



# CLASSIC HEARTBEAT

April 2008

Volume 32, Issue 4

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)  
Est 1976

Current Membership -150

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972-960-1408

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817 481 3468

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972 691-4968

## Membership Information

Dues are \$25 per year, payable to Dallas Area Classic Chevys, mail to the club PO Box. To determine your renewal month and year, check your mailing label, top right corner is the month/yr your membership expires.



We will have a caravan to Carl and Charlsie Mitcham's lake house in East Texas leaving at NOON on Sunday from Hwy 175 Hawn Freeway just east of Interstate 20 at the Silverado exit. It is about an hour to the Mitcham's from there and don't forget to come hungry! Springtime in Texas is primetime for getting your Chevy out so plan to join us! If you are coming from a different direction and will not be able to join the caravan, a map link is available in this weeks email and also on the club website under the 'Calendar' link.

## Lone Star coming in May!

Lone Star 26 will be held in West, Texas on May 2-3, hosted by the Heart of Texas Classic Chevys in Waco. The host hotel only has 70 rooms and is full, nearest backup hotels are 15 miles away so DACC Board Members have elected to have a club caravan down to West on Saturday morning May 3<sup>rd</sup> with a drive back to the DFW area that evening. Make plans to join us on Saturday May 3<sup>rd</sup> for the caravan! Complete detail coming in the club emails and next month's newsletter.

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April's Member's Pride Feature Car

# A Tale of Two Cars

The Story of Stu Jacob's '55 Chevy Bel Air



**Stu's story is a two part story, but we only have room for the second part in the newsletter.. that is where we pick up the story here, but part one is something you don't want to miss as he tells the tale of getting his son a '55 and what a story that is! – YOU WON'T BELIEVE IT! .. be sure to check the club website's feature car section to read the 'Rest of the Story' ... but here we begin the second half of the story that center's on Stu's beautiful '55 Bel Air hardtop –**

Several years later, I decided it was time to look for my own '55. I love the look of a chopped top and the chrome bows in the headliner. The search was on. After several "near buys" over a six month period, I finally located a car in Lubbock I'd seen at several swap meets that was nice, but over-priced. I loved the Tropical Turquoise and Ivory combination. On a whim, I low-balled the owner and to my surprise, he took my offer. He even agreed to trailer it down to me for no charge. It arrived on the 4th of July weekend.

I was like a kid in a candy store. I took several extended drives in the car over the next few days, then decided that before I got too serious about doing any hard driving, I'd better change the oil. The 327 engine had an adapter for a spin-on oil filter instead of the original canister type. When I removed the oil filter and the adapter I realized all parts of it weren't there. Without the missing part, the oil filter wasn't even filtering the oil! GREAT! I also noticed a knocking sound when I started the engine that lasted several seconds until the oil pressure came up. I decided to drive it until it blew, then rebuild it. Other than that the car seemed pretty solid, or so I thought. It just needed a few things like a heater, headliner and bows, all new glass, whiskers and seals, etc., etc., etc. Actually, except for paint, it needed about everything! I drove the car for several years this way, enjoying it. I seldom lifted the hood at shows--it was too nasty! Finally, the engine knock became a real concern. The problem proved to be a worn out thrust bearing and excess

crankshaft forward/reverse play. The motor needed to be rebuilt, too. My buddies informed me I needed to pull the front clip first. That would mean I needed the other half of the garage--my wife's side. After assuring her it would only be for about three months, she agreed. The disassembly began.

After we had the engine and transmission out and the front clip off, one of my friends said I could have the body off the frame with just ten more bolts removed. I informed him that would never happen while I owned the car. Less than a month later, the body was at the body shop having the rusted areas repaired--rear tail pan, brace, spare tire well and some small areas on both left and right rockers. The floor was good. I had gutted the car, making extensive notes and bagging and labeling everything. While the body man did his magic, I took the frame and several other pieces to the powder coater. I also disassembled the engine and sent the heads and block assembly out for a total rebuild with the addition of a few speed goodies. I also located a 1966 Saginaw full syncro 3 speed overdrive transmission to replace the original overdrive tranny. When the frame was completed, I reassembled the rolling chassis with all new parts including drop spindles and power disc brakes on the front. As is usual on a frame off, there were parts and pieces everywhere in the garage, the game room, closets, etc.

These cars are easy to take apart, but the reverse process is tedious and very time consuming. Once the rolling chassis was done--minus engine and tranny--the body was installed and the real work started. I must admit there were many days when I would go out in the garage and wonder, "Why had I ever started this?!!" Some parts of the process were more tedious than others. Can you say STAINLESS? Never again do I ever want to polish another piece of stainless. Take my advice, pay to have someone do it; it's a bargain at *any* price. I remember vividly at one point in the process, my wife and I were standing

**CONTINUED ON PAGE 3**



## 'Other Car' Feature Charlie Ropollo's "Red Tomato Can"

My "Red Tomato Can" is a 1948 Anglia, made in England by the Ford Motor Company. I saw this car on the internet in El Paso and with the help of my cousin Nick Roppolo I was able to bring it back to Dallas. This race car sits on a sprint car chassis with a complete funny car cage and is a center steer car. That is one of the reasons it hooks so well leaving the line. The engine is a 406 small block chevy, Hooker headers, Holley Highrise and 750 double pumper carb, DART heads, Crane Cam with roller rockers, steel crank, MSD distributor and 7AL-3 ignition box. The tranny is a JW powerglide, straight cut gears and transbrake. All of this goes through a Olds style Dana 60 rear end with Strange 4:10 gears, spool and axles. Four wheel Wilwood disc brakes stops it if the chute doesn't!

The car run's 7.30's in the eight mile and is

**FUN TO DRIVE!**



on the front porch watching the hail beat the dickens out of her Honda. She turned to me and said in a sarcastic voice, "I'm sure glad the '55 is safe in the garage, honey." Needless to say, after the project was finished, she got a new Honda and vowed never again to have her half of the garage violated. The process took a bit longer than the three months I'd promised her . . . about two years longer, actually! But it was worth the effort.

I went through every system on the car, meticulously replacing or refurbishing everything. I also added a Griffin aluminum radiator, lots of chrome and billet goodies, zoops brackets and so on and so on. Even though it was a frame off, I didn't have the entire car repainted. The paint was good enough for the time being in the areas body work wasn't done. The exception to this rule was the firewall. And yes, there are still a few things left to do. I'll be redoing the interior this fall, and replacing the original windshield. Recently I installed a front sway bar, something I highly recommend. Oh, and thanks to my wife's insistence, I installed AC when I did my frame off. For now I'm enjoying driving and sometimes showing my '55. And there's the occasional Saturday night trip to Keller's to hang out with other car nuts. Another big treat is belonging to DACC and all the great members and their awesome cars. Lately I've been dreaming of Edelbrock E heads with a full roller set up . . . .

See ya out crusin'!

## Lone Star XXVI, May 2-3, 2008 – West, Texas

Hosted this year by the Heart of Texas Classic Chevy Club, the annual Lone Star Convention will be held at the Czech Inn in West, TX (located between Waco and Hillsboro on Interstate 35). This year's event is open to all year's of Chevys and there will be no formal judging. The hotel has only 70 rooms and has been booked for months and with the Czech Inn being the only hotel in town, the overflow rooms are located 15 miles away in Waco. With most of the DACC members not having rooms for the event at the host hotel and not wanting to leave their classics at overflow hotels without security, the DACC Board of Directors elected to have a 'official' club caravan to West on Saturday morning May 3<sup>rd</sup> with a return trip that evening. That will allow many of our club members the ability to participate without having to spend the night and leave their classic cars in unfamiliar and unsecured hotel parking lots in Waco. The agenda is a 'relaxing fun filled weekend' and has a Friday evening Welcome Party from 6PM to 8PM with food and beer, specialty awards on Saturday and a Saturday night catered meal at 6PM – menu and price not yet known. Registration for the event is \$30 which includes the Friday meal only and can be done at the show.

So make plans to join us on Saturday morning May 3<sup>rd</sup> for our caravan to West and Lone Star 26! We will meet at 8:30AM on May 3<sup>rd</sup> in the parking lot of Wal Mart located on the south side of Interstate 20 and Great Southwest Parkway in Grand Prairie (just east of the I-20 and Hwy 360 interchange). From there we will determine the best route to take to the Czech Inn, either 35E or 35W as both will be equal distance from there.

And put Lone Star XXVII on your schedule now! To be hosted by the Houston Classic Chevy Club, May 7,8,9 2009!



## 'UNDER CONSTRUCTION' FEATURE CAR

Jeff Mouakket  
Double Oak, TX

I've always liked old cars a bunch but never had the knowledge or tools to tackle the metal work part of a restoration. That changed in Fall 2005 when I found a nearby community college that offered welding courses on Saturday mornings. By the end of 2005, I had decent welding skills and purchased a welder.

I was on the hunt for an old car to restore but wasn't real particular about what I wanted. I had a '67 Mustang when I was in high school so I wasn't too interested in another one of those. While searching for a car, I came across DACC and met Bill Preston, who lived close by. After meeting him and seeing his cars, I became most interested in finding a '55-'57 model Chevrolet, preferably a two door.

There wasn't much to pick from locally but in late February 2006, I found a two-door '56 for sale in the local newspaper. I called the man and he said that the car had already sold, but he knew of a friend with another one for sale. I called his friend, DACC member Kenneth Burton, and he told me that the car wasn't being advertised but that he would like to sell it. Bill and I went over to take a look and frankly, I was discouraged. Bill got under the car, poked around on the car, checked it from top to bottom and said it would be worth buying. The following weekend, another DACC club member Don Andre, Bill, and I drove out to Saginaw and brought the car and all its parts home.

My wife, friends, and neighbors thought that I had lost my mind, when they saw the car. The car was found somewhere in New Mexico. It didn't look like the car had ever been repainted. The typical problems were there - bad floors, rusty rocker panels, holes in the trunk. The transmission tunnel had been cut at one time for a stock shifter.

Work on the car has been slow and my lack of experience doesn't help much. I ask LOTS of questions on the Tri-Five forums. I have completed the trunk floor, driver's side floor, and driver's side rocker panels thus far. My wife pressures me to finish the car but what's the big rush?

My plans are to paint it a solid color but color choice changes almost weekly and I'm so far from that point it doesn't matter much anyways. I did purchase a LS1 out of a 2004 GTO with 15k miles. It's sharp looking and has plenty of power.

So...lots of ambitious plans for the car but working at a snail's pace. Being a member of DACC has been very helpful and I hope to one day drive the car to a club sponsored event.



## WELCOME

### *New Members*

800

Robert and Sarah Conkle  
4225 Ketter Drive  
N Richland Hills, TX 76180  
1955 Chevy Sedan

801

Tommy Franklin  
495 Davis Road  
Combine, TX 75253  
1955 Chevy

802

Robert and Heather Hernandez  
111 Man O War  
Fairview, TX 75069  
1955 Chevy race car

803

Steve and Tammy Kellner  
5311 Park Lake Blvd  
Sachse, TX 75048  
1955 210 Del Ray Hardtop

804

Dave and Danita Morton  
105 Fawn Hollow Dr  
Argyle, TX 76226  
1955 Chevy Bel Air

805

Joy and John West  
1 Rue Du Lac  
Dallas, TX 75230  
1957 Chevy Bel Air HT

806

Bill and Barb Raley  
2621 Brennan Court  
Plano, TX 75075  
1956 Chevy Pickup

807

Darrell and Pat Gentry  
615 E Spence Street  
Sulpher Springs, TX  
1955 Chevy Hardtop



## RECORD TURNOUT OF TRI FIVE CHEVYS MAKES THIS YEAR'S 'SPRING CLASSIC CHEVY SHOW' A **BLOWOUT**

The 2008 Spring Classic Chevy Show hosted by the Dallas Area Classic Chevys at Reliable Chevrolet was greeted by outstanding weather yet again this year! The turnout for this year's event topped the records as 75 cars attended, making this the largest show yet at Reliable! Adding to the event this year was the great surfer band 'The Ghost Surfers' who played live at Reliable during the show. Also at this year's event our Silent Auction of Tri Five Chevy collectibles that included commemorative 50<sup>th</sup> Anniversary of the '57 Chevy items, street signs in your favorite mid fifty model name along with other neat items of interest to the Classic Chevy fans in attendance. Just about every make, model and color of mid fifty Chevy filled the parking lot of Reliable to where we literally were overflowing with the vintage Chevrolet metal of yesteryear!

This event is never judged and admittance is free to not only the spectators but also the participants, and at the end of the day 'Favorites' are picked. Congrats to the following for being 'Favorites' at this year's show!

### Reliable Chevrolet's Favorites

**1955 Chevy - Terry Box of McKinney**

**1956 Chevy - Garry Martin Jr of Rowlett**

**1957 Chevy - Bob Brandenburg of Celina**

**Corvette - Albert Turner of Dallas**

**Pickup - Bill Raley of Plano**

### Wilson Auto Repair's Favorite

**1957 Chevy – Bob Vaughan of Plano**

THANKS to all who ventured out on a beautiful Texas spring day with their Classic Chevys and making this the largest event yet at Reliable! Be sure to check the club website to see just part of the cars and trucks at Reliable last month!





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**SPRING CRUISE  
TO CEDAR CREEK LAKE  
SUNDAY APRIL 13th**

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