



'55 '56 '57

JULY 1980

Volume 6 Number 8



Greg Easley's High Mileage Five

Dallas Club Feature/Macon Convention

Installing 350 Side Mounts

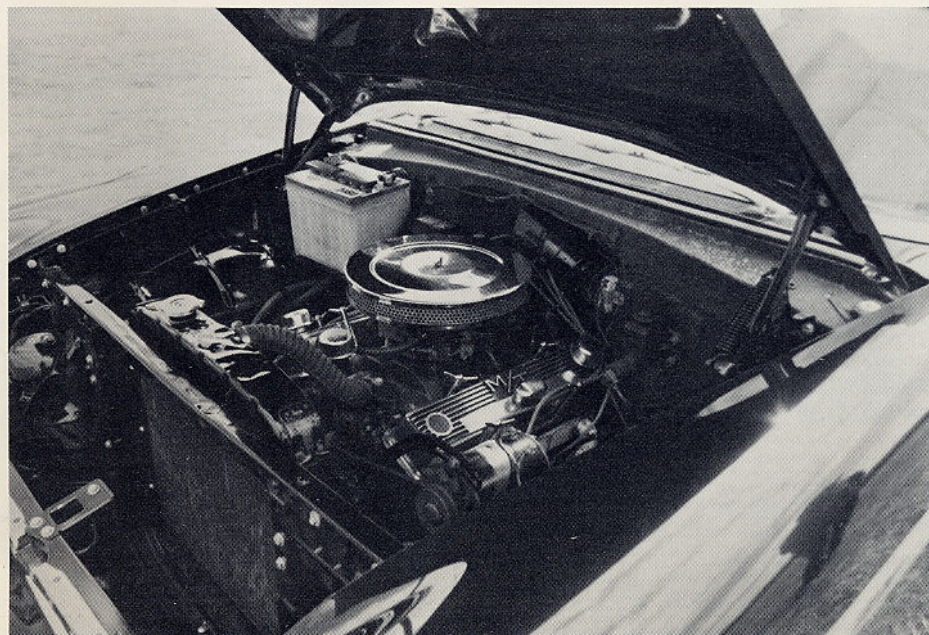
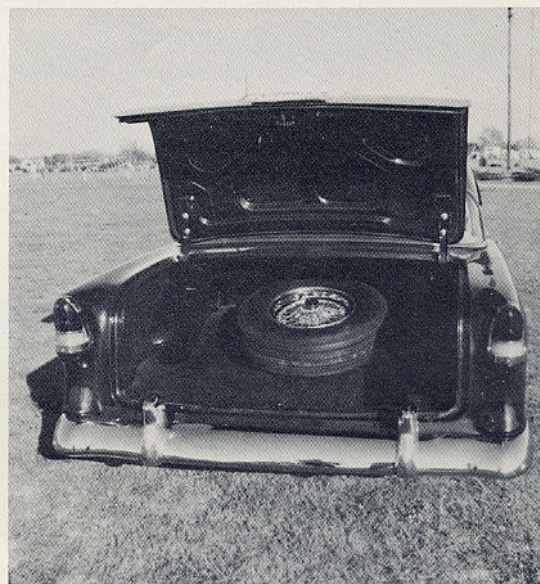
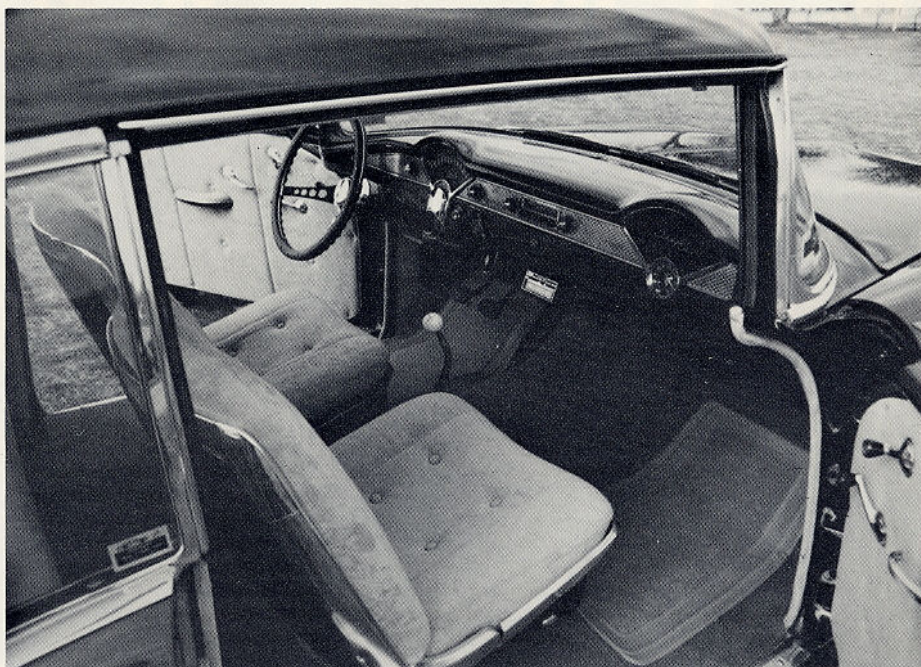
1980 Judging Guidelines

OKAY USED CAR

By Greg and Frances Easley, #1197
Sherman, Texas

Our '55 was purchased from a used car lot in June of 1966 for \$295 and a trade in of a '54 Chevrolet. We have driven it an average of 12,000 miles per year in the last 13 years and the odometer now shows over 260,000 miles.

It is now painted dark green metallic lacquer. It has been painted seven times since 1967 with the last four paint jobs being done by myself. It



is now painted every 1½ to 2 years. (Only because I do it myself and the expense is not so great, only the time.)

The interior is grey velour with T-bird bucket seats. The driver's side is power operated. The dash and interior moldings are painted charcoal grey sunfire metallic.

The engine is a '72 350 that was installed in '73 with less than 10,000 miles on it. It was rebuilt at that time using 11.5 to 1 TRW pistons, 350 HP-327 cam, Mallory ignition, aluminum intake and a 600 cfm Holley carburetor. The underhood area was disassembled in December of '78 and painted with black Imron paint.

This is one car that is not used just for sunny Sundays but is driven year round — except on ice.

We are currently rebuilding another '55 hardtop that will be my wife's car. It will also be a modified Classic and it too will be for driving!



DALLAS AREA CLASSIC CHEVYS

Story and photos by David Graves, President, DACC

The Dallas Area Classic Chevys, Inc. was formed in March of 1976 after the annual ISCA Dallas Autorama car show. Greg Easley had his '55 Chevrolet on display at the show and compiled a list of fifteen individuals who were interested in forming a club for mid-fifty Chevrolets in the north Texas area.

The first meeting was held at the Northpark Mall parking lot in Dallas and twelve potential members attended. Several ads were placed in local newspapers to bring attention to the group's efforts and build interest in forming a club. Several months later it was agreed that the monthly meetings should move to a nearby park to take advantage of the grass and trees. The club was formally set up with Greg Easley serving as President. Later we moved out of the weather to a local community center and our club voted to become a 100% CCCI chapter.

Our first club activity was participation in the 1977 ISCA Dallas Autorama, a car show held each January. This event proved successful for our club, with nine cars on display and several winning awards. We became better known in the area and gained several new members for our club. The display brought back memories for many of when they owned a '57 "just like that one."

1977 was our first full year as an organized club. Our yearly elections held during February found Gene Jones as President, Richard Taylor as Vice President, Nona Jones as Secretary, Dan Garner as Treasurer and Greg Easley as the Activity Chairman and Newsletter Editor.

The year was full of events for everyone to participate in. The most memorable events during 1977 include the Houston Classic Chevys' Fun Run where we took the Volleyball Champs Award; the McAlester, Oklahoma Show and Run, where we took the Long Distance Award; All Chevy Day in Arlington, Texas; the annual Ardmore, Oklahoma Classic Chevy Run (we took 1st in

volleyball competition here also); and the NSRA Street Machine Mini-Nationals in Waco, Texas where we sponsored the Best Engine Award.

The ISCA Dallas Autorama car show kicked off 1978 for the club with ten members displaying their cars. That year the membership voted into office Richard Taylor, President; Dan Garner, Vice President; Mike Cook, Secretary; David Graves, Treasurer; and Greg Easley, Activity Chairman and Newsletter Editor.

The club obtained a valuable asset in 1978 with the gain of a club sponsor. Due to the efforts of President Richard Taylor, the Late Chevrolet dealership was landed as our

sponsor. The dealership has been very helpful with the needs of the club. They purchased a club banner so that we could display it with our cars when we attend car shows, runs and conventions. Also, Late Chevrolet began publishing our monthly newsletter and mailing it for us. Our club, in turn, displays a member's car, our club banner and posters of the Chevrolets produced in '55, '56, and '57 in a permanent area on their showroom floor. This has proven to be a unique attraction at the dealership and Late Chevrolet has had numerous compliments.

During August of 1978 the dealership had a two-week promotion with fifteen of our cars





in their showroom. The promotion ended the final Saturday with a live '50's band on stage and three local disc jockeys providing music and entertainment. Prizes were given to the audience, including tickets to Dallas Cowboy football games, and the excitement was seen on local television news coverage.

Other events during 1978 included a picnic we hosted at a nearby lake with several other local car clubs attending. Later, we had a strong club turnout in Waco, Texas for the SMA Street Machine Mini-Nationals where we sponsored the Camshaft Balance Contest and presented an award for Outstanding '55-'57 Chevrolet. We also participated in the All Chevy Day in Arlington, Texas; Greater Dallas Street Machines' Fun Run; and the Ardmore, Oklahoma Classic Chevy Run. Five members attended the CCCI International Convention in Memphis, two of which won awards in the Show & Shine competition — R.D. Wallace, '57 Hardtop, 2nd Place Trailered Restored; and Ray Trevathan, '57 Nomad, 1st Place Restored.

After hearing about the CCCI International Convention from those whom attended, talk about hosting a Regional CCCI Convention in Dallas started. The club voted to offer to host the South Central Regional for 1979. Word came from CCCI that it was go, and work began immediately.

In the meantime, the 1979 ISCA Dallas Autorama car show again was the first event on the club agenda. This event proved to be more of a success than last year's with thirteen Classics showing and ten winning trophies! Elections had Richard Taylor serving as President again with Greg Easley as Vice President, Mike Cook as Secretary, David Graves as Treasurer and Ron Wilson as Activity Chairman and Newsletter Editor.

The first spring event was an antique car parade in Rockwall, Texas. Classic Chevys were represented by our club and the Classics were quite popular. During May the SMA Street Machine Mini-Nationals in Waco, Texas had our club sponsoring the Camshaft Balance and awarding an Outstanding '55-'57 Chevy trophy.

The South Central Regional was soon upon us and the Dallas Area Classic Chevys were ready! Hotel arrangements were made, a fantastic '50's band was booked and the grass mowed on the adjacent lot for the games and swap meet. This event really brought our members closer together — everyone had a duty to handle and we worked like a brand new Classic Chevy. Although there was a lot of work involved, this has been the most enjoyable event for our club.

As soon as that event was over, we co-hosted another event, a Machine and Rod Run held at a local amusement park. It was a great success with over 120 cars in attendance.

The Ardmore, Oklahoma Classic Chevy

Run in September was a "good little vacation" for our members who attended. A trip to sightsee and picnic afterwards at a beautiful lake near Ardmore was the highlight of that event. The year ended with a small Classic Chevy Show at Late Chevrolet in Richardson, Texas and our annual Christmas party in December.

The 1980 ISCA Dallas Autorama car show proved to be the most impressive for the club as a group. With the first absence of ice and rain during the show in a number of years, a record number of spectators turned out and many were astonished at the twelve quality Classic Chevys we had on display.

Serving as the club officers for this year are David Graves, President; Charles Lowrance, Vice President; Cheri Brown, Secretary; and Mike Cook, Treasurer.

Our club is always anxious to participate in events and we enjoy the attention we gain when our cars are gathered. Our club attempts to include the whole family in everything we do, from cruisin' the local drive-in to the monthly business meetings. We think Classic Chevys are a lot of fun and sharing this fun with other Classic owners makes it even more enjoyable.

Contact us at P.O. Box 340364, Dallas, Texas 75234.

Pg. 18: 1) Arriving at the hotel to unpack for a weekend of fun and cars. 2) Our club sponsor, Late Chevrolet, of Richardson, TX. 3) When our club travels to other events the women represent us well, as in this tug-o-war battle at the Street Machine Mini-Nats in Waco. Pg. 19: 1) A popular activity our club enjoys during nice weather is a cruise to the local fast food drive-in after our monthly business meetings. 2) Our trophy winners at the '79 Dallas Autorama, from left to right: Ron Wilson, Albert Collier, James Ellis, Greg Easley, Tom Renfrow, R.D. Wallace, Mike Cook and Ray Trevathan. 3) Our 1978 Dallas Autorama display featured a "drive-in movie."





**R.D. Wallace, #4230
Dallas, Texas**

Considering the price of gold these days, the name "Black Gold" fits my 1957 Chevrolet very well. Back in 1974 when I first underwent this weekend project I invested \$275 for a not-so-fine '57 Bel Air with the intention of building a fair show car.

With first things first, off came the body and the frame was cleaned down to the bare metal and given a new coat of paint. I then put on new springs, shocks, bushings, brakes, tailpipes and mufflers. Then a fresh 283 Power Pack engine and a Powerglide transmission went in, or should I say on.

About this time the '77 International Convention rolled around and after seeing the outstanding cars there, I knew the work was really cut out for me.

Each piece of the body received about 25 coats of black lacquer. After all were

back in place on the frame then came the long and hard task of hand rubbing the lacquer to a beautiful shine.

The interior was completely redone with original black and silver cloudy material. Parts used on this car were mainly NOS Chevrolet originals, but some that could not be bought new or found at the many swap meets I attend were removed from one of the eleven other '57's I have.

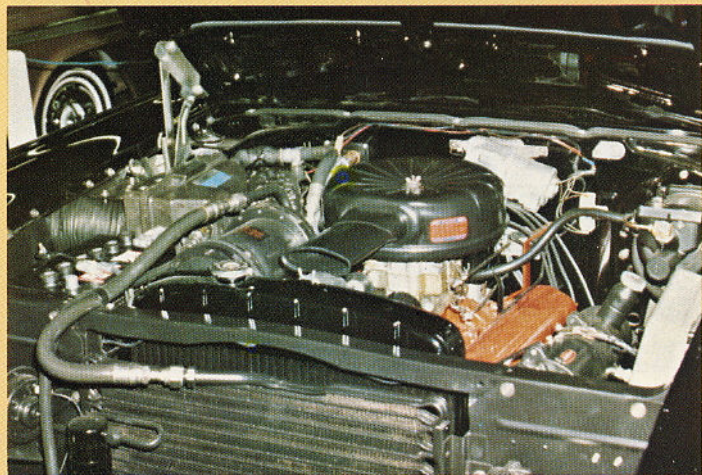
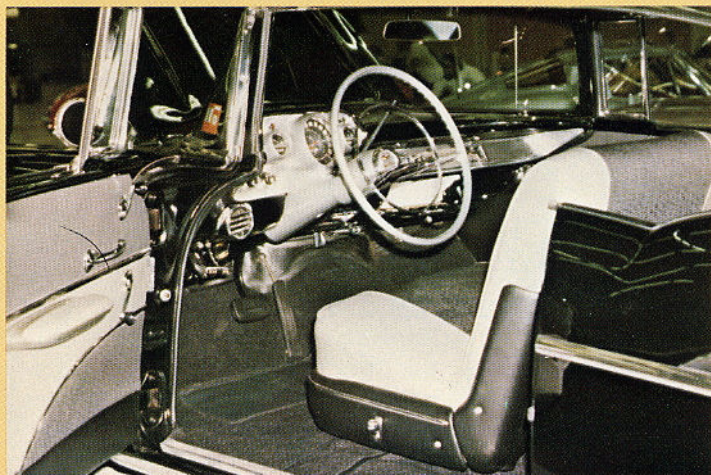
Factory options on "Black Gold" include: power steering, power brakes, factory air conditioning, electric windshield wipers and washers, Wonderbar radio, day/night mirror, bumper guards, wheel covers with spinners, back-up lights, deck lid trim tissue dispenser and gold license plate frame.

When everything was finished and

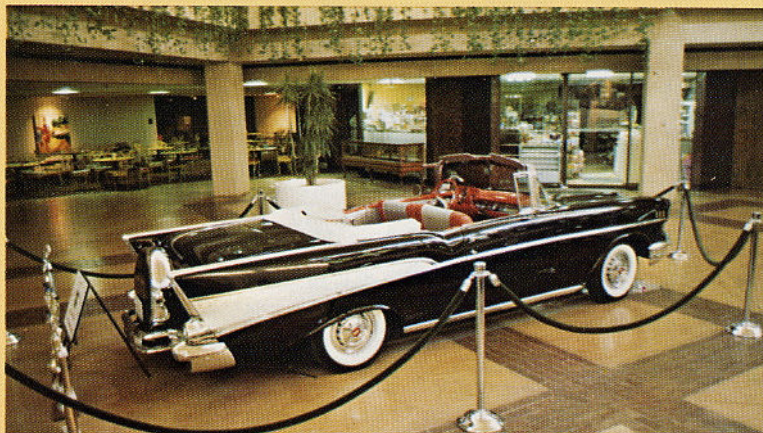
road ready, I drove the car about three miles to check everything out and make sure it all worked. Those were the last road miles this car has seen.

I finished my '57 just in time for the '78 International Convention in Memphis. I entered the Trailered Restored class, and in this class the judges really check a car over. The competition was tough and I am proud to have won 2nd place in such an event. Since then I have shown it 7 times and came home with 7 1st places plus 25 special awards including 2 Best of Show, 2 People's Choice, 3 Best Paint, 6 Outstanding Restored or Classic, 1 Best Undercarriage, and Best Late Restored in the Mid America Division of the International Car Show Association.

This '57 Chevy's good ole days have just begun!

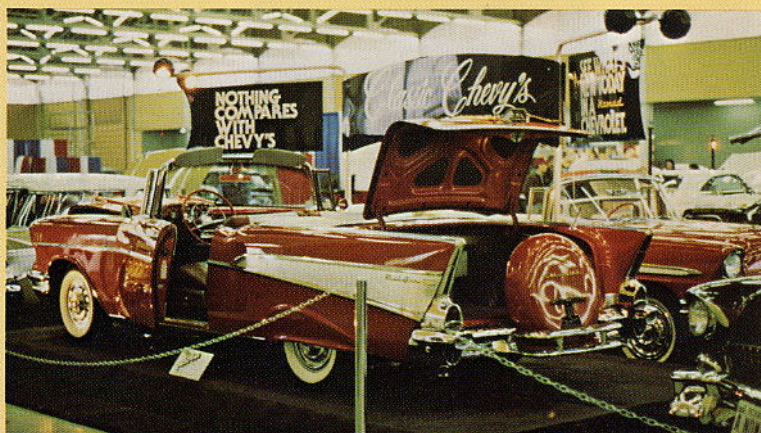


DALLAS AREA CLASSIC CHEVYS



I purchased my 1957 Chevrolet convertible in Sherman, Texas in April of 1977. A complete off-the-frame restoration was done on the car using many NOS parts. It is powered by a 220 Power Pack engine and a Powerglide transmission. Options include a chrome Continental Kit and power steering.

Ray Trevathan, #1286, Garland, TX



My 1957 Chevrolet convertible was purchased from the city of Garland in an auction for \$150 and restoration began six months later. 50,000 + miles has been put on it since then plus installation of a Continental Kit, factory air, Wonderbar radio, electric rear antenna and a horn that plays "See the USA in Your Chevrolet" proudly in all parades. In '76 it took 2nd at the Classic Chevy Convention in Tulsa. I'm very proud to be a Chevy owner and a member of the Dallas Area Classic Chevys.

Ray Trevathan, #1286, Garland, TX



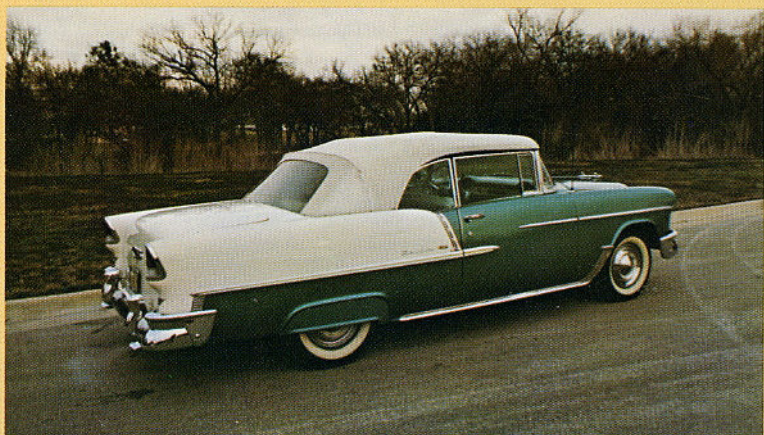
We purchased our '57 Bel Air in early '78. It has the original 265 V8 engine and 3-speed transmission. We've added rear bumper guards, Wonderbar radio and electric wipers/washers. Future plans call for more accessories and as much fun as possible driving it!

Ron and Tita Wilson, #5297, Grand Prairie, TX



This '57 Nomad was purchased in April of '74 and was used as a shop car in my auto repair business. Then it was completely disassembled and rebuilt in eleven months. The Nomad features a 283 V8, Turboglide transmission, original Delco battery and five original US Royal tires. The paint is Coronado Yellow and India Ivory.

Ray Trevathan, #1286, Garland, TX



I bought our '55 convertible over the phone from New York in 1977. My daughter and wife flew there to drive it home. During the trip back to Texas they saw all the sights including Niagara Falls. We enjoy taking the car on tours and driving it on weekends.

Johnnie and Dorothy Brown, #10615, Arlington, TX



My '55 hardtop was a gutted race car body when I bought it for \$200, but the body was so good I thought it was worth bringing back to life. I rebuilt the chassis completely and installed a 307 V8, two barrel carb, 400 Turbo transmission with stock dual exhaust. It now gets almost 20 MPG. I had it stripped and painted black lacquer with flames and a black naugahyde interior was installed. It also features electric wipers, emergency brake warning light, PS, PB, A/C, tilt and telescopic column, and much more.

Rick Smith, #4237, Waxahachie, TX

DALLAS AREA



Our '57 Nomad, "The Green Machine," was purchased in 1969. It sports a 350 high performance V8 engine, Turbo 400 transmission, Cadillac Firemist paint, custom interior and Oldsmobile rally wheels. It is driven to all local meets and conventions.

Charles and Charlotte Lowrance, #4988, Richardson, TX



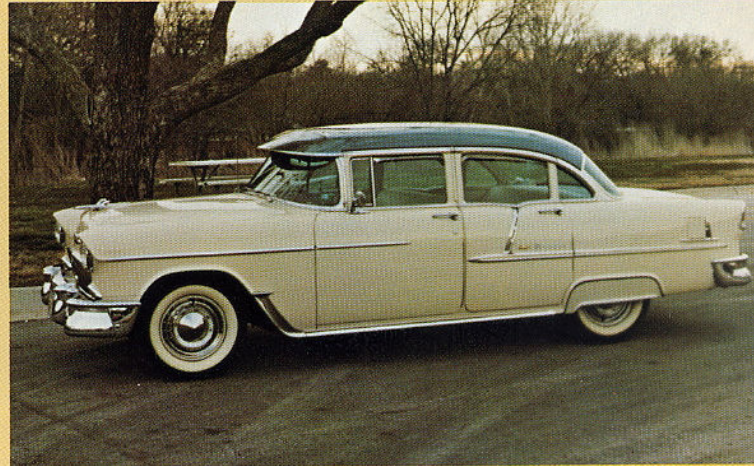
I bought my '57 four-door Bel Air in March of 1974 for \$100. I had to tow it home, as the engine was locked up tight. I rebuilt the 283 V8 engine and replaced the Powerglide transmission with a standard three-speed. Then a black baked-on enamel paint job and new interior were added along with rebuilt front and rear suspensions, new brakes, new tires and chrome wheels. Future plans are to tear it down completely and rebuild again, this time going back all original.

John Kirby, #16177, Garland, TX



I bought this '55 convertible in Temple, Texas. It is a mild street machine with a new 350 V8 engine. The previous owner was tired of it and wanted something else, so we bought it.

Johnnie and Dorothy Brown, #10615, Arlington, TX



I obtained my '55 four-door Bel Air in 1975 from an estate. The car was used to go to the store or doctor and had never been outside the Fort Worth city limits. If we hadn't bought it, the car was going to be given to a relative to pull a boat back and forth from a lake. The car had 27,000 miles when we bought it and now reads 29,500 miles. It is all original except the tires, exhaust and the battery. It won 1st place in the Original Unrestored class at the '79 Regional Convention in Dallas.

Johnnie and Dorothy Brown, #10615, Arlington, TX



I traded a '66 Chevy pickup for my '56 Bel Air four-door Chevy. The car has never been wrecked or repainted. I've had the engine rebuilt and new exhaust put on. This summer I plan to have the car repainted and original interior installed. I also have a '57 Bel Air two-door hardtop that my dad bought new. That is my next project.

Sam Bono, #4938, Aubrey, TX

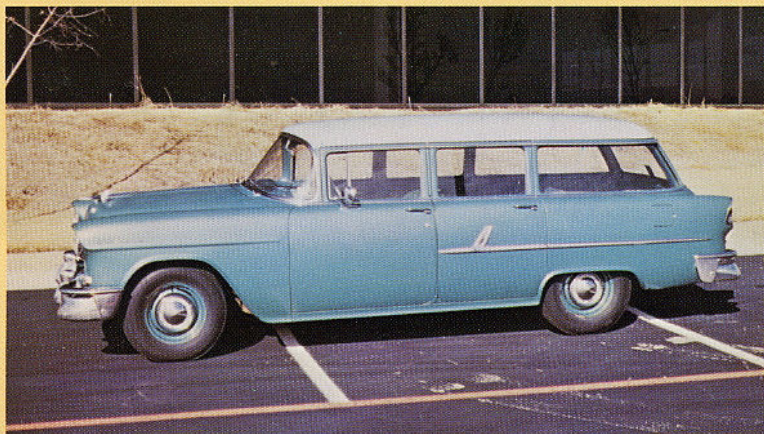


I am the 3rd owner of this '56 Bel Air four-door hardtop. I obtained all the papers on the car's history including the \$2783.45 cancelled check used to buy it originally from Chevrolet. It is all original with several options including power brakes, power seats, power steering, power windows and an autronic eye.

James Choate, #16179, Plano, TX

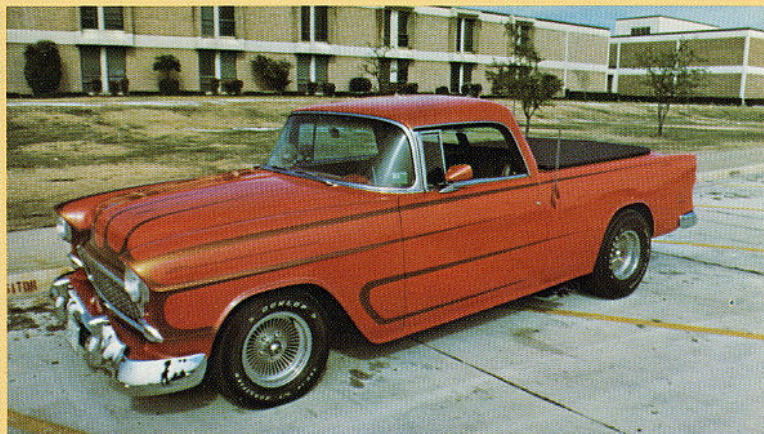
Photos by David Graves

CLASSIC CHEVYS



In our hunt for a convertible, we ran onto this '55 wagon, a one-owner from Washington state. It has a 265 cubic inch V8 engine, automatic transmission, electric wipers and a power steering unit that doesn't leak! I use it for daily transportation right now. We may decide to restore it one day, but it runs so well now that I would hate to tear it apart.

Fred and Shirley Gober, #1139, Kleberg, TX



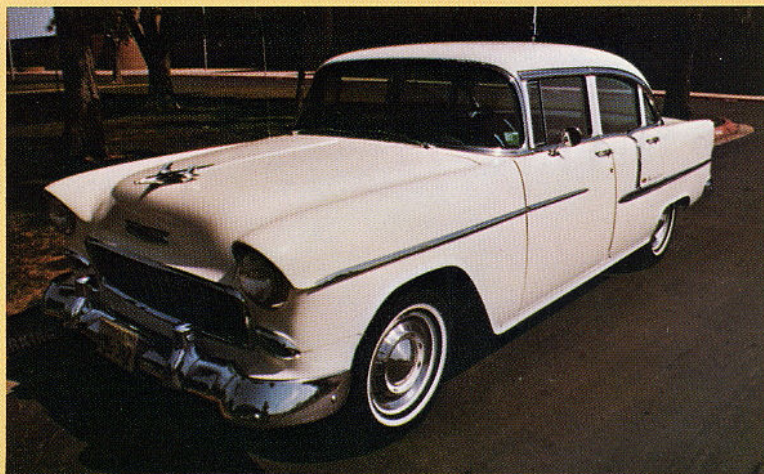
We purchased our '55 already cut down in 1975. It was a complete basket case, but with a trailer and some help we got it home. We started on it in 1978 and it has been completely redone from the ground up. Everything is new including glass, wiring, suspension and brakes. It is powered by a .040 bored 283 V8 engine with 375 HP 350 heads, early Corvette 2 x 4 barrel carburetors and an automatic transmission.

Richard and Betty Taylor, #4231, Garland, TX



We purchased our '55 hardtop in 1974. I had seen the car on the parking lot daily where I work. The owner retired and decided to sell the car. Since we had owned a '55 when we were married, we decided to buy it. I installed a 350 V8 engine with a Turbo transmission. Future plans are for chrome, new paint, new interior, several accessories and careful detailing. When completed, it will be classified as semi-modified. Our car is driven daily to work and on family errands, but will not be 'For Sale' when I retire.

Barney and Mary Barnhart, #10436, Garland, TX



Our '55 Bel Air 4-dr sedan was purchased in February of '80. It has the original seat upholstery and headliner intact. The car is equipped with the original 265 engine, Powerglide trans., EZI glass, factory A/C, power steering, AM pushbutton radio, clock and tissue dispenser. Plans call for repainting it the original India Ivory and enjoying many miles of Classic Cruisin'.

Paul and Joyce Fuller, #16178, Irving, TX



We bought our original '57 Bel Air hardtop in 1977. We used it as a family car until last year, now it's driven daily as a work car. We plan to reupholster and carpet the interior and have the exterior repainted.

Howard Carlin, #5745, Balch Springs, TX



I purchased my '57 convertible in 1977. The engine is a 350 cubic inch V8 with a 3-speed overdrive transmission. I drive it everyday to work. I hope to restore the car completely after I finish my '57 hardtop now under construction.

Gene Jones, #3439, Dallas, TX

DALLAS AREA C



I purchased my '55 convertible in 1966 for \$500 — my first car. After driving it hard through high school and college (and giving it a three-year rest behind my parents' house) I gave my car new life. The paint is Corvette blue lacquer and the interior is white roll and pleat vinyl with gauges, tachometer and stereo. A 327 V8 with a 350 HP cam, 2 x 4 barrel carbs and headers supply the power through a Muncie 4-speed transmission and 4:11 posi-traction rear end.

Michael Cook, #4233, Carrollton, TX



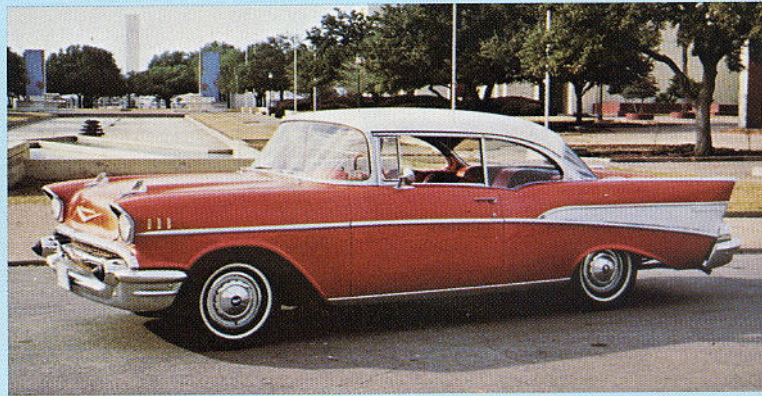
We have owned our '57 four-door Bel Air since 1977. Since then we have rebuilt the 283 engine and repainted the car to the original color of white over Sierra Gold. Future plans include a new interior. This car is driven almost everyday.

David and Robin Stromn, #9535, Garland, TX



I purchased my '56 Chevrolet pickup from an old farmer in 1976 for \$75.00. A real basket case, it had eight bald tires, no wood in the bed and was three different colors with scads of dents. My wife thought I was crazy for buying it. I recently finished all the body work and put fresh Sunburst Yellow with Gold Pearl paint on it. Now I'm working on the interior and plan to rewire it and install a new short block.

Steve Jung, #4935, Dallas, TX



My '57 Chevrolet two-door hardtop was formally modified by its previous owner. It was stolen and stripped and I then purchased what was left. It now has a 283 cubic inch engine with an automatic transmission. I gave up my Cadillac and now drive my '57 everyday.

Ellen Wallace, #4230, Dallas, TX



I purchased my 1955 Nomad in July of 1975 in Denton, Texas, but was not able to restore it until 1977. Restoration was started by removing the body from the frame and restoring the car back to the original state. Accessories include factory air conditioning, power steering, power brakes and Wonderbar radio. The paint is Dusk and India Ivory.

Ray Trevathan, #1286, Garland, TX



This '57 Classic was found at a local Goodwill Store! It had been donated by someone who had moved to Dallas from Oklahoma. I purchased it at a bargain price. My '57 four-door Bel Air sedan has all original interior and original mileage (68,711 when purchased). It's something to be proud of.

Robert Montemayor, #21608, Irving, TX

CLASSIC CHEVYS



I purchased my '56 210 hardtop in April of 1974 as a complete stocker. The car now features a 454 V8 big block engine with Heddman headers, 780 dual line Holley, Turbo 400 transmission with a B & M shift kit and shifter, 10 inch Tempest converter, 12-bolt Chevelle third member with 4:10 gears and Lakewood traction bars. Future plans call for power disc brakes, cruise control, new rubber and a new interior.

Ray and Elaine Salinas, #7562, Garland, TX



We purchased this '57 after we returned from the '78 International Convention in Memphis. It has a 327 engine, Powerglide transmission and roll and pleated interior. Eventually the car will be redone in the semi-modified class. It is driven daily to work and all local Classic Chevy functions.

Charles and Charlotte Lowrance, #4988, Richardson, TX



My 1957 Chevy was given to me with no interior, motor, transmission or paint. It now has smoke grey lacquer paint and a blood red interior with high-backed swivel bucket seats. It also has a 327 engine, four-speed transmission and license plates that read KATS 57. I started on the car in June of 1979 and had it ready to put in the '80 Dallas Autorama.

Kathryn Hunter, #13985, Irving, TX



My '55 hardtop was purchased in 1975. An engine swap was needed so in went a 350 V8 four-bolt-main block that is bored .030 and balanced. The engine has forged pistons and crank, Z-28 rods, aluminum intake, Holley 600 cfm carburetor, Z-28 windage tray/oil pan, Mallory dual point ignition, and headers. Inside is a black interior with bucket seats, full instrumentation, CB radio, FM/8-track stereo and A/C — a requirement for daily driven cars in Texas!

David Graves, #2787, Carrollton, TX



This car was purchased five years ago. Two convertibles were bought and combined to make one. Radio, heater, wire wheel covers, 7.50 x 15 white side wall tires, high performance 283 V8 engine, and standard transmission are included. This is strictly a fun car and is driven regularly and to all local events.

Ray Trevathan, #1286, Garland, TX



This '56 Chevrolet was a former drag racing car that was partially converted to a street car. I purchased the car in 1979 with plans of finishing the conversion. It has a Corvette 327 V8 engine with an Eldebrock and Holley intake system, headers and a 3-speed transmission. A new interior, wiring and touch-up items are in the future for this Classic.

David Graves, #2787, Carrollton, TX