

Classic Chevy Car Club Archives

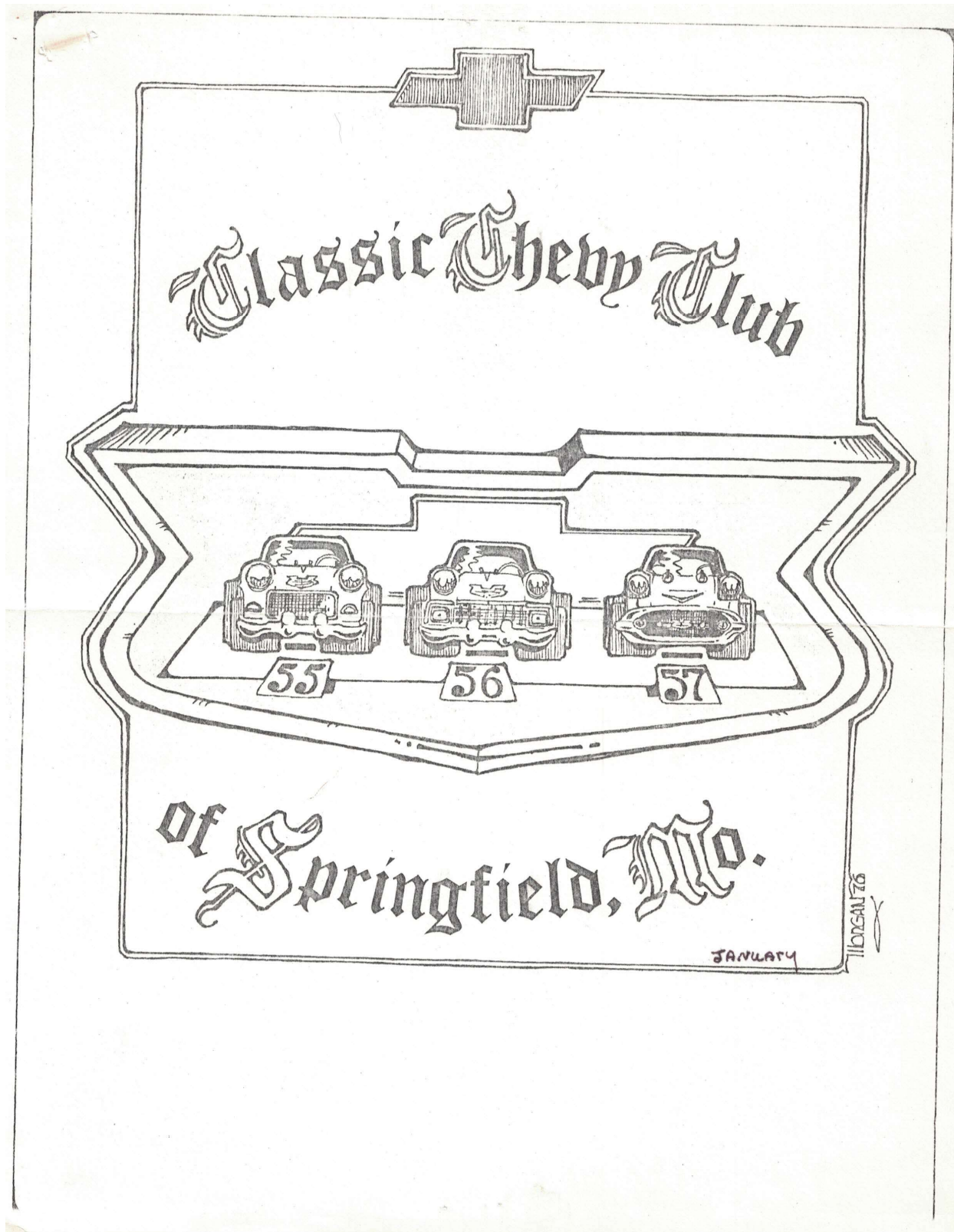
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Classic Chevy Car Club Archives

CLASSIC CHEVY CLUB OF SPRINGFIELD, MO
NEWSLETTER

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Volume I

January

Issue #10

Officers

President - Joe McCracken 883-1100

Vice Pres - Paula Alford 869-8933

Secretary - Larry Clark 862-4796

Treasurer - Karl Close 887-3611

Sarge - Sam Randolph

Public Relations - Bill Huyett 887-3254

Newsletter Staff - Bob & Pam Goss, Dewayne McAllister, Paula Alford
Joe McCracken, Earl Morgan

Club Sponsor - Reliable Chevrolet - 887-5800



RELIABLE 
CHEVROLET

3655 S. Campbell Ph. 887-5800

Dues : Mandantory membership in Classic Chevy Club International
at \$15.00 per year. Local club dues at \$10.00 per household
family per year.



Well, I have given countless hours of thought on just what this months editorial and general BS will be all about and I have decided on a nostalgia trip. How many of you can look back on your first or even your second car you ever owned and remember all or at least some of the good times you had in it? Most of you can, I imagine. Although, this is not to say there were never any bad times with these cars because we've all experienced those, too, but we try to forget them.

When I was 17 years old, I purchased my first car which was a '54 Chevy two door sedan. Being my first car, it looked as good to me as a Cadillac even though it was only a six cylinder with gear shift linkage that hung up about as often as the sun came up; at least once a day. Still though, as elated as I was about having my first car, dreams of owning a '57 Chevy Belair two door hardtop danced around in the back of my head ever since I became old enough to appreciate cars. It was my dream car, my adonis on wheels, my "made in heaven street machine".

Then, it happened. After driving around in my '54 for a year or so I came across an ad in the paper which read: Like new, '57 Chevy Belair two door hardtop, new paint and tires.

Well, that, and a loan from my friendly home town banker, was all I needed to own the love of my life which I bought for \$650.00 back in 1966.

The car sported a new bright red paint job, a 283 with a set of 327-300 heads, a mild cam, Corvette valve covers, three speed on the floor, dual exhausts with "cutouts", an all original interior, tear drop spotlights and a lowered front end, thanks to a set of heated coil springs, and I thought it was the most beautiful thing I'd ever seen in my life.

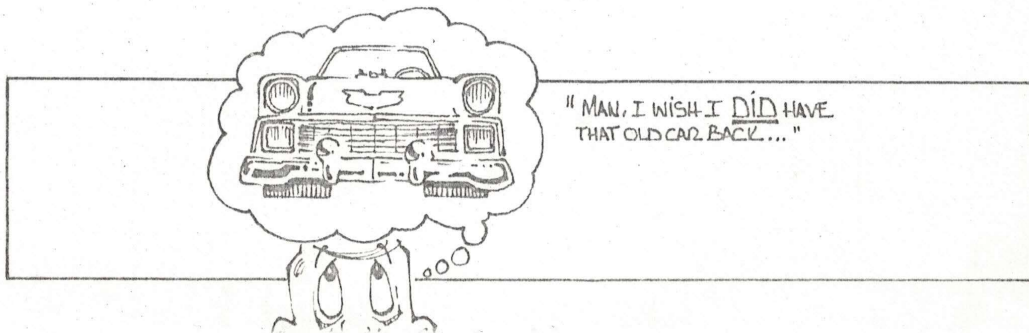
The guy I bought the car from looked like he probably grew up in the late fifties or early sixties, henceforth, the lowered front end and teardrop spotlights which was popular in that era among hot rodders.

But, the year was now 1966 with the "in" look being a raised front end, lowered back end, metalflake steering wheels, Snoopy, "Charge" decals, pinstriping tape and hood scoops. So after tricking up my pride and joy with all the aforementioned goodies I was in hot rodders heaven.

But when you're only 19 years old, sometimes you tire of things quickly, such as I did, and in a moment of weakness which I'll always regret, I sold my '57 for, guess what -- \$650.00. You see, along came this car with a four speed that I just had to have so, another trip to my friendly home town banker and bang, I owned a '66 Chevy Impala Super Sport. (Bleah!!) It was like driving a tank, but it had a four speed and that pacified me for awhile. Next was a '65 GTO which nearly broke me, my folks, and my friendly home town banker because of all the repairs it needed all the time.

Then around November of 1969, I spotted this little dark green '56 Chevy two door two ten on a car lot here in Springfield and fond memories of my first two cars came back to me so I decided to buy the little '56 and sell my GTO. The little Chevy didn't look to be too much of a stormer with its blackwall snow tires, fender skirts, stock hubcaps and 265 two barrel engine hooked on to a powerglide transmission, but it had potential.

Over the years I kept adding a thing or two here and there to the car to improve it. First, the car became silver gray in color with a black stripe on the hood and trunk and a 327 engine and four speed were dropped in. Later on, things like bucket seats, AM-FM Stereo, mag wheels and numerous other gadgets were installed along with yet another paint job. This time being 74 Cadillac Apollo Yellow. And now, just over seven years since I bought that little dark green back row beauty it still sits in my garage and it still gets me around anyplace I want it to take me. You know, it's probably the best car I've ever owned and sometimes it's fun to sit back and remember your first cars and even your present car if its been in your garage long enough. So, if you've got a 55-56 or 57 Chevy now that you like, then hang onto it for awhile. Cause if you sell it, someday you're gonna look back and think, "Man, I wish I had that old car back."



THE PRESIDENT'S PAGE

Hello, fair weather friends. Wouldn't it be a pleasure to experience a warm week again-say, 80 to 85 degrees each day? It would be "show and shine week" around here, with the warm southern breezes at night bringing out street machines of all kinds. A week of this character is possibly a common wish for all of us. But, reality is telling me this wish will eventually come true. In two or three months we should be feeling nature at her best here in the Ozarks, then, it's BACK ON THE ROAD, AGAIN!

I remember last year most of you had these visions for next year, along with the changes or additions you were going to make to your Chevy. Now is the time to start those next year's projects. I have started gathering new parts for my '55 already and some of the final plans are new paint, new tires, a new set of bumpers, some NOS interior material and logging a thousand miles of rod runs this summer.

No matter how complete your car is at the present, there are still some improvements you can make. Large or minor ones, they are all important.

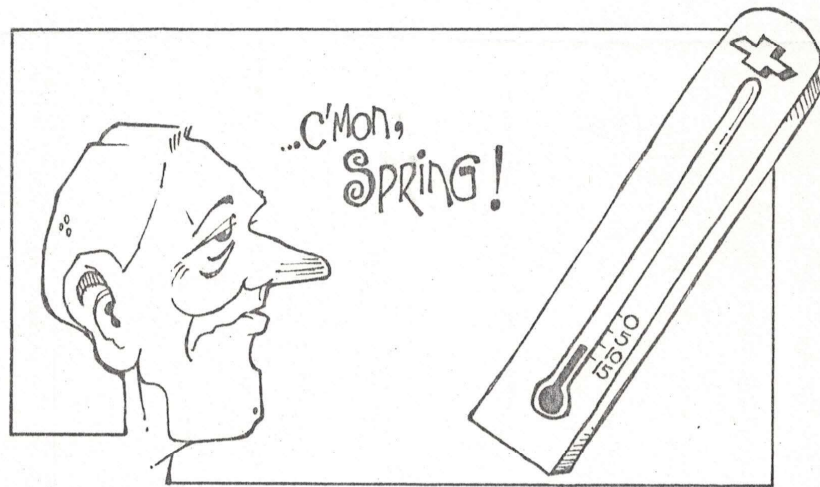
Showing interest in a given project is demonstrated by never being completely satisfied with the end result. It seems there are always changes or improvements to be made.

Classic Chevy Car Club Archives

Growing interest designates a desire to improve the appearance, dependability and safety of your car... then working to accomplish that goal.

Just because the weather here in (Iceland) has been rather drastic as of late, DO plan ahead for the future months of rodding. I know of several cars in the making right now for the spring. As for me and the spring rod runs, I will not be thinking about it when the nice weather finally arrives...I will be doing it!

Joe #3192



The Meeting

December 30th was the last meeting of 1976 for the Classic Chevy Club of Springfield, Mo. The 23 people attending this meeting were called to order by President Joe McCracken who then recognized all visitors.

Next, the secretary, Larry Clark, read minutes of the previous meeting and a treasurer's report was given by Karl Close reporting a balance in the treasury of \$114.37.

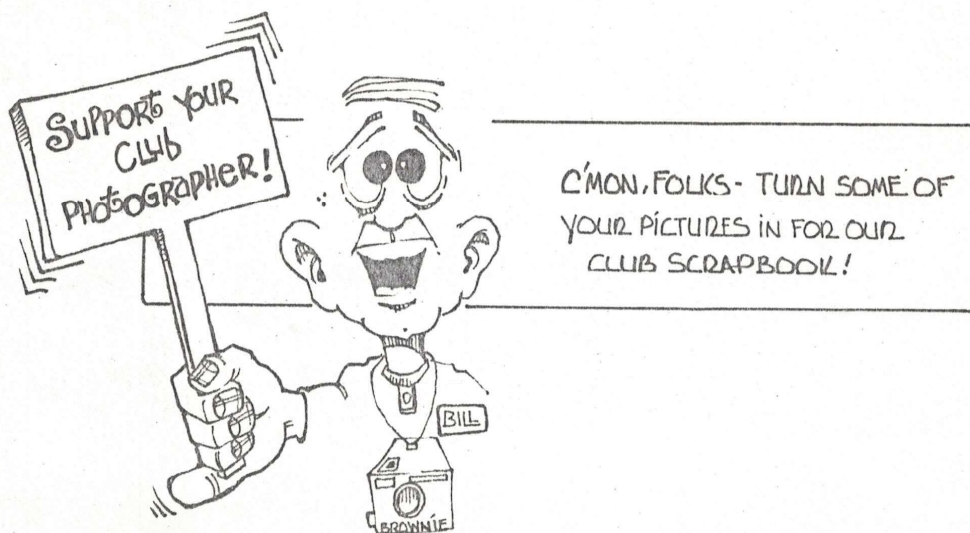
Joe then asked for discussion on any old business and a report was made by Earl Morgan on the business cards the club had decided to buy.

A letter addressed to the club was presented from the Downtown Springfield Association thanking us for taking part in the Christmas parade.

Next, Joe reported on some possible upcoming events, such as get-togethers with other area Classic Chevy chapters sometime this Spring.

Discussion was then brought up by Earl Morgan about the different tee shirts available from the Shirt Gallery and some possible deals we may be able to make with them.

The meeting adjourned with another plea from Bill Huyett for pictures for the club scrapbook from such events as the M D car show, skating party, etc.



Tidbits and Trivia

Well, gang, after last month's newsletter of 18 whole pages this one may seem kinda slim but as you all know, there just isn't much going on right now except snow.

I would like to take this opportunity to thank all you fine people for the nice comments you gave about the newsletter and thanks goes to Joe for writing up the story about the assembly of it.

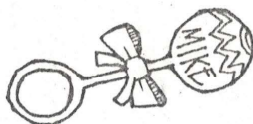
But most of all, I want to thank Earl Morgan for what I think was an absolute masterpiece of art work and humor combined on the last newsletter.

Earl takes an otherwise blah looking newsletter and turns it into something that even I look forward to getting in the mail just to see what he has added to it. Super job, Earl!!!!



* * * * *

The Classic Chevy Club has just gained a new member and I do mean "new" as he was just born on December 30, 1976 to Vernon and Sharlett Leppert. They are the proud parents of an 8 lb. loz. baby boy which they named Michael. Congratulations, Vernon and Sharlett, and good timing, too. Just in time for a tax deduction!!



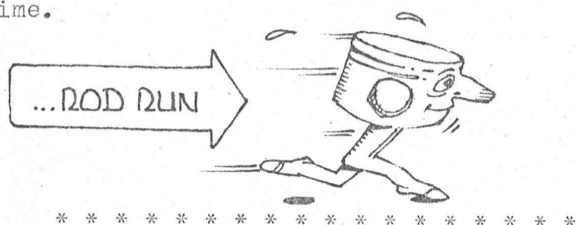
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The next Inner City Club Council meeting has been changed from February 9th as reported in a previous newsletter to February 10th at 7:00 P.M. at Farm and Home Savings and Loan on Sunshine. Anyone who can attend is encouraged to do so.

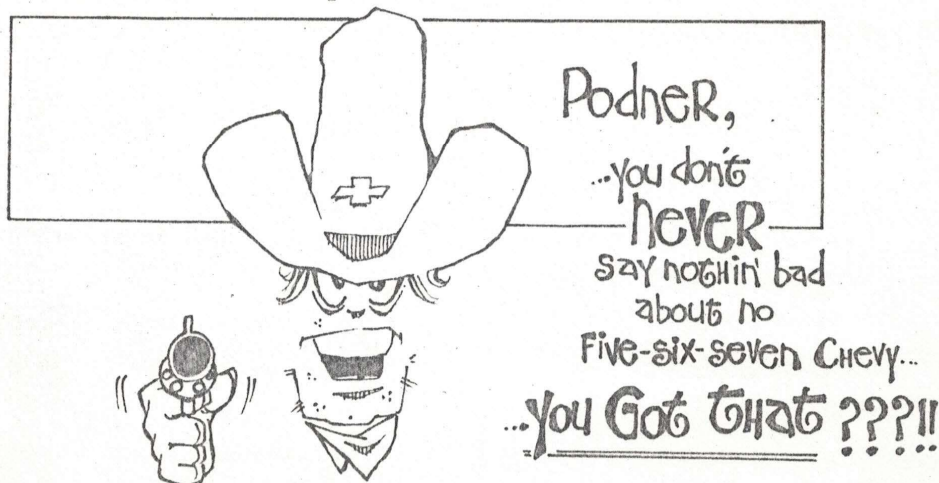
Tidbits and Trivia Cont.

Kenny Hurley informs us he has talked with a member of Chevy's Ltd. of Southwest Mo. down in Neosho about their rod run this Spring. The run will not be held at Eagle Rock this year but instead will take place on April 2nd and 3rd (we think) at Twin Bridges State Park near Miami, Oklahoma. Details should be forthcoming in the mail soon and we will keep you posted when we receive them.

If you missed the Eagle Rock run last year then it was your loss because it was a super run with over 400 vehicles attending and everybody had a great time.



Verse, seen tattooed across the chest of a devout Classic Chevy enthusiast near Lake Lottahockey, Rhode Island - - - "For he who shall ever curse upon a 55-6 or 7 Chevy, may his soul be forever barred from the pearly gates of rodder's paradise."



Car of the Month

This month's car of the month is one of only two Nomads in our club, at the present time, and is owned and driven by our treasurer, Karl Close and his wife, Shirley.

The Nomad is a 1956 model that Karl and Shirley located in Kansas City and traded their '57 Belair for, straight across, about a year ago.

Go power for the Nomad is a highly modified 283 small block which was installed by the former owner with intentions of drag racing it. Hooked onto the 283, is a three speed transmission with overdrive and behind that, a set of 3:55 rear gears.

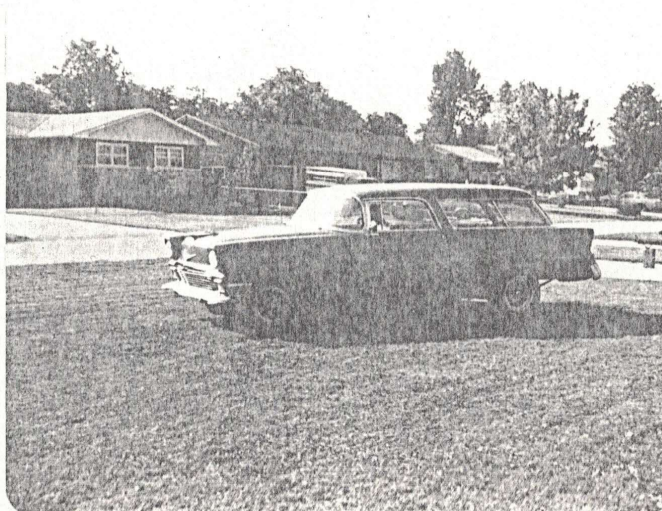
Wide tires and American slotted mags put the power on the road for the '56.

Karl has been a busy man since obtaining the Nomad, what with moving to a different home and such, and so far, has only had time to rebuild the suspension front and rear and gather a few parts for the car.

Future plans are never definite but Karl thinks he will eventually replaced the "built" 283 for a stock one hooked to a turbo transmission. He and Shirley plan on doing the interior themselves and possibly having the exterior painted a black Cherry and White two-tone color.

Plans are to replace an entire rear quarter panel and rechrome the front bumper.

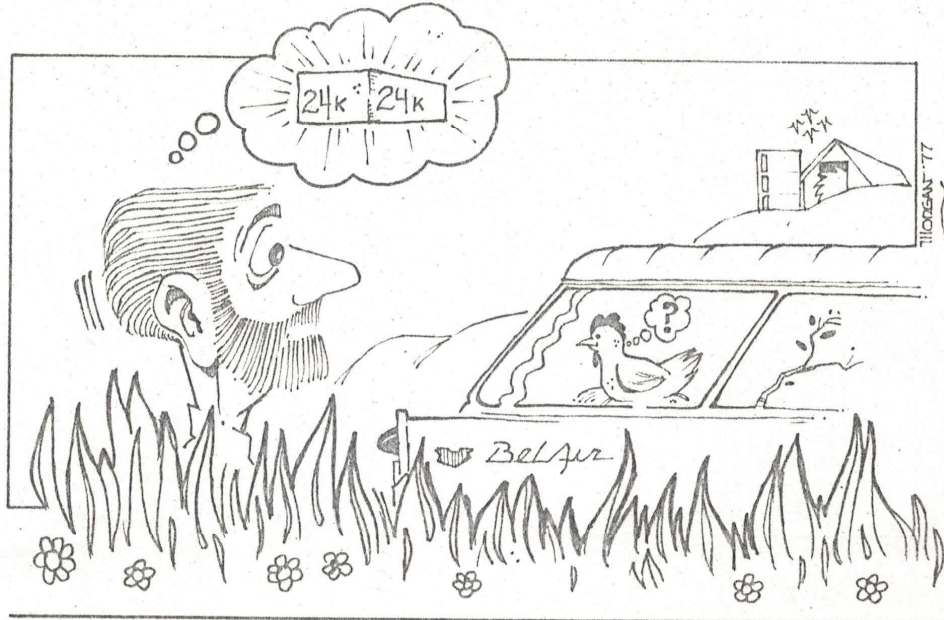
Karl has already purchased some NOS fender guards for both front and rear bumpers.



MORE...
→

Karl and Shirley have recently purchased a '57 Chevy convertible and now they are undecided just which car they want to restore first.

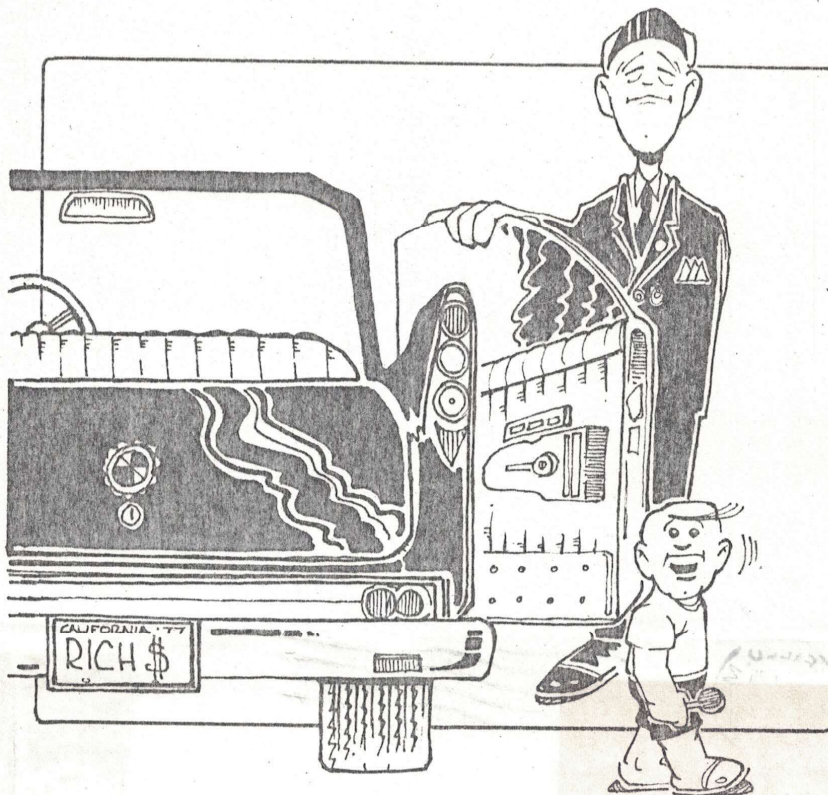
In any case, we'd like to wish them good luck on both cars and happy parts hunting!



Calender of Events

- ★ January 27--Meeting, 8:00 P.M. Reliable Chevrolet
- February 10--I.C.C.C. meeting 7:00 P.M. Farm & Home
- February 24--Meeting, 8:00 P.M. Reliable Chevrolet
- March 25-26-27, -- ISCA Car Show, Kansas City, Mo.
- March 31 -- 8:00 P.M. Meeting Reliable Chevrolet
- April 2-3 -- Chevy's Ltd. Rod Run: Twin Bridges State Park, Miami, Okla.

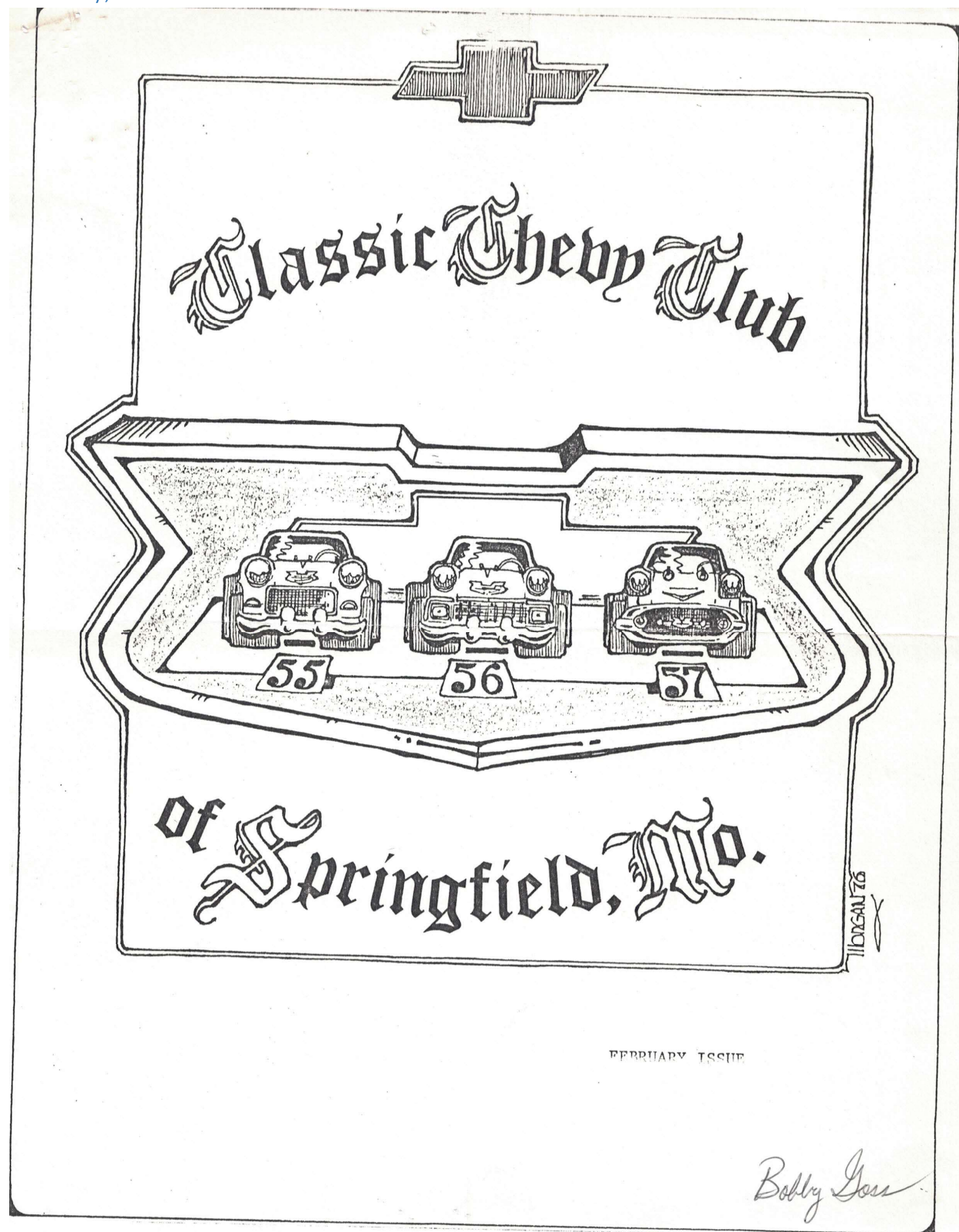
★ NEXT MEETING: JAN. 27 @ RELIABLE!



"...i'd RATHER be driven in my FIFTY-SIX..."

THORNTON '77

February, 1977



Classic Chevy Car Club Archives

CLASSIC CHEVY CLUB OF SPRINGFIELD, MISSOURI NEWSLETTER

Page 1

Volume I

February

Issue # 11

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Secretary - Larry Clark 862-4796
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How many of you have been at the car wash, maybe drying off your 55-6 or 7, or at the grocery store, the ballgame, or any number of places where a wide variety of people congregate, and have an older gentleman or lady walk up to you and compliment you on your car?

A typical conversation may follow such as this ----

"Boy, ya sure got that one slicked up don't ya?"

"Well, I try to keep it looking nice."

"That is a '56 aint it?"

"Yeah."

"Well, I used to have one of those cars myself, ya know. Bought her brand new in December of 1955. 'Bout the best little car I ever had too. That thing would run like the dickens and she got pretty good milage too. Say, what happened to your front bumper?"

"I'm having it rechromed and haven't got it back yet."

"Oh, well I see ya got a floor shift in her too huh?"

"Yeah."

"Well, I just saw ya over here and thought I'd tell ya how sharp ya got her lookin 'cause I use to have one too ya know etc. etc. etc."

You know, just by the number of times this has happened to me alone, it makes me think that almost everyone in America has owned a 55-56 or 57 Chevy at one time or another.

Of course this is not true, but it just goes to show you the popularity and appeal the mid-fifties Chevys hold with not only the younger generation but the older one as well. It's hard to find many automobiles that you can make this statement about.

I think the '55 thru '57 Chevrolet is a "classic" in every respect and has been ever since they started rolling off the assembly line. That's why I'm proud to be the owner of one and I intend to do so for quite some time. How about you?

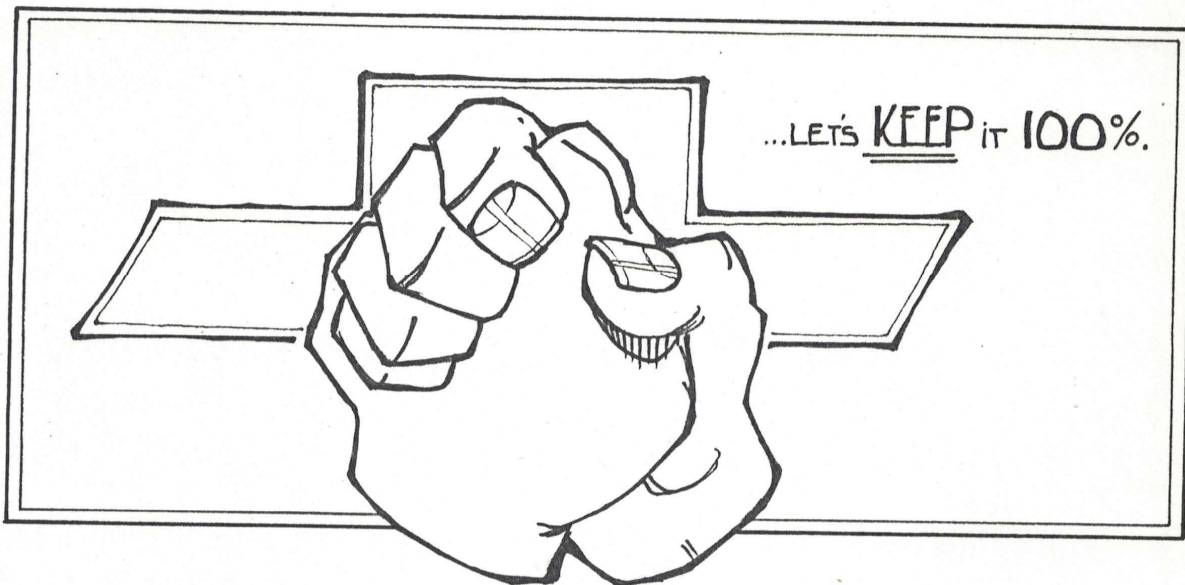
The President's Page

At the last meeting, a few were inquiring on the once proposed rod run for Springfield hosted by the Classic Chevy Club. That rod run, or lets say motion, died due to the lack of a second. The existing chance to host one in August is growing slim due to the scheduling of events by other locals.

Last August when I became President of the club, I voiced support of more car oriented activities. I mentioned I had a few ideas I would instigate. As far as carrying out and completing these ideas, I cannot and will not without support from you members who are the club. Your support (I am writing about) may have been dampened by the grueling winter months, as my enthusiasm has been also. But as you know, to get scheduled properly with other events of the season, it must be done well in advance.

As far as participation this summer, I know Springfield will be well represented every time. It is safe to say the club not only has 100% members---but members who are 100%; as all the "fly by night", "part time members" were culled out last year. Spring will be here some day so let's all plan on being in it. Good luck to you all.

Joe # 3192



The Meeting

Details of the first meeting of 1977 for our club might be a little sketchy as I was not in attendance and can only give you information based on the notes collected by Don & Sylvia White for me.

From what I hear, the meeting was well attended anyway so most of you probably know what happened. Basically, it went like this:

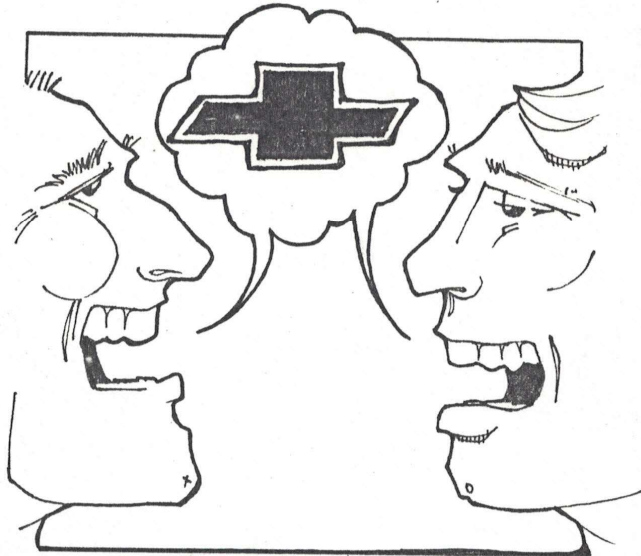
Joe called the meeting to order and gave opening comments.

Next, Karl Close reported a balance of \$97.39 in the treasury and Larry Clark read the minutes from the previous meeting.

Vernon Leppert presented a letter of thanks from the lady we helped out at Christmas and Bill Huyett discussed the scrapbook.

The upcoming World of Wheels car show in Kansas City was discussed, as was various rod runs and other activities for Spring.

Starting time for the next club meeting on the 24th has been changed from 8:00 P.M. to 7:30 P.M.



Car of the Month

Question: What vehicle did the Chevrolet Division of General Motors Corp. produce 5220 units of in 1955 which has become one of the rarest models they made, outside the Corvette? Answer: The 1955 Cameo Carrier.

Just as the Nomad was intended to be the princess of the station wagon line, the Cameo was the same for the pick-up truck line. Afterall, even some farmers like a little class, don't they?

Even though they're not farmers, Wendell and Marge Royster are the proud owners, and rightfully so, of one such '55 Cameo, which is probably the nicest one around this area.

Wendell has taken great pains, a lot of money and a lot of time to see that it is just that.

The truck, according to Wendell, was bought new in West Plains, Missouri, later sold to a couple of guys in Wasola, Missouri and that's where Wendell and Marge discovered it.

Lurking under the disguise of a garbage truck, more or less, which was being used for hauling pigs, walnut hulls, and other such undesirable things, Wendell and Marge decided the truck deserved better treatment so they bought it for \$385.00 and started to work on it. This was about February of 1973. The truck was equipped with a tired 307 cu. in. engine, a Corvette 3 speed on the floor, and a Pontiac rear end.

Wendell immediately installed a 283 small block and put the shift back on the column and changed back to a '56 Chevy rear end. The little 283 gets a very respectable 19 or 20 MPG and the truck has 99,000 miles on it, so Wendell is planning on an engine rebuild right away.

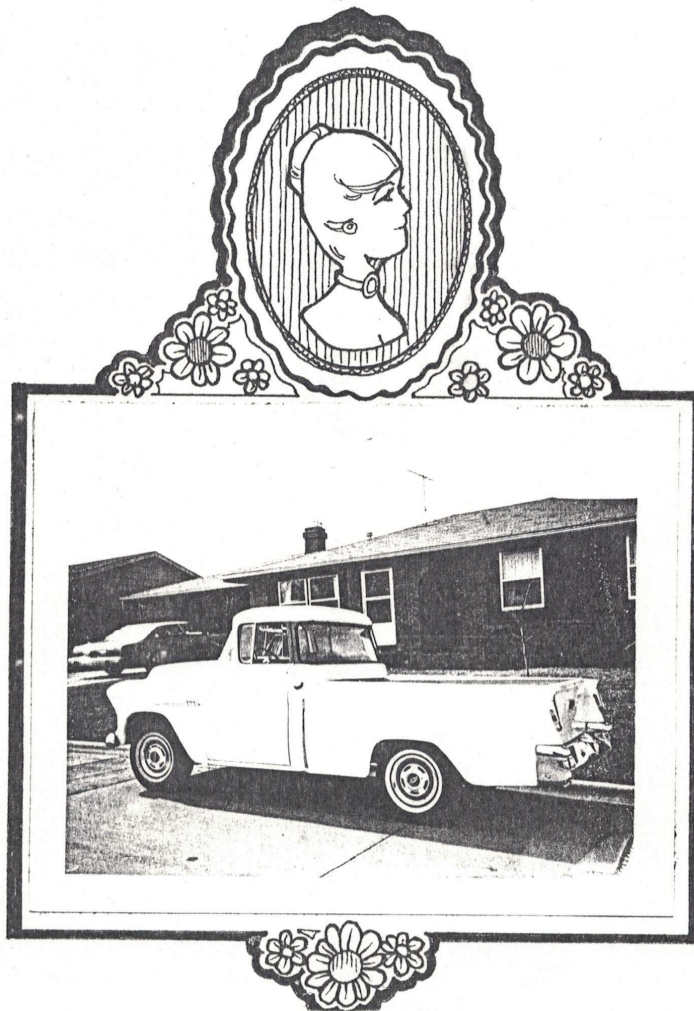
The suspension was completely rebuilt, as were the brakes and clutch. Good rust free front fenders are hard to find so Wendell was forced to buy fiberglass replacements, which makes the truck about as much fiberglass as it is metal. A lot of people don't know it, but Chevrolet made the Cameo with fiberglass rear fenders.

Wendell's Cameo needed a right rear bumper section, which is practically impossible to find, so Wendell drove all the way to Detroit in hopes of obtaining one from G.M., but had no luck.

So, while in Detroit, he had a sand cast mold made from his badly rusted bumper section and Marges' brother machined it down to the proper size so Wendell could have it chromed.

The bodywork and Bombay Ivory paint job were performed by the D&J bodyshop in Seymour, Missouri. Interior was stitched up by Larry's Auto Trim and the stainless steel inside running boards were made up by fellow club member Karl Close. All chrome was performed by Eagle plating in Springfield.

Wendell figures he's got about \$2500.00 invested in the truck and from the looks of it, I would say that's \$2500.00 well spent.



Inner City Motor Club Council
Meeting

Thursday, February 10th, a meeting of the Inner City Motor Club Council took place at Farm & Home Savings & Loan on East Sunshine.

Clubs represented were Classic Chevy Club, Ozark Antique Auto Club, Vette Sette Corvette Club, Sho-Me Vans, Nostalgia Rods, and the Sho-Me Dune Buggy Club. There were 20 people in attendance.

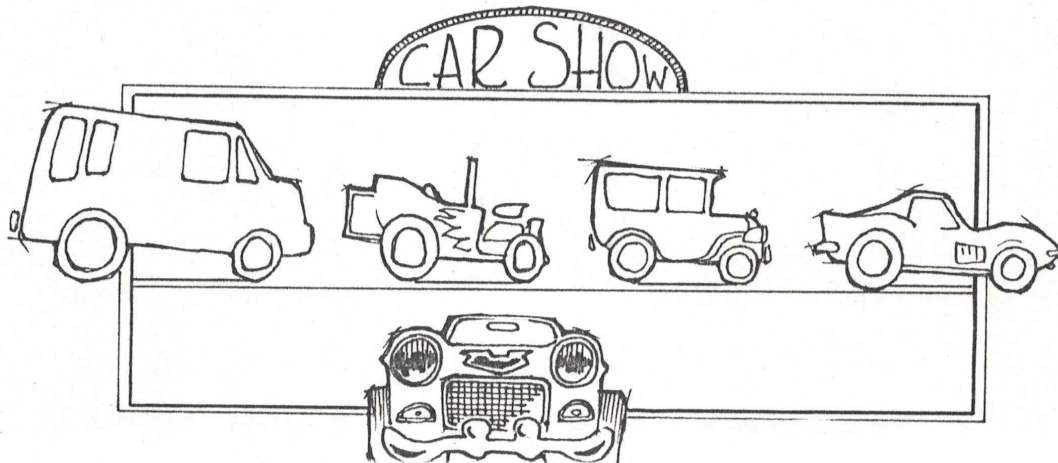
A call was put out for volunteers to be the Chairman and Asst. Chairman. Norm Herren and Jim French volunteered. Both members are from the Vette Sette.

Next, all new members of the council were introduced to all the events and committees that made up last years show.

A call was put out by Norm Herren for volunteers for chairmen of the various committees.

It was then decided that all committee heads and helpers would be set up at the next meeting which was scheduled for March 16th at 7:00 P.M. with the location being undetermined at this time.

The date for the second annual Classic Auto Show will be August 28th, 1977 and the hours are as follows: Cars will enter at 7:00 A.M. and be set up ready for show at 9:00 A.M. The show will close this year at 6:00 P.M. It was decided to keep the advance ticket price at \$1.00 each and gate price \$1.50, same as last year.



Tidbits and Trivia

HEY!!! Anybody out there got anything they wanna sell, trade, give away, or pay somebody to haul off? Well if so how about giving this poor old editor a break and let me know about it so we can print it, HUH?

As far as that goes, if you have any news pertaining to this club or its activities or members then speak up and we'll put it in the newsletter. I might even settle for a lie!



This little paragraph goes out to you girls in the club. If at any time any of you would like to write an article, paragraph, story, etc. about your thoughts and views on this car club, or your feelings about what we should do or not do, or anything else that pertains to the club and its members, please feel free to do so. I will say this though: Don't call me on the phone and give it to me verbally. Write it down in story form and either mail it to me, or give it to me personally at a meeting. This will give you a chance to express your thoughts about what is happening.

By the way, our club is now an official 100% charter member of Classic Chevy Club International, according to Joe who has been in contact with Doug Moorhead, our national club President.

Don't forget! Our club meeting time is permanently changed to 7:30 P.M. as of this next meeting.



NEXT MEETING • FEB 24 - 7:30 @ RELIABLE! =



March, 1977



Classic Chevy Car Club Archives

CLASSIC CHEVY CLUB OF SPRINGFIELD, MO. NEWSLETTER

Volume I

Issue # 12



Officers

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Treasurer - Karl Close 887-3611 759-2092
Sarge - Sam Randolph
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Newsletter Staff - Bob & Pam Goss, Dewayne McAllister, Paula Alford, Joe McCracken and Earl Morgan

Club Sponsor - Reliable Chevrolet

OVER 200 NEW CARS IN STOCK

Caprices - Impalas - Corvettes - Malibus
Novas - Monzas - Vegas - Chevettes

 **RELIABLE** 
CHEVROLET

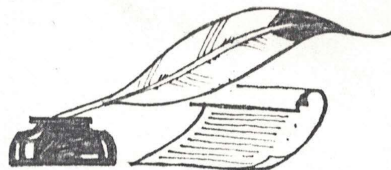
3655 S. Campbell **Ph. 887-5800**

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EDITORIAL



This month's editorial will attempt to point out some facts regarding that necessary evil that almost every American at one time or another has to have if he plans on driving a car: insurance. Its a nine letter word most of us hate to think about having to pay for, and something few of us understand when we read the policy, but don't know what we would do without it, if we had an accident involving hundreds or even thousands of dollars.

Most of us probably have some insurance on our Classic Chevys, but it probably doesn't extend to more than liability or maybe liability and comprehensive.

Collision insurance is rarely purchased for a car as old as our Chevys because most people think the amount of money the insurance companies would pay you for your Chevy in case of a total wreck doesn't justify the expense of paying the premium. This isn't necessarily true.

I have been checking into collision insurance with several companies lately, regarding my own '56 Chevy, and what it would cost to add collision to my policy. The cost of this coverage I found is, to my surprise, very low.

There are a few insurance companies that will sell you a policy called a "stated value policy" which means you may purchase as much coverage for your car as you wish to have for approximately \$1.00 per hundred dollars of coverage. This amount varies some, depending on the company you talk to and the amount of deductible you wish to have. So if you wish to insure your car for, let's say, \$3000, your premium would be somewhere in the neighborhood of \$30.00 or so.

However, as with all good news, there always seems to be a catch somewhere and this is no exception.

On stated value policies, you are limited to where and how much you may drive your car. In other words, they are only to be driven in parades, to and from car shows, exhibitions, and other such things in the public interest.

Of course, this type of policy will not fill the bill for a car which is a beater or daily driver such as my own.

There is however, an alternate course, and although it may not protect you dollarwise like a stated value policy would, it is better than not having any insurance at all.

The alternative is to buy a regular collision policy for your classic just like you would for your family car. As I said before, this type of policy will not cover your loss as well as a stated value policy might but it is certainly better than nothing at all.

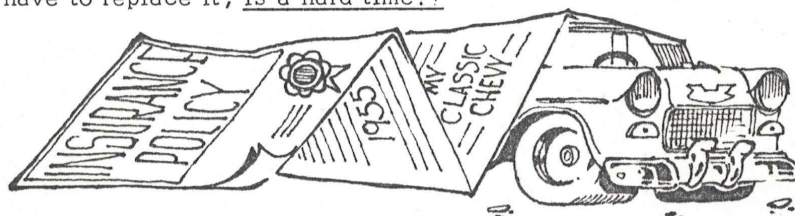
An insurance agent told me that when you're insuring a car such as ours on a straight policy, it would be to your advantage to save every receipt you get when you add something to your car. In other words, if you have your bumper rechromed, save the receipt; car painted, save the receipt, etc. etc. This will help the insurance company better determine

Classic Chevy Car Club Archives

what to settle with you for in case you wrap your Chevy around a pole or something. This will show them that you have several dollars tied up in your car and just because it's old doesn't mean it's not worth much.

As for the cost of adding collision insurance to your car, it is minimal. I just added a \$100 deductible collision policy to my car with MFA Insurance Company and the premium for the collision part for 6 months is only \$18.80.

In my opinion, for this kind of money, if you have a lot of cash tied up in your Chevy like I do, you can't afford not to have some protection for it. Because if you go out and total out your car and don't have any insurance on it, the only thing you're going to have to replace it, is a hard time!!



...GOT YOUR
CLASSIC
COVERED?

THE MEETING

The last meeting held by our club was Thursday February 24, 1977 at Reliable Chevrolet.

A small baby shower was held for Vernon and Sharlett Leppert before the meeting got underway.

Joe called the meeting to order a little after 7:30 and recognized the visitors of which there were two.

Due to the absence of the treasurer, both the minutes and the treasury report were given by secretary Larry Clark. A balance of \$128.39 was reported in the treasury.

Next, the new owner of The Shirt Gallery on Glenstone was present to show us some new designs he has available for shirts and jackets our club members might be interested in and he reported that his current inventory shows he has 20 transfers left of our T-shirt emblems.

The new club business cards were shown and passed out to members. If you need some contact Joe.

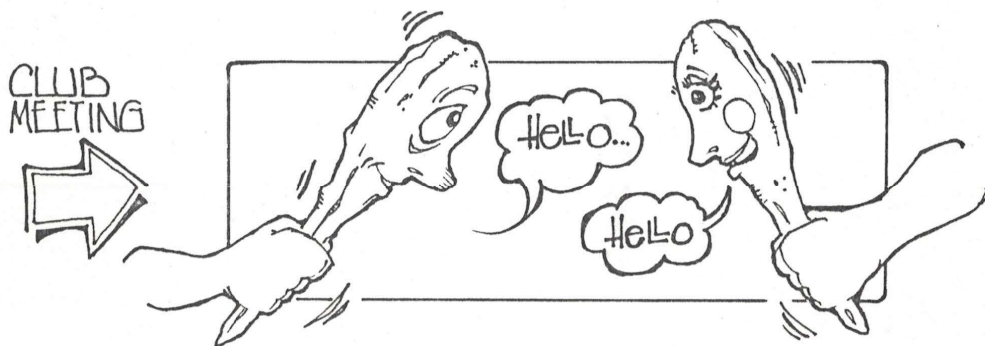
Classic Chevy Car Club Archives

We received a letter from the National club stating we were 100% members now and we received a club photo album and notebook from them to help keep track of our events.

Next, a discussion was held on raising funds for the club treasury and a suggestion was made to have a road rally and invite people outside the club to participate and charge everyone a fee to enter. It is hoped that dash plaques and trophies can be awarded the winners and participants. A committee consisting of Bill Huyett - Chairman, Bob Goss, Vernon Leppert and Dewayne McAllister was set up to plan the road rally. A date will be given later.

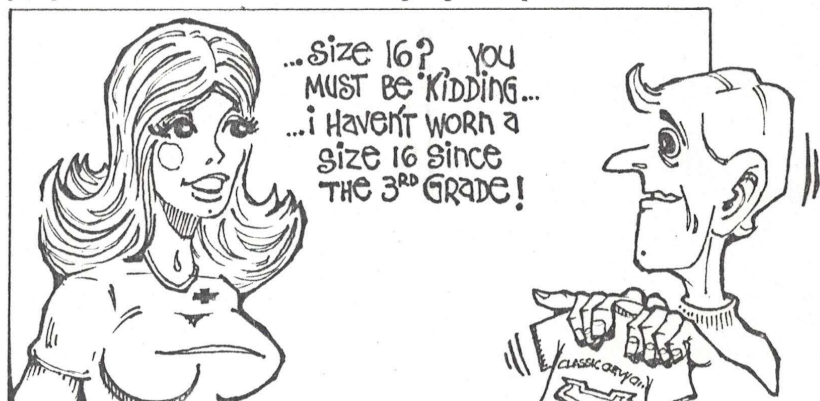
It was then decided to have a club get together at Pizza Inn on East Sunshine on Friday evening, March 25th at 7:00 p.m. Purpose of the meeting is to eat pizza, maybe drink some suds and discuss who is going to go to the car show in Kansas City on that weekend so we could possibly go as a group or caravan.

The meeting was adjourned at approximately 8:30 p.m. Next regular club meeting will be at Reliable Chevrolet at 7:30 p.m. March 31, 1977.



TIDBITS AND TRIVIA

At the last club meeting it was brought to our attention the club still has one size 16 tee shirt with out club insignia for sale. Also one license plate frame and one '56 Chevy license plaque. If you are interested in buying any of these items please see Joe because our treasury sure could use the cash. Prices? The tee shirt is \$3.50, the frame is \$3.50 and the plaque is \$2.00. How about it gang? Any takers?



Classic Chevy Car Club Archives

TIDBITS AND TRIVIA (Continued)

I received a letter from the secretary of a new street rod club formed here in Springfield recently. The club is known as "Nostalgia Rods of Southwestern Mo." and they are interested in any information regarding rod runs, car shows, etc., or any events our club is having that they could participate in. The club is open to 1954 model and older cars. Lets all make them feel welcome, whaddaya say?



All members should try and make the March 31st meeting as I'm sure we will be discussing the fun run at Twin Bridges near Miami and Afton Oklahoma. Decisions will probably be made as to when most members wish to leave so we can probably caravan down together. By the way, everybody order sunshine and warm weather for the 2nd and 3rd of April, OK?



The following article was written by Don Willfong, of the Heart of America Chevy Owners club in Kansas City, and at his request, we are printing in our newsletter too. The article makes some very good points so read on and take heed - - - - -



March, 1977

Classic Profile

I'm sure that anyone who's been to a car show, regional, or national convention knows that it's about time some of us has a few lessons.

The owner or builder expects, and should receive, certain considerations by the spectators. That little sign that says 5000 hours of blood and sweat is usually correct. When looking at a car the correct procedure for the looker is: hands clasped firmly behind the body or in the pockets, leaning slightly towards the car. YOU DO NOT TOUCH!!!

Also you do not wipe dust off the body or fenders, as this works like sandpaper, this is a very common and ill mannered procedure of the uninformed. It is acceptable to look under the car, in fact, most owners prefer that you do. Another nice follow up, by the looker, is to mutter endearing terms about the car, however, just loud enough for the owner to hear, great for the ego. EVEN IF IT'S A REAL TURKEY, DON'T SAY ANYTHING DEROGATORY.

A definite no-no: NEVER, repeat, NEVER, get into or on the car. Surprisingly, this is another habit which is practiced by the uninformed clod. Common sense should take care of this, but some lookers lack that trait. Also keep your kids under control, do not let them crawl on the car or sit on the fenders banging their little heels on the paint, dripping sticky ice cream or candy all over the car. This procedure is totally unacceptable and could result in VIOLENCE. You do not pop open the hood of a stranger's car under any circumstance. It is hard to put into print the feeling of a car owner when this is observed. If you must look under the hood, ask the owner, he should be glad to accommodate.

Now that the spectator has been properly instructed and reprimanded, a few words should be directed to the classic owner himself. Although much time, money, and effort has been put into his classic, some of them could be a little nicer. They could come down from their ivory tower. Some of them think their carburetors don't stink.

Face it, if you display your car in the first place then it follows that there will be spectators, that shouldn't be a surprise. Be congenial, answer the questions without a look of disgust.

That old "DUDE" you just snubbed may have been building classics when you were still sucking on your pacifier. Who knows, he may be partly responsible for your interest. And besides, he may still have a better car than you have, sitting home in his garage.

And that young boy you were just rude to may be the classic owner of tomorrow. "When you'll be the old Dude". Believe it or not you do have an image to project and protect. Good manners never hurt, and that goes for spectators and owners alike.

I would like to see the clubs that we send our newsletter to run this same editorial in their newsletter and get the word out. I feel that a person that doesn't respect other people's property is UNCOOL.

Donald Willfong

Classic Chevy Car Club Archives

CAR OF THE MONTH

A little piece of advice ----- if you're ever sitting at a stoplight and your car windows begin shaking from the RUMP - RUMP - RUMP coming from the blue '55 Chevy that has just pulled up next to you, don't do something foolish and challenge him to a street race, unless you're cousin is Bill Jenkins and he has just built you an engine you will probably lose - - - BAD!

This certain blue '55 I'm referring to belongs to Bob & Gwen Gilpin and lurking beneath the tilt front end is an honest to goodness, L-88, 440 cubic inch rat motor.

It all began about 6 years ago when Bob bought the car in Waynesville for \$1250.00.

The car came equipped with a small block Chevy engine and 4 speed and although it was painted the same color then as it is now, Bob had the body completely redone practically replacing one hole side in the process due to rust and roughness of the sheet metal in general. Bodywork, and the 10 coats of '67 Corvette Marina Blue Metallic were applied by Larry Smith down in Fayetteville, Arkansas. He also arranged for the tilt front end which is all steel and one of the few tilt front ends you see around that has retained the stock front bumper .

Interior of the car is blue and white vinyl done up in the stock '55 Chevy design. Steering is through a complete 69 Mustang steering column which was in the car when Bob bought it.

Growing up through the floor is a Hurst Ram Rod shifter, which is attached to a Borg-Warner T-10 four speed transmission.

Bob & Gwen's '55 is one of the nicest cars in our club and they have kept it that way by refusing to drive it in the rain for the last 3 years. It has been fully undercoated to keep out the rust. Bumpers have been rechromed also.

The car rides on Goodyear tires and cheater slicks mounted on J.C. Penny Dude mag wheels.

Bob plans on installing disc brakes in the future and probably a different set of wheels, too.

I asked him if he has ever run the car at the strip and he replied no but he plans to as soon as he gets some overheating problems worked out. The present radiator just doesn't seem to make it.



Classic Chevy Car Club Archives

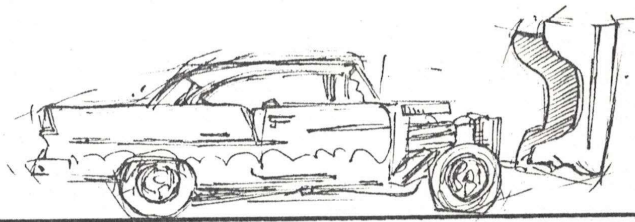
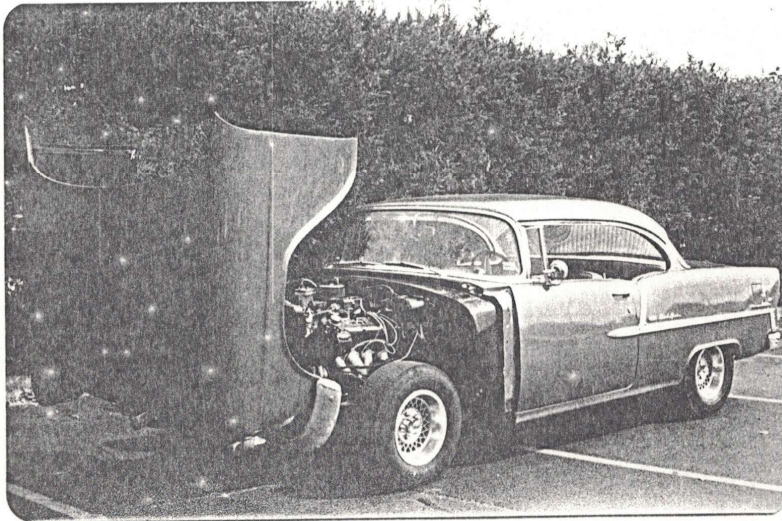
CAR OF THE MONTH (Continued)

I also asked him if he had any idea what kind of E.T. he could turn if he runs it, and he expects to go in the mid elevens.

What does he have to back that kind of thinking up? Well, things like a balanced 68 427 L-88 bored to 440 cu. in., with TRW 12½ to 1 pistons, ported and polished heads, Accel ignition, Appliance headers, Crower cam, 800 Holley carb., Edelbrock Torker manifold and a 9 QT. capacity oil pan backs up his thinking pretty stongly.

By the way, that power is passed on through a '64 Chevelle rear end with 4:56 gears and ladder type traction bars.

Bob figures he has around \$6000 invested in the car, which is a lot of money to invest, but you gotta admit, that's a lotta car!



Classic Chevy Car Club Archives

CHEVYS LTD.
of
SOUTHWEST MISSOURI
3rd ANNUAL FUN RUN
APRIL 2 and 3, 1977

To Classic Chevy, Springfield :

Our club would like to invite you to our 3rd Annual Fun Run. Due to a few problems we won't be having it at Eagle Rock as we did in previous years. We're having it at Twin Bridges Park near Afton, Oklahoma. The park is overlooking two lakes. We think you will find it just as pretty as Eagle Rock. The park has plenty of camping spots and hook-ups.

Chevys Ltd. 3rd Annual Fun Run is an open run starting Saturday, April 2, and ending Sunday evening, April 3. Registration starts at 8:00 A.M. - 5:00 P.M. Saturday and 8:00 A.M. - 10:00 A.M. Sunday. There is no rain date so come on down rain, snow, or etc.

Enclosed find a list of nearby motels or you can ruff it and camp in the park. Here's hoping the weather is nice!

Fun and games will start at 1:00 P.M. Saturday, lasting till 5:00 P.M. Included in the games this year will be a trike race for the little kids. You big kids can try it too, if you like.

Due to rising costs our entry fee is \$5.00 per car entered. (Dash plaque included in entry fee.) The Shirt Shack will be there selling our own T-shirts plus many others. There also will be a concession stand run by our club for your convenience.

On behalf of our whole club we wish to say that we are very sorry about last year's judging procedure. If you remember, last year the people attending the run chose a street machine as Best Street Rod. This year we are asking for two volunteers from each club to act as judges for the trophies. Please give us your two judges' names as you enter at registration.

There will be three super nice door prizes plus 30 trophies.

So April 2, jump in your fun machine and come have fun with us.

Don Mosby, President
Chevys Ltd. of
Southwest Missouri

For more information or any questions call or write:

Don Mosby, President
329 W. McKinney St.
Neosho, Missouri 64850
(417) 451-1211

or

Nancy Hughes, Secretary
824 Riverside Drive
Neosho, Missouri 64850
(417) 451-3347

Classic Chevy Car Club Archives

MOTELS AVAILABLE WITHIN 10 MILES

CHEROKEE MOTEL
2200 N. Main
MIAMI, OK. 542-3332
S-\$8.24 D-\$13.39

THE ELMS MOTEL
1301 N. Main
MIAMI, OK. 542-3127
S-\$8.24 D-\$10.82

FRONTIER MOTEL & MOBILE PARK
W of City
MIAMI, OK. 542-4471
S-\$8.00 D-\$14.00

RAMADA INN
2225 E STEVE OWENS BLVD.
MIAMI, OK. 542-6681
S-\$15.00 D-\$20.00

SOONER STATE MOTOR COURT
1405 N. MAIN
MIAMI, OK. 542-8434
S-\$8.00 D-\$12.00

THUNDERBIRD MOTEL, AAA
1307 E. STEVE OWENS BLVD.
MIAMI, OK. 542-4435
S-\$12.36 D-\$15.45



TOWNSMAN MOTEL, BEST WESTERN
900 E. STEVE OWENS BLVD.
MIAMI, OK. 542-6631
S-\$14.42 D-\$16.48

HOLIDAY MOTEL
W OF CITY
MIAMI, OK. 542-9139

STARDUST MOTEL
E OF CITY
FAIRLAND, OK. 676-3213
S-\$11.00 D-\$14.00

MAVERICK MOTEL
502 W. CONNER
FAIRLAND, OK. 676-3250

JOPLIN MOTELS

RAMADA INN
3320 RANGE LINE
JOPLIN, MO. 781-0500
1 block N. of I-44 on H.71

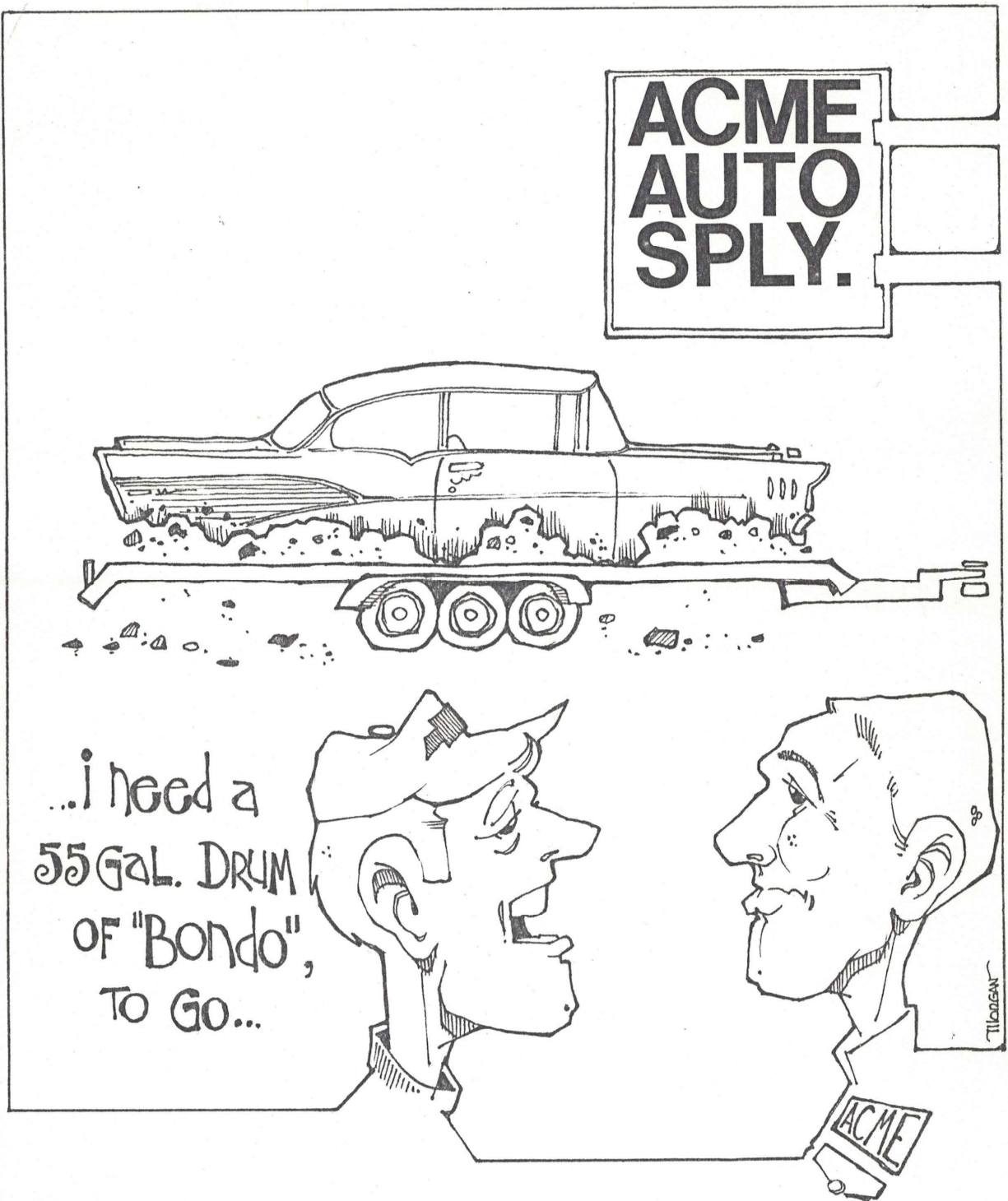
HOWARD JOHNSONS
3500 RANGE LINE
JOPLIN, MO. 623-0100
South on U.S. 71 at Jct.
of I-44

SHERATON INN
3600 RANGE LINE
on I-44 & U.S. 71
JOPLIN, MO. 624-8400

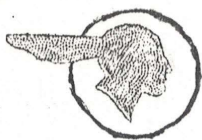
HOLIDAY INN
2600 RANGE LINE
1 mile N. of Jct. I-44
and Oklahoma Turnpike
JOPLIN, MO. 624-7400

DRURY INN
3510 RANGE LINE
I-44 & RANGE LINE ROAD
JOPLIN, MO. 781-8000

* NOTE: Several members of our club will be staying at this Motel in Miami. Reservations are going fast so if you plan on getting a room at any of these motels you better do so as soon as possible. If you missed this run last year which was held at Eagle Rock, don't miss it this year, 'cause if last year is any clue to this years event, its gonna be a blast!



Classic Chevy Car Club Archives



Bud Stover's

G. M. REPRODUCTIONS

8792 Quigley St., Westminster, Colo. 80030



303-428-7181

CHEVROLET PARTS LIST, Effective Feb. 1, 1977

1954

Wheel Cover Emblems, plastic, a mint copy \$33.50 set

1955

Headlamp Caps, metal rust repair section \$11.50 each
Taillamp lenses 5.00 pr.

1956

Headlamp Caps, metal rust repair section 12.50 pr.
Parklamp Lenses 9.75 pr.
Taillamp Lenses 4.75 pr.
Nomad V-8 Ornament, below taillamp 33.50 pr.

1957

Spinner Emblems. plastic, wheel cover, also fits 58 spinner. Mint copy \$ 33.50 set
"Chevrolet" script, hood or trunk, exact to include part #! (gold) 16.00 ea.
Grille Bar Emblem, plastic. Injection moulded and correctly metallized. Soon
Parklamp Lenses 7.75 pr.
Taillamp Lenses 4.50 pr.

ALL 1953 - 1958

Window Seal, vertical between dr & rear quarter glasses, all 2 dr. HT Conv. 6.00pr
Dome Lenses, have all 1941-1957, specify year 8.00 each
Crystal Clear Seat Covers. Unconditionally guaranteed as long as you own your car. None better anywhere, 55-up, specify yr and model \$33.50 set
Carpets, ready-made, a top quality med loop in red, black, brown or blue.
55-up, specify year and body style \$59.00 set
Carpet yardage to match above for rear of SW etc. (5 yds req'd) \$ 7.50 yd.
Rocker Panels, metal rust repair, full length to rear wheel, specify yr. \$16.00 ea

1953-1956

Low loop Carpet Material. Good replacement, 52" width, all colors. 4 yds are req'd to do you car. Supply limited, so hurry! \$14.00 yd.
Vinyl Upholstery Material, 54" width, exact grain in any color to match your sample. Have no pleated or waffle mat'l. 3 yds minimum order \$12.00 yd

EMBLEM RESTORATION SERVICE

Plastic Emblems are stripped and re-metallized via our proven system which was first to earn the A-1 rating from the National Nomad Club. Emblems sent for restoration should have a minimum of internal cracking. Allow 3 weeks. This service is available on any make/model plastic. Prices below typical:

55, 57 Chev and other large emblems 20.00 each
53, 54 and small V8 style 56 and 58 Chev Emblems 16.00 each

Above prices include insured shipping U.S.A. We ship via UPS, (no P.O. boxes please Canada add 10%, Colo residents 4% sales tax. 140% satisfaction or your money back. Dealer Discount on this list is 20%, but minimum dealer order is \$200. Send a self addressed stamped envelope with any inquiry or request for Mat'l sample. It is our continuing effort to produce a very good part at the most reasonable price possible. Example: Lenses are exact duplicates minus Guide Lettering. We do not promise to carry these parts for any length of time, so the time to order is NOW!