case he was having fun. We watched a few more drag races and we headed to the hotel, planning to return for the morning meeting. But we found out that our hotel was actually in West Memphis, AR not Memphis, TN, some distance away, so we gave up on that idea. We ran into Chuck at the hotel parking lot, and he told us about his friend, Jerry Dixey, who writes for *Street Rodder Magazine*. Jerry knows a man who lives nearby that had a collection of cars and other memorabilia. We were invited to scope it out along with Chuck and rest of our group in the morning.

Tour day seven, Friday June 8th, Memphis, Tennessee to Little Rock, Arkansas - 177 miles. We got up, ate, packed and checked out in anticipation of the tour of the collection. We met up with Chuck and he said he only wanted to wait until 9 AM and then leave if Jerry was not there by then. After several phone calls and the visit being off, then back on again, we left to meet up with the Jerry. We expected a modest collection and a quick visit, then back on the road. Boy were we wrong. It turned out to be the collection of the owner of a major Street Rod parts producer, among other things. He lives on a 55 acre estate not far from the interstate. He has a complete early sixties Texaco gas station transplanted to his property. It is complete in every detail, including working gas pumps delivering gas at 35.9 cents a gallon. Jerry filled up his car, total cost \$2.05! I worked at a Texaco station during my college days at around the same era this gas station was in use, so I can attest to its accuracy and completeness. Totally amazing, and everything works! Next to it was a building that houses part of his neon sign collection. Again, totally amazing. Most of them work and many have been restored to new condition. We were invited in to tour his beautiful home; saw some of his cars, including two magnificently restored '57 Chevys, as well as several equally beautiful '39 Chevy Street Rods. More neon signs in yet another building as well as more cars. After all that, it seemed mundane to get back on the road to Little Rock. We joined the route, with Jerry joining us in a very nice '32 Ford highboy powered by a blown flat. The rain had stopped upon arrival in Little Rock in mid-afternoon. After parking, we set out to get our final stamps and magnets and check out the cars and vendors. They were offering a free lunch to the long haulers, so we took advantage of that and retired to the best shade we could find. My friend Rich lives in California and is not used to this type of humidity. I have to say, even though I have lived in Texas for over 30 years, I don't tolerate it much better than he does. So late in the afternoon, we went to the hotel and air conditioning.

Tour day eight, Saturday June 9th, Little Rock, Arkansas to Dallas, Texas, 325 miles. On the day after the last car show, the Power Tour has a ceremony for the long haulers. We got over to the venue a bit early, only to find a big line of cars waiting to get in to the fairgrounds. After some messing around, the ceremony finally got under way. There were some giveaways, and then we all gathered for the long haulers photo, which will be published in *Hot Rod Magazine* sometime this fall. There were more giveaways, including a couple of engines and a new truck, actually some really nice stuff. Next was the long hauler commemorative gift. The gift we all earned for going the distance was a collapsible cooler with the Power Tour logo, the year and "Long Hauler" embossed on it. Also included was a gift card for some BP gasoline and, last but not least, the official Long Hauler certificate. During the course of the giveaways DACC member Neal Bellamy, who did the tour in his late model Corvette, told me I had won an Eaton Positraction unit the night before during the giveaways but--you had to be there and I wasn't. Oh well, such is life!

We all made it back to Dallas in one piece, in spite of our mechanical glitches. Overall, it was lots of fun, lots of cars and lots of rain. We were lucky in that our problems were fixable and we were able to continue and finish the tour. The rain did get old, and some days were a grind because of the distance traveled. I think they need to make the days a little shorter, and less interstate, so we can see more of the country. This also allows more of the locals to come out to photograph, watch and wave. This is a big part of the fun for us as we go by. Some people did make it out, even stationing themselves on overpasses to see the cars as they went by. That is cool, but I feel that there were more people out watching on the '04 tour. So now I will search out a new windshield, try to find out why the car cut out occasionally and get my auxiliary cooling fan to work again. Gotta get ready for the next Power Tour!

Check the club website for the complete story and photos from Larry Rollow's Summer of '07 Adventure!





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