

'55 '56 '57
Classic
CHEVY
World

July 1991
Winston
Drag Racing

Vol. 17 No. 8



BJ Bucher's
'57 FI

Chapter Pride: Dallas Area Classic Chevys

TECH HELP : Big Block Installation Made Easy: Part 2

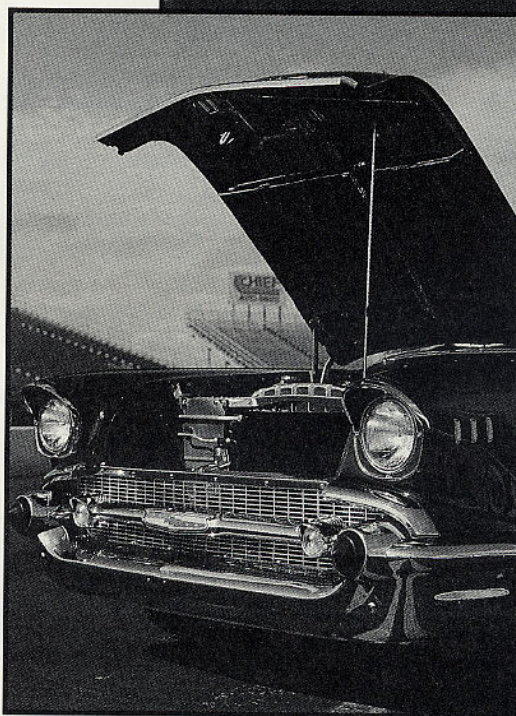
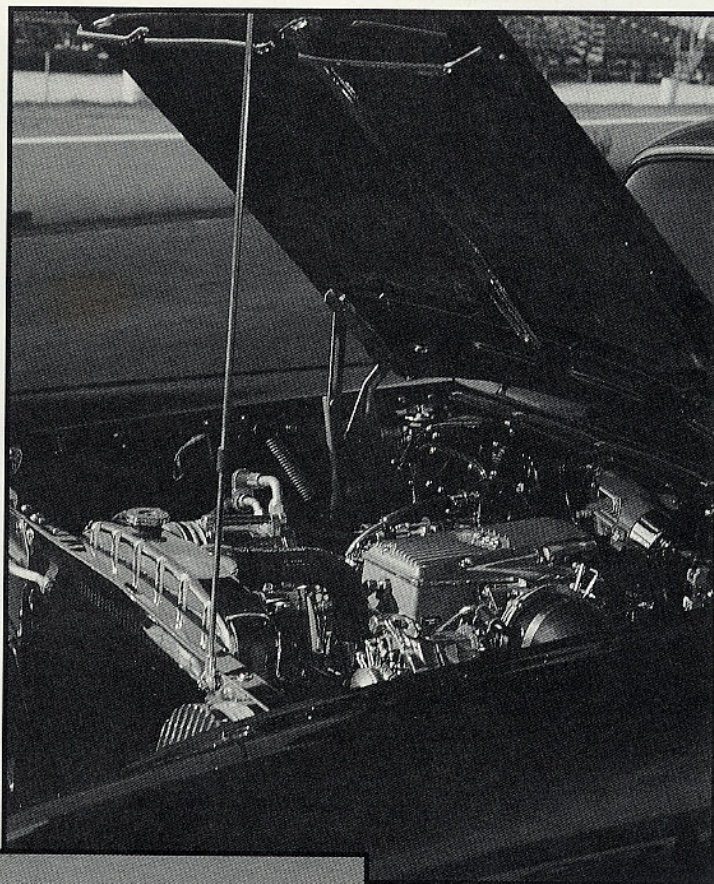
This '57 Chevy started as a one option (heater only) basic transportation vehicle and stayed that way until 1978. From what else a one owner little ol' lady car with 44,457 original miles through a nine-year restoration process to develop into the car you see now. Countless hours (well, maybe counted by my family) were spent laying under, crawling around and over, rubbing and wiping this car, not to mention the hours spent talking, making calls, scanning swap meets, and sending away for parts.

Oh, well, down to the basics of the car. After removing the body and stripping the frame, we added side motor mounts, Camaro center crossmember, fabricated a new rear crossmember and installed a complete Jaguar rear axle assembly with Jaguar rear discs and '70 Impala front discs. We also mounted a Midland remote power booster, ran new lines, built custom stabilizer bars, mounted a 605 power steering box, and painted the frame black Imron. Next came the engine. A 350 bored .030 was balanced and assembled by Wayne Calvert Precision Engines in Denton using forged 10.5 pistons, Competition 268 cam and LT-1 heads. We finished it off with a 1965 Corvette FI unit, 2-1/2" exhaust and Corvette side pipes. A '76 Corvette 4-speed Muncie with a Hurst shifter finished the power train.

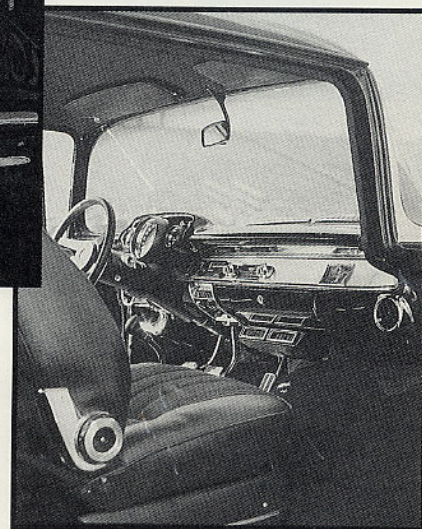
The frame sat gathering dust for quite awhile as we turned our attention to the body. It was rust-free but we had quite a few scrapes and dings which were removed by a good friend. Then the long tedious task of priming and block sanding over and over began. Much...much later the body was reinstalled and the car was finally ready for paint. We had it painted and it looked okay, but not exactly with the look we were wanting, so back to sanding again and finally ended up repainting most of the car. Time marches on and the project slows down again. It sat around for another year before we got to work on it again. We decided on tinted glass all around, not realizing the back glass would present such a big problem, and after five different tries, we have it right at last. Next we started our many trips to various plating shops. Gold cad, chrome, polished aluminum, polished stainless, and powder coating all seemed to find their special places somehow. We purchased a heat and air unit from Classic Air in Ft. Worth and promptly installed it. We fabricated new lines for both the air (alum) and heater (stainless). Next we tackled the interior, adapting arm rest and handles from Valley Custom, electric windows and locks, a tilt column from a '76 Camaro, custom gauges and tach in the dash. A Pioneer radio with hidden electric antenna and a third tail light finish the hard parts on the inside. Upholstery was sewn and fitted by Mike at B&T Upholstery, using original blue cloud cloth and black naugahyde to cover the front tilt buckets and reconstructed back seat. Black carpet covers the floor and complete trunk. The car is lowered 3" and sitting on Centerline Indys with Michelin low profile tires.

NOW... we just want to enjoy it for awhile before starting a new project. We showed the car for the first time at the '90 Lone Star Classic Chevy Convention in Arlington and took 1st Place in our class, Best Interior, and Outstanding Car of Show. Then two weeks later, we entered the Classic Chevy Central Nationals in Tulsa and won "People's Choice," and we were very pleased, to say the least.

A special thanks to my wife Mini for her support and help and to my good friend, Frank Koerbacher for the superb body work and general advice.



**B Y
BJ &
MIMI BUCHER
#14336
DENTON, TX**



Chapter's Pride

DALLAS AREA CLASSIC CHEVYS

by: David Graves

The Dallas Area Classic Chevys were "born" from an idea that Greg Easley had in 1975. He served as the State Rep for the NSRA Street Machine Division and owned a '55 Chevy. Feeling that he could share and enjoy being around other '55-'57 Chevy owners, he decided to test the waters for forming a club in Dallas for the Classic Chevy enthusiast. He did this at the ISCA Dallas car show in 1976 by taking down names of people he talked to that admired his '55 in the show. He set up a meeting for the spring and from there the club was formed. Over the years, the Dallas Classic Chevy Club has been a very active group, participating in many shows, parades and especial events. Our first club event was the '77 Dallas ISCA Autorama where we entered nine cars with a display and won several awards. Our club became better known in the area, and we gained several new members from the effort. The highlights of the past 16 years have to be the two CCI Conventions hosted by DACC, the '79 Regional Convention and the '85 CCI Central Nationals.

We have a club that is family oriented, and has a Ladies Auxiliary to help make the women feel included. We have picnics each year; you'll always find us in the Dallas ISCA show where we were born, in many local parades (we have a parade chairman to keep us involved) and enjoy the friends we have with other Classic Chevy Clubs (we see them each year at the State convention known as Lone Star). We have hosted a show and drag event for over eight years along with other shows and look forward to the future.

Our club has supplied Classic Chevys for many events in the area such as the Tom Landry Parade, World Class Automotive shows, movies ("Born on the Fourth of July") and numerous benefit and business shows. Each month we have a "Car of the Month" at our monthly meetings, and the winner receives a nice wall plaque and a feature in our monthly newsletter.

It's now 1991, and we are facing our biggest challenge yet - hosting the '91 CCI International Convention. Our membership stands at over 175 members from all over the North Texas area and bringing the International to Texas for the first time is something we have wanted to do for along time. We plan to do it up "Texas style" and hope you will plan to spend your summer vacation in the

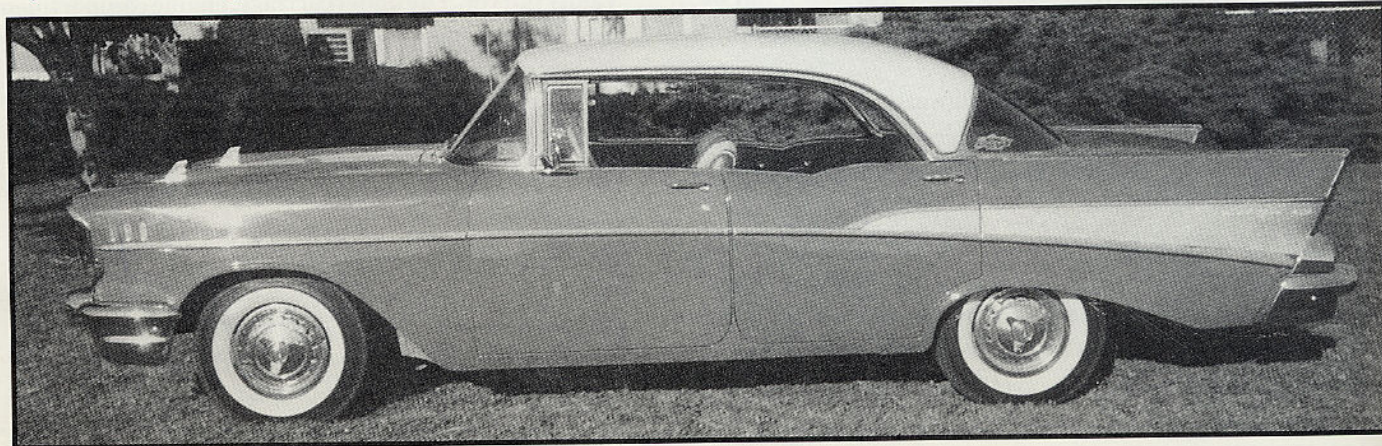
Each month we hold a business meeting where we discuss coming events, hold tech sessions, and have picnics. Our meetings are well attended and a "Car of the Month" is voted on. It is featured in our next newsletter and that member is presented with an award.



Lance & Glenda Denton, #22801



Raymond & Vala Langford, #53406





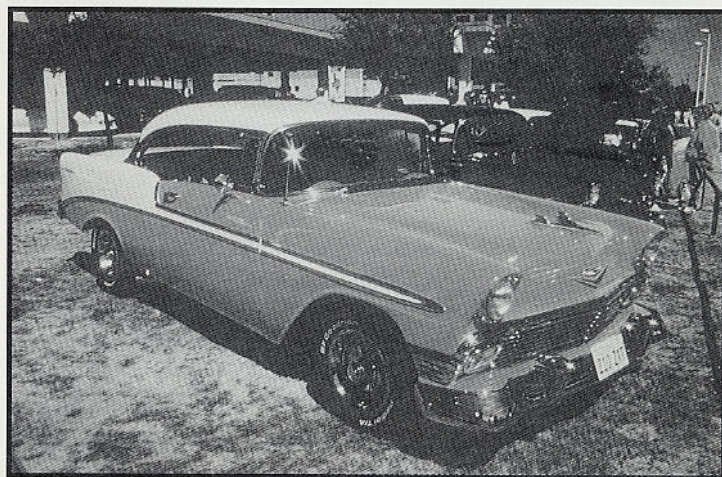
Doran Chevrolet in Dallas has been a longtime supporter of our club and we occasionally host a show at the dealership, like this one in 1990.



The very first function that the club participated in was the 1977 Dallas ISCA Autorama.



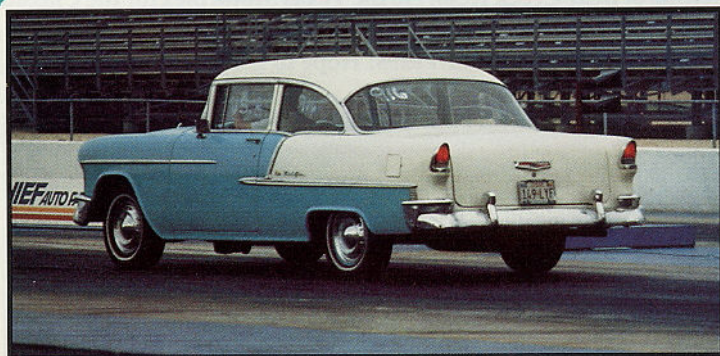
Lone Star State. We have a full week of activities planned for the whole family and you'll find all the facilities we will be using to be first class. From the host hotel Hyatt Regency DFW, Show 'n Shine setting of Bear Creek Resort to the Texas Motorplex for the Classic Drags and topping it off will be the country's finest '55, '56 and '57 Chevys! It's no place but Texas! Hope to see you in August!



This is a personal invitation to you from the Dallas Area Classic Chevys and Classic Chevy International to attend a Texas-sized, family-oriented, fun-filled International Convention August 3-8, 1991 at the DFW Hyatt in Dallas, TX

Chapter's Pride

DALLAS AREA CLASSIC CHEVYS



This '55 Sedan is a daily driver for me. It is still under construction, but so far I have put in a 400 small block with two 500 cfm AFB carburetors. I only race once a year at the Classic Chevy event at the Texas Motorplex as this is my only way of getting to and from work each day. I have owned this car about 4 years and as everyone else says, I plan on keeping mine.

Stan & Prebble Lehw, #43731
Hurst, Texas



We traded a '57 2-door Sedan for this '57 2-door Hardtop in 1980. I gave it a ground-up restoration to the original specifications which include a 283 V-8 with a 3-speed overdrive transmission. I did add air conditioning for the hot Texas summers. In 1982 we drove to New Orleans for the CCI International Convention and took 2nd Place out of 14 cars entered in the '57 Contemporary Class.

R.D. & Ellen Wallace, #99275
Dallas, Texas



My 1955 Bel Air 2-door Sedan was purchased in October of 1988 from the estate of the original owner in Dallas, Texas. With only 74,000 actual miles, this Classic handles and drives beautifully! The six-cylinder engine was rebuilt in May of 1989 while the paint, carpet and seats were redone about 9 years ago. Since joining the Classic Chevys, I have enjoyed many club functions and fellowship.

Bobby Dillard, #76851
Cedar Hill, Texas



My grandfather purchased this '56 new on March 31, 1956 in Oklahoma. When he died, my dad got the car and later gave it to me. I changed the paint color and interior and added a 396 big block with a tunnel ram intake with two fours and a 400 Turbo transmission with a 2300 stall convertor.

Wayne & Linda Morrison, #60120
Plano, Texas



A family portrait of the Dallas Area Classic Chevy Club taken at a recent club meeting.



The Dallas Club takes part in many local parades in the Dallas/Ft. Worth area each year. Not only do we have a Parade Chairman to keep us involved, but we also have magnetic club emblems to display on our classics as we parade. Shown here is the Dallas St. Patrick's Day Parade, with a line-up of what else—green Classic Chevys!

Chapter's Pride

DALLAS AREA CLASSIC CHEVYS



Bill & Lois Beverley, #65737



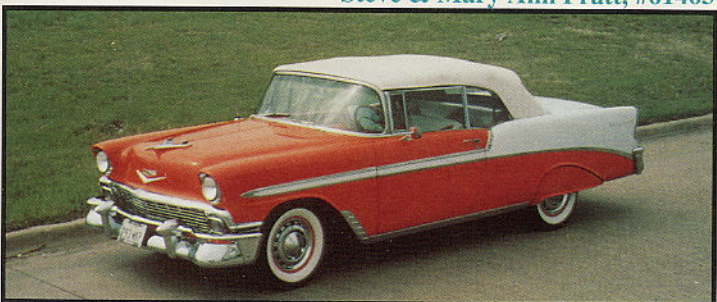
Randy Weller, #75099



Steve & Mary Ann Pratt, #61463



Charles Strickland, #40049



Larry & Ces Cheek, #62620



Charles & Millie Mitchell, #54006



Alan & Kate Vaughn, #72504



Morris & Marianne Stewart, #53903



Gary & Deborah French, #67344



Howard & Dee Bale, #74628

July 1991 ♦ 17

Chapter's Pride

DALLAS AREA CLASSIC CHEVYS

I purchased our '55 DelRay from the original owner in November of 1986. The car has been repainted with a BelAir style paint job and the bumpers rechromed. We drove more than 1,700 miles attending the CCI Southeastern National Convention in Pigeon Forge, Tennessee during May of 1989. We were thrilled when the car won 3rd Place in the '55 Contemporary Class. This was our first time to attend a National CCI meet, and it sure won't be our last

Bill & Lois Beverley, #65737
Irving, Texas

This '55 BelAir 2-door Sedan was purchased new in San Antonio by my wife's uncle, a retired veterinarian. It had been parked for six years when restoration started in 1985. She has a 265 V-8 with a Powerglide transmission, factory oil filter, oil bath cleaner and EZI glass. New paint is in the original colors - Seamist Green over Neptune Green. She only has 66,000 miles on the odometer.

Steve & Mary Ann Pratt, #61463
Mesquite, Texas

Ces and I bought our '56 ragtop from Ray Trevathan, who built the car in the mid '70s. It has won numerous awards as well as appearing in movies and numerous magazine articles. After retirement from the show circuit, it was used by his wife, Margaret. If any credit is to be given for the car, it should be given to Ray, because all I do is knock the dust off. We really enjoy cruising and showing the car, but most of all we enjoy meeting all the people.

Larry & Ces Cheek, #62620
Dallas, Texas

My '55 is a modified Classic that is painted turquoise and white Imron and features a lowered stance (3" front and 1" rear) with 15" Centerlines mounted on BFG Euro TA's. Beneath the hood sits a 355 small block with 370 HP @ 5700 RPM, 8.75:1 compression, Holley Dominator II intake with a Holley 750 cfm 4-barrel carb, Competition Cams 280 camshaft and Hedman Headers with 1 3/4 primaries. A Mallory vacuum Unilite distributor sparks the plugs. The power is transmitted through a Doug Nash 5-speed and a 3.25:1 Ford 9" posi rear.

Alan & Kate Vaughn, #72504
Dallas, Texas

We purchased our '55 BelAir 2-door Hardtop in 1987 at the Classic Chevy Show & Drags at the Texas Motorplex, where it won 1st Place in the '55 Modified Class. The engine is a 327-350 HP small block with a 350 Turbo transmission running through a 336 rear end. We have enjoyed traveling and showing the '55 at such events as the Long Star Conventions, Super Chevy Sundays and the Show and Drags at the Motorplex.

Gary & Deborah French, #67344
Red Oak, Texas

I purchased my '57 BelAir in Dallas in August of 1987. My cousin Kristi, 6-month-old Heather and I vacationed to Ohio in the '57 and what fun that was. I had it painted Porche Red by "Roadrunner Paint" in Richardson, Texas. The car is powered by the original 283 V-8 engine and two-speed Powerglide. The factory air makes long trips enjoyable. I have spent many smiling hours in my '57 and get a lot of smiles back.

Randy Weller, #75099
Villa Hills, Kentucky

This '57 Convertible was discovered in 1980 in Colorado Springs, Colorado under a tarp with no top and "Old Gold" paint applied with a mitt. The car was an original three-speed, six-cylinder with Colonial Cream paint and a black top. This restoration effort began without the benefit of skill, experience or the manuals that are currently available. The original idea was just to paint the car, but with the opinions of each friend who saw the car, I decided to go from a cosmetic paint job to a frame-off restoration. These cars are great to look at, but driving them with Hank Ballard's "Sexy Ways" on the tape player is what it's all about.

Charles Strickland, #40049
Dallas, Texas

Our '56 2-door Hardtop was purchased from the second owner in 1975. It is painted the original colors of Pinecrest Green and India Ivory. We spent many hours working on the car and had help from several of our friends before completion. We have installed a 327 V-8 engine with a 350 Turbo transmission. We have enjoyed many trips and car shows with our BelAir. Our plans for the future are to install a 265 V-8 Power Pak engine and add air conditioning.

Charles & Millie Mitchell, #54006
Eulless, Texas

I found this car in 1986 after looking for over a year for my first Classic Chevy. Some quick bearing and U joint maintenance made it a fairly nice driver until the hood blew off one day while I was zooming down the highway. This resulted in a 20-month restoration project. My goal in all this was to stay original throughout. This year I hope to install a new interior. It's great fun to drive and enjoy my '55 with other Classic Chevy owners.

Morris & Marianne Stewart, #53903
Southlake, Texas

Our '57 Chevrolet "210" 4-door Sedan was purchased from the 76-year-old owner in December of '89. The 52,000 mile rust-free car has a 283 V-8 engine, Powerglide transmission and a radio. It is completely original except for seat cover inserts and carpet. It has been repainted with the original turquoise and India Ivory. Plans for the future of this '57 are to add air conditioning and a new interior. This is our driver until our '57 BelAir Sports Coupe, which is undergoing a frame-off restoration, is completed

Howard & Dee Bale, #74628
Mesquite, Texas

ALL IN THE FAMILY

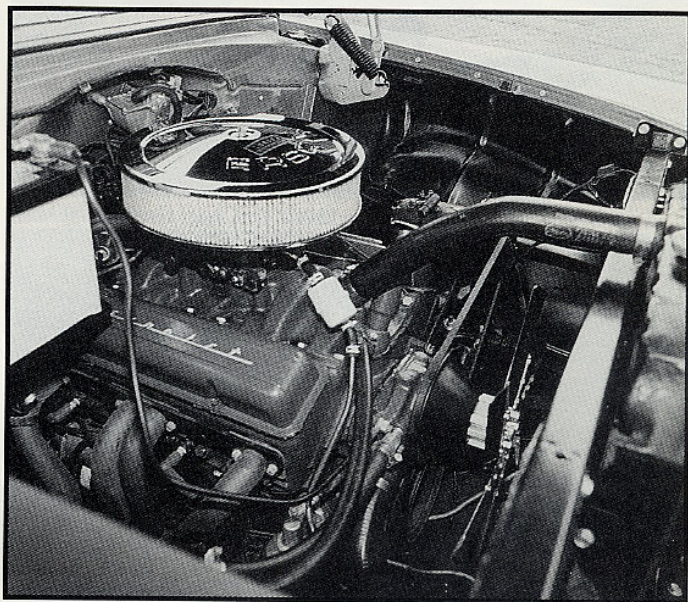
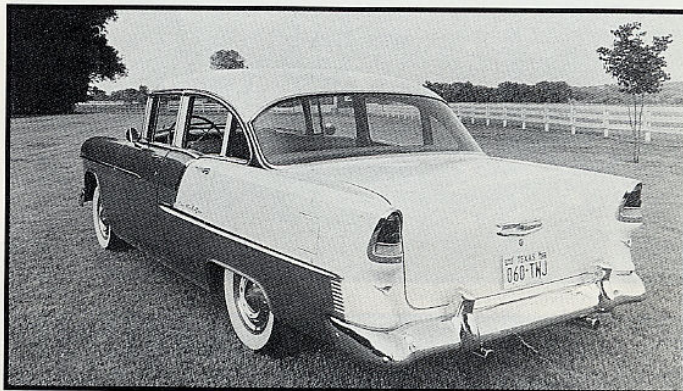
Ownership of this Classic can be traced without a break from Gerald's grandfather, Vannie Summers to Thomas McGee. Starting from its original purchase on September 30, 1955 in Greensboro, North Carolina, the '55 was given as a gift to my son Gerald. Now Gerald's son Thomas is the proud owner, keeping the Chevrolet in the same family through 3 generations.

The search for a restoration artist became a hobby and adventure for the father and son team. Through car shows, exhibitions, magazine advertising and word of mouth, they found a restoration artist they liked - Ray Trevathan in Quinlan, Texas. Specializing in 1955-1957 Chevrolets, Ray had just completed restoring a 1957 Chevy Convertible for country singer Willie Nelson.

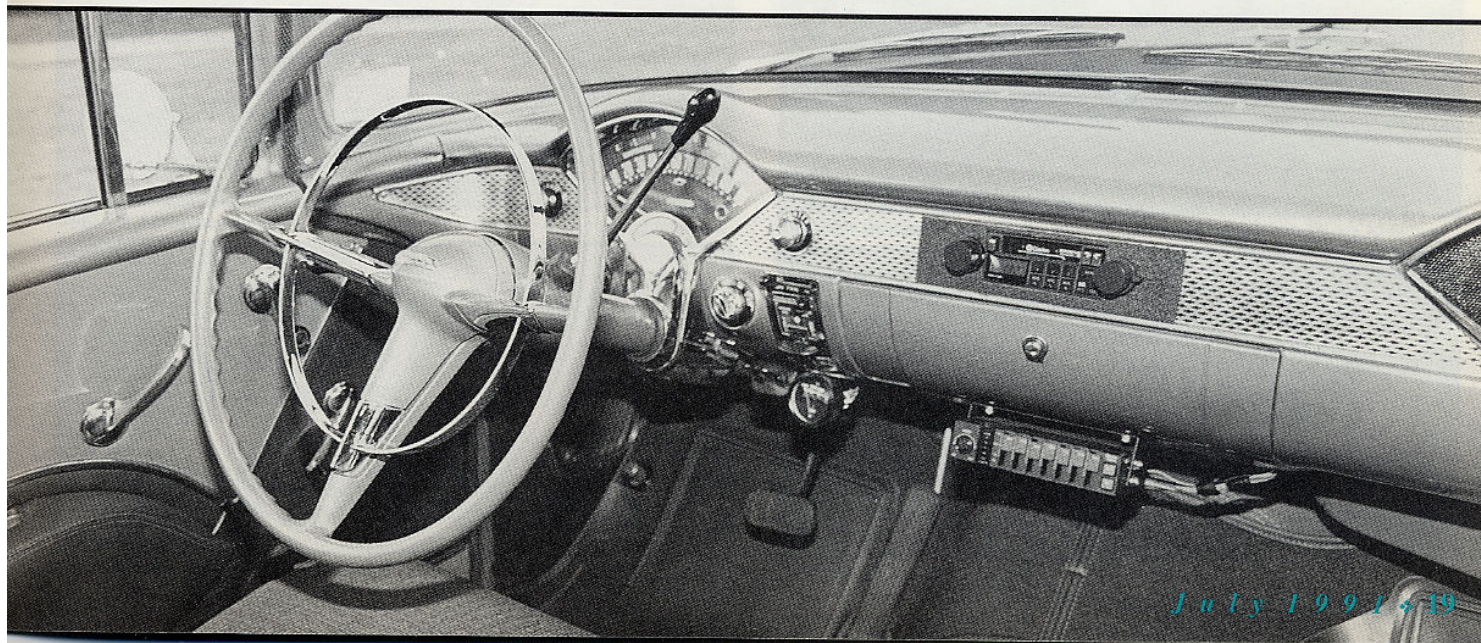
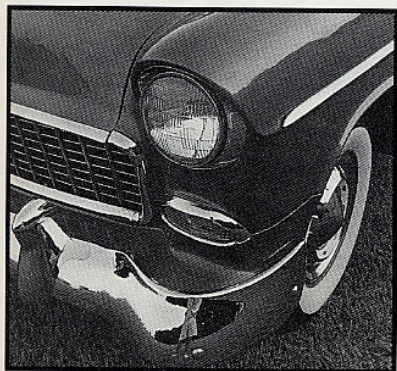
Luckily, the frame of the car was solid, never having suffered an accident in 35 years. Many parts were salvaged in the process, including the entire body of the car, bumpers, interior dashboard and many engine components. Even the headlights were original factory issued. The car was stripped down to the frame and flooring. Then each piece was cleaned, repaired or replaced. The seats were reupholstered in the same fabric and padded as the original, and the original ocean blue color was repainted on the car.

Maybe as a result of genetic transfer, but more likely the result of love, the bond to this 1955 Chevrolet and the appreciation for Classic autos is strong between father and son. Both claim the best thing about driving the car is the reactions they get from other drivers.

by: Brenda McGee



Car owned by Gerald & Thomas McGee, #74962 ♦ Allen, TX



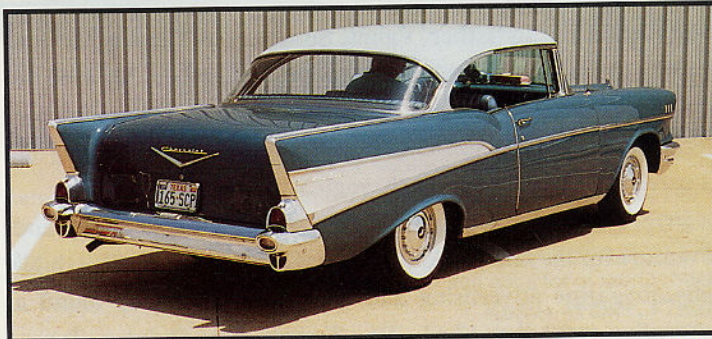


Chapter's Pride

DALLAS AREA CLASSIC CHEVYS



Mike & JoAnn Russell, #47397



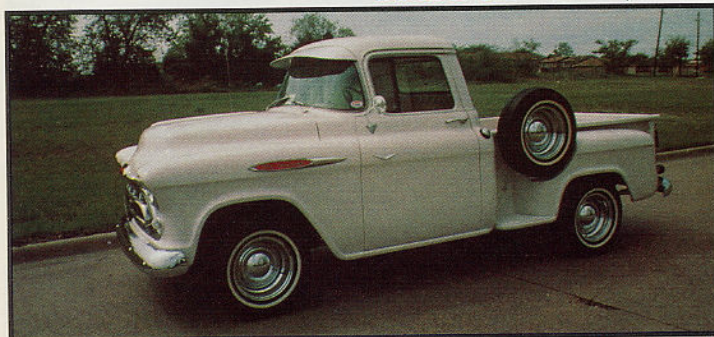
Frank & Carol Sanker, #73506



David & Cheri Graves, #99429



Sonny Pettit, #44302



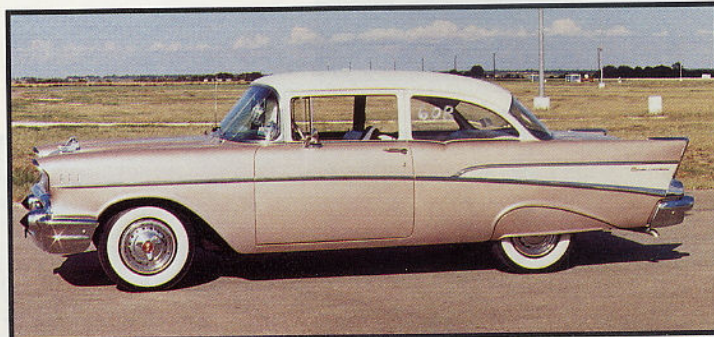
Tom & Ruth Allen, #75096



Ron Whited, #83204



Gene Ground, #55665



Tim Hammond, #72804



Raymond Mach, #62736



Larry & Debbie Benson, #74294

Chapter's Pride

DALLAS AREA CLASSIC CHEVYS

I purchased my '56 in 1982 as a total wreck. The car had been sandwiched between two 18-wheelers, and a parts car was purchased in order to build one good one. With a lot of help from friends, the bodies were cut in half and welded together to produce this. Under the hood sits a 235 six-cylinder with lots of chrome, headers and air conditioning. I am the third owner of the title of these cars. Never say old Chevys die - they just get better.

Mike & JoAnn Russell, #47397
Garland, Texas

This '56 Corvette was purchased in place of a mid-fifty T-bird that my wife thought she wanted. It has had a rough 35 years, spending time in Philadelphia then Florida before coming to Texas when I got it. The future holds new paint, a fresh V-8 to replace the worn 327 in it and a new interior. I won the '89 Classic Chevy Drags with it at the Texas Motorplex and use it for everyday transportation.

David & Cheri Graves, #99429
Carrollton, Texas

It took over two years to do a total off-the-frame restoration of this '57 Chevy stepside pickup. Every part, bolt and wire is new or rebuilt. Recent additions have been a custom built HPC coated and stainless exhaust system. Next on the list is a custom built radiator and air conditioning system. The truck is driven only to meetings and shows in good weather. Thanks to CCI for you fine magazine and giving us a place to show off our vehicles.

Tom & Ruth Allen, #75096
Garland, Texas

In the spring of '57 I ordered a new BelAir Hardtop. I reworked the engine and rearend so that I could go racing. After about nine months of racing, the cost became too much and I just drove it daily. Having been lucky enough to have owned one of these beauties when it was brand new, I was hooked forever. Years later, this Classic Chevy disease came out of remission and I began to scour the papers and shows for a '57 Convertible. Finally, we found this Classic only about a half mile from my home. Driving it has been fun!

Gene Ground, #55665
Dallas, Texas

I bought my '57 2-door Hardtop in April of 1985. Since then it has been updated with a fresh 350 small block Chevy engine that includes a Holley aluminum intake and 600 cfm carburetor, 4-speed Muncie, 4:11 posi trac rearend, air shocks and a new interior. My family enjoys cruising in our Classic Chevy, and we enjoy the looks and thumbs up we get.

Raymond Mach, #62736
Garland, Texas

During August of 1987, I purchased our '57 2-door Hardtop from its second owner in Aspen, Colorado. After driving the car to Dallas, some friends and I proceeded to restore it to the factory ideas. Many hours and an understanding wife yielded a car that reminds people how great cars used to be. Thanks to Mike and the Dallas Area Classic Chevy Club for all their help with this project.

Frank & Carol Sanker, #73506
Carrollton, Texas

I began restoration of my '57 BelAir in August 1984 and after many, many hours of work completed it in February of 1988. It's built for show and features an 8-carb Weber intake under the hood. In my first show, the ISCA Dallas Autorama, I took seven awards. Since then I have won many more awards including the Grand Sweepstakes Winner at the Motorplex Super Chevy event and the George Barris Award at the ISCA Dallas show.

Sonny Pettit, #44302
Garland, Texas

I owned my first '56 Chevrolet in the '60s and up until April of 1989, it was probably the car I enjoyed more than any other I have ever owned. In April of '89 I purchased "Bubba," which features white with pink pearl paint, a balanced and blue printed 350 small block with a 350 Turbo transmission and a 4:11 rear end. This car has won numerous show awards; however, the big "reward" is to drive "Bubba." Incidentally, the name is a long story.

Ron Whited, #83204
Dallas, Texas

I purchased my '57 "210" from a dealer who had purchased the car from a lady in Medford, Oregon. The car had 83,000 original miles and was almost completely original. The car had light body damage on the driver's side and some mismatched paint along with some bent stainless mouldings. The car was basically a stripped down "210" with few options and a Powerglide tranny that was showing its age. I then replaced the tranny with a rebuilt one, converted the engine to a Power Pac by adding a set of Power Pac heads, four-barrel carb and dual exhaust. After a few other additions including wide whitewalls and a lot of hours of work, this is the outcome.

Tim Hammond, #72804
Rowlett, Texas

This 1957 Corvette was purchased in 1968 and became a drag car with a big block, tunnel ram with two 750's, M-20 tranny, 5:38 12-bolt, etc. The car sat dormant from 1972 until 1988. It is presently painted Aztec Copper and Beige with a 427 big block, 3-2 intake along with the M-20 tranny and 5:38 gears. 14-car shows with 12 1st Places including Best of Show, Best Paint, Best Interior and more.

Larry & Debbie Benson, #74294
Plano, Texas

Chapter's Pride

DALLAS AREA CLASSIC CHEVYS



My first car was a 1957 Chevy 2-door "150" model, and even though I have had many new cars, I have always loved the Classic Chevys. I found our '55 in 1988 not looking too bad, but in need of engine work and a lot of detailing. I look forward to taking my Classic to club events for years to come.

Dave Janik, #75503
Rockwall, Texas



I bought my '57 in 1986 and from there restored it to a Police Car. Information for the restoration came from the General Motors Police Division and the Grapevine Police Department in Texas. It features a 283 V-8 Power Pac engine, Federal Beacon Model 17 red light, Unity spotlight, Motorola T-51 two-way radio, Smith & Wesson shotgun rack and a Mossburg shotgun.

Ken Mason, #49150
North Richland Hills, Texas



We bought this '56 BelAir Sedan from the restorers in 1985 and saved her life. Two weeks after we bought her, the previous owners' house burned. We finished the restoration of the exterior and now she is driven daily. We enjoy cruising with the club to events in the area and across the state.

Howard & Glenda Hess, #66560
Garland, Texas



I purchased our '57 "210" Sedan in February of 1985. The car has factory air conditioning and a 305 engine with a Turbo transmission. It is painted Matador Red and has a black rolled and pleated interior. We also have a '57 "210" Wagon and a '56 BelAir in the family.

Bud & Thelma Culver, #54840
Carrollton, Texas



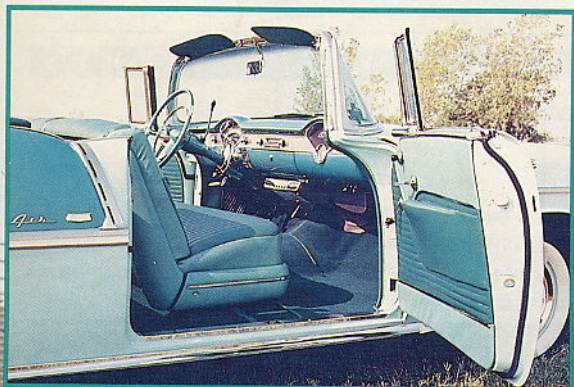
My '57 Corvette was purchased in July of 1970. The first tasks were to rebuild the front end, change the engine and repair the body. The paint and interior work were done in the late '70s and have seen better days. I plan to return the interior to its original red and perhaps return the exterior to original black.

Montie Monzingo, #58566
Dallas, Texas



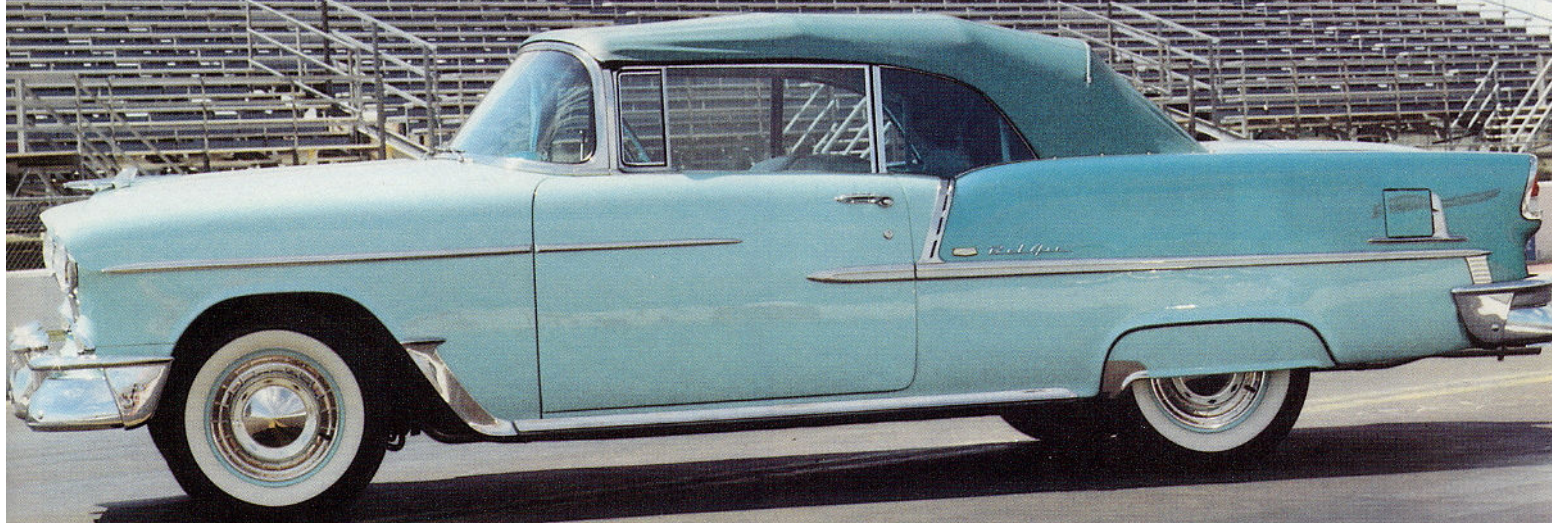
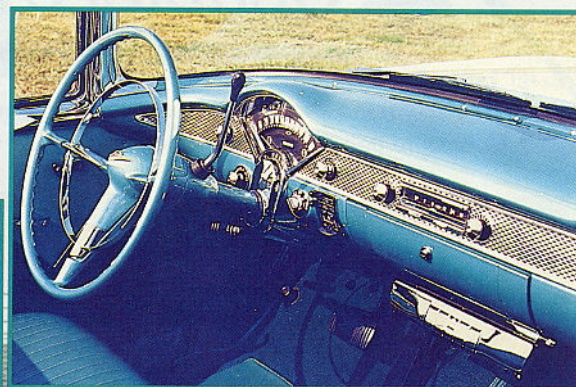
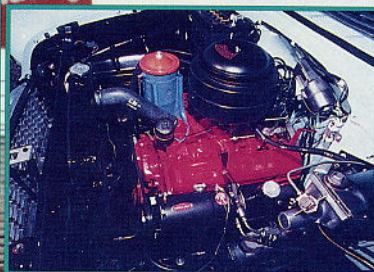
My Dad and I purchased our '55 Chevrolet Sedan Delivery in June of 1987. The car has a high performance 327 engine, Muncie 4-speed and a Camaro 10-bolt rearend with a 4:56 posi rear gears. Thanks to the Classic Classic Club, Mom's unending patience and God's grace, we now have the Dragon Wagon.

Chris Roberts, #68977
DeSoto, Texas
July 1991 ♦ 29



by
Lance & Glenda
Denton,
#22801

Photos by Photomasters/Dallas



H E R G R E E N C O N V E R T I B L E

We have owned several Classic Chevys over the years, including a '55 Convertible that we sold several years ago. Since most of our cars were built for me, my wife Glenda decided that she wanted a '55 Convertible that she could call her own. The only requirement she made was that it not be green. Well, once we saw this two-tone green '55, we couldn't pass it up.

The car was purchased the day after Thanksgiving, 1989. The restoration of this Convertible was already started, and we worked on it through May of 1990 when it was completed.

Originally a Texas car, it has never been owned by anyone out of state. The original color combination of Neptune Green over Seamist Green is rare (paint #604), as is the dark green convertible top (remnants of the original green fabric were found during the restoration).

As delivered, the car came with such options as 265 2-bbl V-8, oil filter, Powerglide, push-button radio, and

power top. We added a few accessories along the way, including power steering, power brakes, front and rear bumper guards, grill guard, rocker mouldings, fender skirts with scuff pads, Wonderbar radio, tissue dispenser, and vanity mirror. The undercarriage, engine compartment, and interior are completely detailed. Many of the parts and accessories we used were NOS. The final detail to be added is a Continental Kit that we recently purchased.

All paint and body work was done by Garland Brothers in West, Texas. All mechanical and cosmetic work was done by myself and my good friend Steve Pratt, who also provided the restored power steering and power brakes.

Since its completion, it has been shown 4 times and has received 4 First Place awards, 2 Best Original Engine awards, 1 Best Interior award and at the 1990 CCI Sooner National Convention in Tulsa, Oklahoma, it earned a Gold Certificate with a total of 988 points.

Chapter's Pride

DALLAS AREA CLASSIC CHEVYS



This '57 Convertible was purchased in 1985 in need of a total restoration. My friend Larry Benson and I recycled 200 pounds of aluminum cans (from consumption) and partially lost our wives during the restoration. We finished our Matador Red Convertible one day before the '87 International Convention in Springfield, Missouri. The car has won many awards and made lots of friends.

Dan Brown, #59507
Dallas, Texas



We bought our 1955 "210" Chevy in 1981 for \$1,300 from the second owner. The car now had 46,000 original miles on the original drive train, which runs like a new one. Since 1981 we have painted it, added new carpet, seat covers, headliner and tires all back to the original style and colors. All other items on the car are original including the chrome.

Jack & Billie Eddy, #36216
Dallas, Texas



This '56 Chevy Bel Air spent the first 31 years of its life in Paris, Arkansas. I trailered it to Dallas in 1987. It is restored to original and "all numbers match." It features a 265 Power Pac engine with a 3-speed transmission and is a radio delete car.

Rick & Susan Secord, #74325
Mesquite, Texas



I purchased my '57 Hardtop in March of '88. The engine is a 283 4-bbl with Powerglide transmission. It was once owned by fellow club member R.D. Wallace and his wife Ellen, who drove the Classic for 12 years. Since buying the car I have added door edge guards and front bumper guards. Future plans include replacing the headliner and adding power steering.

Sam Cooper, #69243
Dallas, Texas



My father purchased this car in 1961. It has been passed down to me from my brother. Countless transmissions, clutches and rearends, along with a couple of engines, served their "tour of duty" in this '56. It sat under a shed for 11 years until we talked of doing a frame-off restoration. Two and a half years later we were on the road. Improvements include a 380 HP 355 CI engine, front disk brakes, power steering, 3.42:1 limited slip rearend, 4-speed, power seats, tilt wheel.

Ron & Diane Roquemore, #54228
Red Oak, Texas



I bought my '55 Chevrolet three years ago from a local banker who did a complete ground-up restoration on the car with his father as a two-year project. They sold the car so they could buy a '55 Convertible. It is in perfect condition and is just like the one I had in high school that I wish I never had sold. My wife and I really enjoy driving it and it draws a crowd wherever it goes.

Ted Peters, #99926
Greenville, Texas