



# CLASSIC HEARTBEAT

March 2008

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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](http://www.DallasClassicChevy.com)  
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**DOOR PRIZES**

**Tri Five Collectibles to be auctioned!**

**WE NEED ALL MEMBERS TO BRING THEIR CARS!**

## COMING IN APRIL! CRUISING TO EAST TEXAS AND CEDAR CREEK LAKE FOR A CLUB SPONSORED BBQ LUNCH!

On April 13<sup>th</sup> Sunday we will caravan to club member's Carl Mitcham's lake house in East Texas and the club will buy everyone BBQ for lunch! DON'T MISS IT!

**MAKE SURE WE HAVE A GOOD EMAIL ADDRESS FOR YOU!**  
The weather is improving and the weekend events are picking up and each week we want to make sure you receive the weekly DACC email recapping the upcoming events and news! If you are not receiving it, send your email address to [Info@DallasClassicChevy.com](mailto:Info@DallasClassicChevy.com) and get added to the list TODAY!

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**Greg Strader  
Denton, TX**



## March Feature Car

### ***EITHER FINISH IT OR SELL IT !***

The love of cars for me all started with my dad and uncle. My dad serviced his own car during my childhood. My uncle had three '56 Chevys and several American muscle cars while I was growing up. In junior high, I started building go carts on my own and then in high school after I got my licenses I started working on cars. I realized it came natural to me and the love of cars and speed was born.

I have built and owned many American classics which have included Camaros, Mustangs, Novas, Chevelles, and several Shelby Mustangs. I started looking for my next project with no direction or idea what I wanted to build. My former boss of the automotive garage where I worked found a '55 Chevy Bel Air in the Denton classifieds. It struck my interest so I called the owner and made an appointment to see the car.

I saw the brown and gold '55 Chevy sitting in his driveway and I wanted it! The car was drivable and complete, but it needed a lot of TLC. I made an offer that was \$500 less than the owner wanted. I drove away without the '55 Chevy that day. I went home and asked my dad for \$500 and he said no. If I wanted the car, I had to raise the money myself. After three days the owner called and asked if I still was interested in the car which of course I said yes, but the offer was still the same. He asked if we could meet and talk about the car which I agreed. We discussed the car and the owner was interested in what I was planning to do with the car which I replied that my goal was going to build it into a nice street car.

I asked him why he wanted to know. His answer was he had been offered \$500 more than he was asking for the car and he asked the same question of what was going to be done with the car in which the other buyer said he was going to turn it into a race car. The owner decided he did not want the car to be cut up, so he sold it to me at my original offer which was \$500 less than the asking price!

I drove the car for several months before beginning of the restoration process. After getting the frame rebuilt, cleaned, and painted the next step was to find an engine and transmission. I chose a 283 small block Chevy with power pac heads. I installed an L-79 327 camshaft (151) which made it really thump. For the transmission I chose the Munice four speed and rounded it out with an original rear end I located which had 3:55 gear. After completing the rolling chassis, I started to work on the body. I soon learned it had been painted five or six times which turned into a lot more work than I had hoped. I lost interest in the car and for several years the car sat in pieces. Then one day I thought either finish it or sell it. Well my decision was to finish the car. To go forward I had one big problem that haunted me - what color to paint the car? While in California I saw a '55 Chevy with the colors I liked and when I returned home I looked up Gray and White to find out they were the original colors. I found Shadow Gray (594) and India Ivory (593) and it is those colors I decided to go with.

***Continued on page 5***



The below memo that circulated in Chevrolet Engineering in the early 1950's is perhaps what set Chevrolet off to new highs and expectations in the 50's, lead by the development of the V8 engine, the Tri Five Chevys and the Corvette. As they say .. the rest is history .....

## *Thoughts Pertaining to Youth, Hot Rodders, and Chevrolet*

The Hot Rod movement and interest in things connected with hop-up and speed is still growing. As an indication: the publications devoted to hot rodding and hop-upping, of which some half-dozen have a very large circulation and are distributed nationally, did not exist some six years ago.

From cover to cover, they are full of Fords. This is not surprising that the majority of hot rodders are eating, sleeping, and dreaming modified Fords. They know Ford parts from stern to stern better than Ford people themselves.

A young man buying a magazine for the first time immediately becomes introduced to Ford. It is reasonable to assume that when hot rodders or hot rod-influenced persons buy transportation, they buy Fords. As they progress in age and income, they graduate from jalopies to second-hand Fords, then to new Fords.

Should we consider that it would be desirable to make these youths Chevrolet-minded? I think that we are in a position to carry out a successful attempt. However, there are many factors against us:

- # Loyalty and experience with Ford.
- # Hop-up industry is geared with Ford.
- # Law of numbers: thousands are and will be working on Fords for active competition.
- # Appearance of Ford's overhead V-8, now one year ahead of us.

When a superior line of GM V-8s appeared, there were remarkably few attempts to develop these, and none too successful. Also, the appearance of the V-8 Chrysler was met with reluctance even though the success of Ardun-Fords conditioned them to the acceptance of Firepower.

This year is the first one in which isolated Chrysler development met with successes. The Bonneville records are divided between Ardun-Fords and Chryslers.

Like all people, hot rodders are attracted by novelty. However, bitter experience has taught them that new development is costly and long, and therefore they are extremely conservative. From my observation, it takes an advanced hot rodder some three years to stumble toward the successful development of a new design. Overhead Fords will be in this stable between 1956 and 1957.

The slide rule potential of our RPO V-8 engine is extremely high, but to let things run their natural course will put us one year behind - and then not too many hot rodders will pick Chevrolet for development. One factor which can largely overcome this handicap would be the availability of ready-engineered parts for higher output:

If the use of the Chevrolet engine would be made easy and the very first attempts would be crowned with success, the appeal of the new RPO V-8 engine will take hold and not have the stigma of expensiveness like the Cadillac or Chrysler, and a swing to Chevrolet may be anticipated. This means the development of a range of special parts - camshafts, valves, springs, manifolds, pistons, and such - should be made available to the public.

To make good in this field, the RPO parts must pertain not only to the engine but to the chassis components as well. In fact, the use of light alloys and brake development, such as composite drums and discs, are already on the agenda of the Research and Development group.

These thoughts are offered for what they are worth: one man's thinking aloud on the subject.

Signed,

**Zora Arkus-Duntov**

**December 16, 1953**



## DALLAS AUTORAMA



The 2008 Dallas Autorama at Market Hall was a show that saw nearly 40 Tri Five Chevs on display, easily dominating the show! The DACC had a great 8 car lineup that included Carl Mitcham, Dan Bunch, Rodney Nevils, Mike Watters, Bob Caruth, Bob Smolik, Marvin Johnson and Bill Preston. Other members showing Tri Five Chevs or their 'other car' was Rick McClure, Joe Sanders, Ruth Anderton, George Caruth, Doug Pederson, Ernie Guido, Ronnie McComick and hopefully we didn't miss anyone! The show was a big success in promoting our club which is our biggest goal each year at this event. Our club even won 2<sup>nd</sup> Place for the club display at this year's show! Thanks to those listed above for providing their cars for the display and also the following for staffing our display throughout the weekend - Bob Smolik, Bob Caruth, Bill Preston, Mike Watters, Dan Bunch, Alan Strong, Carl Mitcham and special thanks to Dean Schmidt for refurbishing and updating our club stanchions! Be sure to check the club website and chat board to see all the '55-'57 Chevs and more (like the Fonz!) that were under the roof at Market Hall!



## FT WORTH ROD & CUSTOM SHOW



DACC had a great club display featuring nine Classic Chevs at the Ft Worth Rod & Custom Show on Feb 29th-Mar 2nd. Our display featured Tri Five Chevs belonging to Tom Blackburn, Jim Conkle, Ron Davis, Mike Dodson, Joe Gaikoski, George Johnson, Carl Mitcham, Chuck Rader and Ben Weehunt. The special thing about this group of cars is that none had ever been shown at this Ft Worth event. Other members showing their Tri Five Chevs included Scott Landers, Rick McClure, Ronnie McComick, Doug Pederson, Mike Reeves, Sandra Reeves, Joe Sanders and Ralph Sandlin. DACC members exhibiting 'other' cars were Don Clark, Phil Haynes and Ronnie McComick.

Like at the Dallas show two weeks prior, Tri Five Chevs dominated the event. Again nearly 40 of the ever popular Tri Five Chevs were on display in Ft Worth providing solid evidence that the mid fifty Chevs are the most popular, collected and sought after classic cars in the old car hobby!

Tri-Five Chevs participating in the Ft. Worth Rod & Custom Show - (Awards in parentheses)

### DACC Club Display

Tom Blackburn, Arlington, Red 57 HT-(5<sup>th</sup> Custom Conservative HT B)

Jim Conkle, N. Richland Hills, 55 Green Sedan

Ron Davis, Desoto, Red 55 HT

Mike Dodson, Keller, Black & White 56 Nomad-(2<sup>nd</sup> Custom Wagon)

Joe Gaikoski, Carrollton, 56 Copper & White Convertible

George Johnson, Arlington, 56 Turquoise & White Nomad

Carl Mitcham, Colleyville, 57 Red Convertible-(2<sup>nd</sup> Post-War Convertible)

Chuck Rader, Flower Mound, Red 57 HT-(3<sup>rd</sup> Antique & Restored C)

Ben Weehunt, Coppell, 57 Black HT

### DACC Members

Scott Landers, Ft Worth, Red & White 56 Sedan-(3<sup>rd</sup> Full Custom Sedan)

Rick McClure, Highland Village, Orange 55 Sedan-(2<sup>nd</sup> Full Custom Sedan)

Ronnie McComick, Yantis, Blue & White 56 HT-(3<sup>rd</sup> Semi-Custom A)

Doug Pederson, Highland Village, Red & White 55 HT-(1<sup>st</sup> Full Custom HT A)

Mike Reeves, Burleson, 55 Coral & Gray HT-(2<sup>nd</sup> Semi-Custom A)

Sandra Reeves, Burleson, 57 Gray Convertible-(1<sup>st</sup> Post-War Convertible)

Joe Sanders, Colleyville, 57 Red HT-(2<sup>nd</sup> Full Custom HT A)

Ralph Sandlin, Burleson, 57 Station Wagon, White/Blue Flames



## WELCOME

### New Members

793

Sandra Holmes  
6530 Orchid Lane  
Dallas, TX 75230  
1957 Chevy Pickup

794

Gary and Jill Garrett  
120 Trailing Oaks Drive  
Double Oak, TX 75077  
1955 Chevy 2dr Sedan

795

Terry and Pamela Hitch  
202 Timber Lake Way  
Southlake, TX 76092  
1957 Chevy Bel Air Hardtop

796

Larry and Melody Rogers  
222 W Rieck Rd, Suite 9  
Tyler, TX 75703  
1957 Chevy 210 Sedan

797

Mike and Vickie Dodson  
237 Austin Street  
Keller, TX 76248  
1956 Chevy Nomad

798

Joe and Carol Sanders  
2508 Flintrock Ct  
Colleyville, TX 76034  
1957 Chevy Bel Air Hardtop

799

James and Kay Carson  
3908 Driskell Blvd  
Ft Worth, TX 76107  
1957 Chevy Bel Air Hardtop

*Greg Strader's Car Feature Continued from page 2 .....*



Now that the colors were picked out, I needed to have the body blasted to get off all the paint. Off came the body from the frame and once it was stripped and back on the frame it was now ready to go to Gene's Body Shop. While the car was at the body shop the process of finding someone that specialized in upholstery began. I found the right man in RO Anderson of R&B Auto Interiors. He designed the gray tweed interior to look like it was from the 50's. After paint and upholstery, the tire selection began. I decided to use the stock wheels and hub caps and took the car to Briscoe Tire where Mark and Scott help me to find right tire combination.

After driving the car for several years, the engine went south on me. It was time for something more radical, so I built a 327 with a 2 - 4 barrel intake. After driving the car for awhile with this new engine combo, I decided I wanted more jump off the line. So I installed a 3:70 gear set-up which made the car really fun to drive. A new engine and A/C are in the works for the future. Thanks to my family and friends for supporting me during this project.



**ATTN: DACC RACERS** – The kick off race that was scheduled for last Sunday at Kennedale's 1/8 mile Texas Raceway was postponed due to unfinished track renovations, that race is now scheduled for this Sunday March 16th – EVERYONE WELCOMED to attend and race! DACC members will be on hand to assist! More info on the DACC website chat board under 'events' and [www.TMCCC.org](http://www.TMCCC.org) And don't forget Race #2 is at Denton's North Star Dragway on Sunday March 30<sup>th</sup>!





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