

CLASSIC HEARTBEAT

April 2012

TEXAS' LARGEST AND MOST ACTIVE CAR CLUB EXCLUSIVELY FOR '55, '56 AND '57
CHEVY CARS, TRUCKS AND CORVETTES – CHEVROLET'S GOLDEN ERA!

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PO Box 814642
Dallas, TX 75381

www.DallasClassicChevy.com

Current Membership -180

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Membership Information

Dues are \$25 per year,
payable to

Dallas Area Classic Chevys,
mail to the club PO Box.

To determine your renewal date,
check your mailing label, the top
right corner is the month/yr your
membership expires.



DAY AT THE DRAGS!

SUNDAY APRIL 22nd! - North Star Dragway – Denton

This month the DACC will hit the drag strip for some 1/8 mile drag racing as we feature the Texas Muscle Car Club Challenge drag racing series event at North Star Dragway in Denton. This is YOUR chance to bring your Chevy out to the race track and try your hand at drag racing. Club members will be on hand to assist and teach you the “How To’s”! Gates open at 9AM, spectator admission is \$10, race for \$15 more, classes for EVERYONE!

Burgers and hot dogs at the DACC pit space so come and watch or better yet race! More info at www.TMCCC.org and the Chat Board on the club’s website!

NEXT MONTH!

**Lone Star 30 – May 4-6 in San Marcos, Texas
DON'T MISS THIS EVENT!**

Complete info at LoneStarChevys.com

DACC will caravan down the scenic route (Hwy 281) leaving Friday morning with several stops including one in Spicewood, Texas!
More details on page 5, in your weekly email and next month’s DACC’s Classic Heartbeat newsletter!



DACC FEATURE CAR

Jim and Janna Leinart

'55 210 Sedan

Sherman, Texas



My first love of '55 Chevy's was .. well in 1955. My family bought a new Bel Air 4 door coral and gray '55, so I immediately wanted a '55 from that moment on. I did not get one of my own until 1960 and it was a black and white 2 door hardtop with a 265 V8, overdrive tranny, 4:11 rear end, factory air and power steering. It was really loaded! As time went by I slowly modified it with 283 engine and a 4 speed.

Well like a lot of folks did back then, I sold it before going into the military. I got a staggering \$440 for it and it was a sharp car. Today that just seems crazy.

I had dreams about that car many nights and would dream I had it back only to wake up and be disappointed.

About 1997 (do not know why I waited so long) I decided I was going to get another one. I found a 210 model locally that had been restored maybe in the 70's. It was a dark brown metallic and a beige, had brown valor interior that was about as bad as it gets after everything had faded with age. It has a 283 3 speed but it was a pretty solid and good running car. So I bought it. I started playing with the 283 like changing cams, intakes and carbs to try and make it run better. I added American Torque Thrust wheels and it was a fun ride. It just looked really bad but it did not really bother me. I was just having so much fun with the car. Both my wife and sons told me I needed to drive it at night as I should not be seen in town in such a bad looking car!

One day my wife had enough and said if you are going to keep it you will have to repaint it. So I got a razor blade and started scraping. Most of the work was done at my

house with the help of a real body man. I did not do a body off resto as I wanted to drive it and did not want it "Too Nice" to drive. It took about 2 years to complete.

My goal with the car was to take it on the Hot Rod Power tours. Well I have made about 10 with 7 Long Hauls so far. It has had various motors from the 283 to a 408 to a 327 and then back to the 283. Sounds strange but I seem to like the little 283 best of all, it just wants to turn some RPMs! It has Power Pack heads, milled 100 thousandths', a re grind 097 Duntov solid cam and cast iron intake and 4GC carb.

I have put over 30k miles on it and it has been a ball. I just regret that I went 30 years with out one!

More photos at DallasClassicChevy.com



Relive the 2011 Woodward Dream Cruise!

Part 2 of 3 by Geoff Clark



Much to my son's Stephen dismay we decided to fly to Detroit versus drive our 1955 Chevy Handyman Wagon. My father, David, linked with us the Detroit airport and rented a car imported from Detroit – a black/black Chrysler 300S – that would serve as appropriate transportation in the venerable Motor City. Upon exit from the airport we were immediately greeted by a line of classics cruising east on I-94 to Detroit. The first car in our sights was a 1966 Corvette Sunfire Yellow/Saddle Coupe with optional 427, side exhaust, teak wheel, knock offs, and headrests – stunning! On our way to our hotel we decided to make a test run up Woodward Avenue to see what all has gathered on Thursday afternoon prior to the "official" Saturday running of the 2011 WDC (Woodward Dream Cruise). We were not surprised to see all eight lanes packed with cars of every vintage. The sides of the streets lined with people in lawn chairs. We made a pit stop to enjoy a late lunch at a great Greek diner, Athens Coney Island, which featured a great manufacture display by Buick. They had several 2012 cars to include the new Grand Sport which will go after BMW 3 series and Infiniti G series sedans – I agree, they have a great contender put together. They also had on display several cars from the GM Heritage Center (www.gmheritagecenter.com) to include a fabulous 1953 Buick Skylark convertible – one of greatest creations of the late iconic Harley Earl. While we were there another hungry purveyor of Greek food wheeled up in a 421 powered 1961 Pontiac Ventura bubble top - Wow! We then trudged onto our hotel and checked in for what would turn out to be a great four day run of the Woodward Dream Cruise.

On the days and nights leading up to the WDC there is actually several "official" and "unofficial" events ongoing. Despite the fact that the WDC is officially held on the third Saturday of August you will find events up to two weeks prior and a gaggle of cars all over the place cruising. On Wednesday night there was an all Corvette show which featured over 2000 Corvettes, current and past Corvette engineers (Dave Hill), and a bunch of new "go fast" parts to include the C6R carbon fiber frame that you will be able to buy in 2013 from Reliable Chevrolet Parts for your Z-06 (how many cars below \$1M can you buy with a race carbon fiber frame? Not many!). GM Engineers from the Wixom facility (location of where all Z06 and ZR1 engines are hand built) were on hand to discuss the LS9 which is the power plant on the Corvette ZR1 and new Camaro ZL1 – it was a hands on event where they would disassemble, assemble, and dyno the engine right in front of you and discuss design features along the way. Like the look of a C2 but want C6 performance – no problem, Karl Kustom Corvettes out of Des Moines will merge the best of both worlds for you. On display from Karl Kustom included C6 underpinned Sebring Silver '63 Split Window, Marina Blue '67 convertible, and a Riverside Red '63 Split Window. Better than that was visiting with the original owners of several





classic Corvettes. One fellow in particular we visited told us the story of trading in his 1963 Coupe for a new 1966 Convertible – one that he ordered (Milano Maroon/Black, options included 427/450hp, M21 close ratio 4 speed, knock offs, gold lines, side exhaust, power steering, power brake, teak wheel, leather) and still has in his cherished possession today.

On Thursday night GM held a press event for the preview of the Chevy Sonic – a hatchback and sedan platform cousin to the Volt. In cooperation with the City of Birmingham, GM was granted full access Woodward and conducted a press parade that was lead off by about 50 cars from the GM Heritage Center, several special picks from the 2011 Hot Rod Power Tour, a pre-production Camaro ZL1, and a parade of 1000 Volts with a few new Sonics. Given the Volt is electric and the Sonic has a small Ecotec engine all we could hear as they cruised by was the friction of the tires on the pavement - a grand stand of us watching were a bit underwhelmed as we craved the smell of exhaust and to hear the roar of big blocks.

Saturday greeted us with a perfect morning to rise and shine. Over breakfast we discussed our strategy to take in as much of the WDC as humanly possible: start at the south end of the WDC in Ferndale, work our way north taking in the GM and Chevrolet pavilions, cruise the Pontiac “Wide Track”, and circle back to Birmingham by supper for a Hunter House Burger (best Michigan burger since 1952!) to take a seat in Birmingham to watch the WDC at dusk and into the night.

We started in Ferndale which played host to Mustang Alley. Gathered there was the corporate tents for Ford, Ford Special Vehicles Team (SVT), Shelby, Roush, and Saleen coupled with around 4000 pony cars. Not only included where the corporate names but the individuals themselves as we met Carroll Shelby, Jack Roush, and Roger Penske while at Mustang Alley. Ford SVT put on quite a show as they had several engines on dyno, a new 2012 5.0liter car that they would rip through the quarter, and engineers on hand to install for free SVT parts.

Prior to our blood turning Ford blue we made it out of Ferndale and started heading north on Woodward to seek out GM car racing heritage display near 13 Mile Road. Not only was Woodward full of eye candy but the parking lots adjacent where starting to fill with stunning cars and people – but very small lot of cars made us stop dead in our tracks. We found a collection of about twelve GM 1950 and 60s cars that would each win any car show in Texas. What first drew our eye where two identically restored 1957 Buick Estate Wagons resto-mods (red, tan leather, lowered, 20s). An 18k mile Crocus Yellow/Laurel Green 1956 Bel-Air and a Gypsy Red 1955 Nomad was right behind them. Two of my bucket list cars, a Sateen Silver Metallic/Red 1961 Impala 409 resto-mod and a Goldwood (Yellow)/Black 1964 Impala SS, where proudly displayed and in perfect condition. Onto the GM display...

Continued in the next issue of ‘Classic Heartbeat’!



TRI FIVE CHEVYS TURN OUT FOR POSTPONED SPRING SHOW!

Despite threatening weather, the '55-'57 Tri Five Chevys turned out for this year's event after rain and cold weather postponed the event one week. THANKS to all the members who came out in support of the DACC Spring Show and special congrats to the following Favorite Pick winners from the show!

Reliable's Favorite '55

Joshua Hart – Allen, TX

Reliable's Favorite '56

George Johnson – Arlington, TX

Reliable's Favorite '57

Marvin Johnson - Dallas, TX

Heritage Insurance's Favorite Tri Five Chevy

Irv Engelbrecht's '55 – Lufkin, TX

Wilson Auto Repair's Favorite Tri Five Chevy

John Lee's '57 – Plano, TX



DACC CARAVAN TO LONE STAR 30 IN SAN MARCOS

We will begin the DACC Caravan at 8:30AM Friday May 4th from the parking lot of Reliable Chevrolet in Richardson (Arapaho and Central Expressway). Our drive down to San Marcos will be leisurely taking us down Central Expressway to I-35E then down to Hwy 67 where further down we will pick up Hwy 281. You are encouraged to join us at Reliable at 9AM or pick up the group anywhere along the way. The drive will take us down scenic Texas towns like Hico, lunch at Wenzel Lone Star Meat Company in Hamilton and a special stop in Spicewood at the home of club members Dean & Audrey Schmidt for a little ice cream! From there we will get over to Austin and down to San Marcos at the Embassy Suites Hotel where all the Lone Star XXX action is centered and just in time to take part in the big cruise that evening. To find out all the details about Lone Star XXX, get on the web at LoneStarChevys.com. You will find registration forms, hotel info, schedule of events – everything you need to make this a special weekend! The Central Texas Classic Chevy Club headed up by Jim Rankin has put a lot of effort into making this an event you don't want to miss! If you have questions about the DACC caravan, contact David Graves at David@DallasClassicChevy.com and plan to be in

**San Marcos on May 4-6
the 30th Annual LONE STAR
Classic Chevy Convention!**

CONTACT

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**DACC Drag Racing
Sunday April 22nd
Tx Muscle Car Club Drags
North Star Dragway - Denton**

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