

Mid America Chevelle Club

July 2014 Newsletter



MACC July 2014 NEWSLETTER



CONTENTS

General Information	2
Board Information	2
Monthly Meeting Agenda	2
June Meeting Minutes	3
Calendar of Upcoming Events	4
July Events	4
President's Column	5
Vice President's Column	6
For Sale	8
Sponsors	9



General Information

The club is a not-for-profit Kansas corporation, dedicated to the preservation and enjoyment of all Chevelles and El Caminos. Ownership of a Chevelle or associated vehicle is not required. Club newsletters which include minutes of meetings, upcoming events, and technical articles are also found on club's website and are forwarded to members. Business meetings are convened on the last Thursday of each month, with the possible exceptions of November and December, for the purpose of discussing and planning future club events. The meetings begin at 7:00 p.m., at Hendrick Chevrolet, 8300 Shawnee Mission Parkway, Merriam, Kansas unless otherwise noted in the newsletter or on the club's website. Members may advertise vehicles/parts for sale, trade, or wanted in the newsletter for no charge. Call the editor (Mike Stites) at 913/485-7368 or email at Michael.stites@sbcglobal.net

Board Information

Chair:	Roger Verstraete
Co-Chair:	Ed Smoot
Secretary:	Gordon & Jackie Gilpin
Treasurer:	Eugene Hallouer
At Large:	Kent Scott
At Large:	John Gragg

Newsletter Editor: Mike Stites

Monthly Meeting Agenda

Monthly meetings are held the last Thursday of each month at 7:00 p.m., at Hendrick Chevrolet, 8300 Shawnee Mission Parkway, Merriam, Kansas.

- 1) Call to Order
- 2) Introductions
- 3) Reports/Discussion
- 4) Upcoming Events
- 5) Report of Treasurer
- 6) Additional Items
- 7) Adjournment



June Meeting Minutes

MID-AMERICA CHEVELLE CLUB
HENDRICK CHEVROLET, MERRIAM, KS
June 26, 2014
MINUTES

Called to order at 7:00 p.m. by Chair, Roger Verstraete. There were 21 members present. No visitors were present tonight, however, one new member was in attendance and attendees introduced themselves and described their car(s).

Motion made, seconded and passed to accept the minutes from last meeting.

No old business

New business:

Wichita Car Show

Eight MACC cars attended the Wichita Chevelle Car Show. 107 total cars at the show. Roger and a couple of other MACC members attended the business meeting. Since the MACC no longer hosts an ACES Regional Show the Wichita / Tulsa / Springfield Chevelle Clubs wanted to see if the MACC was interested in joining the rotation to host a Chevellette Regional Show. Roger provided a summary of the discussion around the MACC hosting a show every four years. The other clubs would encourage the MACC to provide 1,000 point judging, however, this was not mandatory. Issues related to 1,000 point judging were discussed at length. We discussed limiting the 1,000 point judging to the first 25 cars. Roger reviewed how awards were presented. O'Reilly's provides a sponsorship of \$2,500 for the show. No final decision was made regarding whether or not the MACC would host one of the Chevelle Regional Shows as a part of the Springfield / Tulsa / Wichita rotation.

Eugene provided the Treasurer's Report.

Upcoming events were noted as the Sugar Creek July 4th parade. July 19th Independence Cruise. August 10 Cruise to the K.

David Wagner shared information regarding the theft of numerous restoration parts from a storage location and steps he has taken to recover and / or find the responsible person(s). A reward is being offered on Craigs List.

Ted Farley invited the MACC to the Lenexa BBQ.

Meeting adjourned at 8:05 pm.

Respectfully Submitted,

Mike Stites substituting for Jackie Gilpin



Calendar of Upcoming Events

August 10th: Cruise to the K

September 26th – 27th: Mid-America Chevelle Club Car Show

July Events

July 4th Sugar Creek Parade:



Several Chevelles showed up at the Sugar Creek July 4th Parade. Reportedly the crowd was chanting for a burn out and at least a couple of the Chevelle guys obliged. When questioned by Johnny Law the Chevelle owner responded he was only giving the people what they wanted. No harm – No foul.

Independence Cruise:



Longbranch Cruise:



President's Column

Editor's note: Please keep Roger in your thoughts and prayers as he is having a medical procedure this week.

Hi MACC,

In the last few months we have been discussing joining the Midwest Chevelle Regionals group again. In the early stages of the club's existence, the club belonged to this group of Chevelle clubs that was started in 1987. They called themselves the Midwest Chevelle Regional Governing Council. There was a total of five clubs involved: St. Louis, Wichita, Springfield, Tulsa, and our club. They would rotate the car show to a different city every year. This went on for several years, and then in the 90's Chuck Hanson got involved with "ACES" for this group. Chuck wanted them to have the car show in the same location every year, but the Midwest Chevelle Governing Council did not agree and did not want to do this. Then in 2001, our club left this group and hooked up with Chuck, "ACES". We then called our car show the Mid America Chevelle Regional "ACES". This went on for 12 years until Chuck retired and we went on having our car show and changed the name to Mid America Chevelle Car Show. Midwest Chevelle Regional Governing Council still rotates their car show every year, but now they have only three Chevelle car clubs in their group. St. Louis Chevelle Club is not in existence any more. So, if we want to join this group again there would be a total four clubs.

When I attended their car show in June they invited me to join in their business meeting. There they asked me what the club intentions were in the future, and if we would consider joining them again. I told them at that time we had been discussing the possibility of joining them again, and that I would bring it up at our June meeting. If we would join them again, they would like us to host the 2016 Midwest Regional Chevelle Car Show. After discussing this again at our last meeting, the feeling I had after was that it would be a good idea to do this and would touch on this topic at the next meeting to see if there were any other thoughts or ideas about joining. I did tell their governing council that I would let them know something after our meeting in July. So, we do need to make a decision this month. If we join their group again we can still run our show like

we want and have it at our current location. We have this year's car show planned and it will be held September 26th and 27th. If the club wants to keep having a MACC car show in 2015, we can discuss that at a later date. If we join in the rotation to host a Midwest Chevelle Governing Council car show we would host the Regional in 2016 here in Kansas City at our location of choice. These guys do a few things differently than we do, like offering a 1,000 point judging for anyone who wants their car judged. This does take a lot of work by the host club and this seems to be one of the sticking points about joining their coalition of Chevelle clubs. I really believe if we do not want to do this it will not be a big deal to them. This (1,000 point judging) is something we can discuss and make a decision on at a later date. Their regionals are sponsored by O'Reilly Auto Parts and they would be our main sponsor for the show. As we all know by now, we do not have a sponsor for our car show, so this would help our club finance the Regional.

That's all the information I have about joining the Midwest Regional for now. Other club news is that at this month's meeting we will be giving an update on our car show, and will be discussing some upcoming events for August.

If you have not gotten around to paying your club dues you can go the web site:

www.midamericaschevelle.com and find the form or just come to this month's meeting and pay Eugene (club dues are \$35). For those of you who just want to send your check in to Eugene here is his address:

Eugene Hallouer
12318 W. 61st.
Shawnee Kansas 66216

That is it for now, hope to see you at this month's meeting,

Roger

Vice President's Column

Editor's note: Ed is on special assignment North of the border.

The mission – strip three dilapidated '69 Beaumonts of any useable parts – especially the trim pieces that make these cars unique – get the three carcasses to the crusher within a two day window and then make the dash south. When I heard about Ed's plan I thought about going along and keeping him company. The idea of the adventure intrigued me..... That is only until I remembered the car he posted on FaceBook that looked like it was in the middle of the Amazon jungle. Look at the picture on the cover of the newsletter. It didn't take me very long to figure out pulling parts off of a car in the jungle did not merit taking any vacation days. Ed is a really great guy and all but getting eaten alive by mosquitos and getting jungle rot are things I can do without. If I understood correctly the car in the picture below had already been stripped of the good stuff - of course it has - it is sitting in a manicured yard. So, in order to get the good stuff I'm sure the tool list included a chain saw, machete, insect spray with lots DEET, a GPS to find their way out of the jungle and a tetanus shot. I'm sure all of Ed's and oldest son Brad's plus Ron Brightwell's (sucker) hard work will pay off in the result of a unique restoration. Myself, I try to avoid running a chain saw during the summer months.

Here's Ed's column-----





Vice President's Column

Summertime- the official cruise in, BBQ, and family vacation season. I can say that I've happily participated in all three this year. The most note-able of these, was a trip that I took with my sons, across the border to visit our allies to the north. Here's the story of our trip to the land of free health care, strange money, and Molson- with a twist at the end.

I was lucky enough to catch an invite this year to take part in an all-guys trip to a private island off the grid in Nestor Falls, Ontario. Meant to be a father/ son fishing trip, it sounded like a blast. I didn't even care if we caught anything. Just the idea of being on a private island, with no power (and no cell reception) 5 miles out in the middle of a remote lake for a week sounded like just the ticket to shake off the summer stresses of work. With passport in hand, my two sons and a buddy and his son all piled in the Tahoe and headed north. It was our job to transport the kayaks that we would need to reach the island, so I pulled a 12 foot trailer with us as well. The trip up went without incident, we crossed the border with no problem, and we reached our destination early the next morning. Our friend that owns the island kayaked out to the island, and returned with a boat to transport all of us and our gear out to the promised land.

Upon reaching the island, it was everything that I'd hoped it would be. No power, no cell - just man, nature, and a couple of well equipped cabins in the middle of nowhere, just the way God intended it. We spent about half of the first day getting settled, and getting the cabins opened up from the winter and ready for use. We spent the next few days fishing, hiking, boating, and exploring. The other fathers and I put the nix on any electronics for the kids- we thought that everyone (including young boys) could stand to be "unplugged" for a few days. It was truly great to get back to nature for a little while. We would come back for the day, clean our catch, and save all of our fish scraps for another resident of the island. We would carry the scraps up to a rocky point above the dock, and the resident eagle would come and take them all away- something that doesn't happen in my neck of the woods very often. That and countless other experiences made this a trip that my boys and I would not soon forget.

All too soon, it was time to close up the cabins, and make our way back to civilization. It was a great week, but all good things must (begrudgingly) come to an end. As we boarded the boat and headed towards the shore, I looked back at what I would consider paradise, and hoped that we would be invited back someday. We loaded the trucks and headed back towards the US border- but I had another, not so hidden agenda for this trip. As we arrived in the border town of Fort Frances, Ontario, we said our goodbyes to our friends that had driven separately, and began phase two of our trip: The Quest.

As some of you may be aware, there was a little-known Canadian Chevelle, called a Beaumont. Sold in the 60's through Pontiac dealers, it was a mash-up of Chevy and Pontiac parts. The exterior sheetmetal was largely Chevelle, though it had a unique front grille assembly, and Beaumont only taillights. The interior was different as well, sporting a GTO dash and different seats. You just can't find these cars in the states, and parts to clone one are even more rare. Since I HAPPENED to be rolling around Canada with an empty trailer, it sure wouldn't hurt to look, would it?

This next part sounds a little crazy, and had I not been there myself, I wouldn't have believed it. After internet searches and phone calls didn't pan out, I decided to go old school. We pulled into the biggest salvage yard in the town, and I went up to the counter and inquired as to whether they may have any old Beaumont parts. The guy behind the counter replied with "Beaumont? Wasn't that like a Chevelle?". I explained that yes, it was, just the Canadian version. He thought for a minute and said "You know, so and so had one of those, and he might have some parts. Go down this street until you see Busy-Bee Glass, take a right, " and so on, and so on. A wild goose chase, for sure. Oddly enough, we found the place. I took a chance and walked up the driveway, and knocked on the door. A nice older lady answered the door, and I laid out my crazed story while she just looked on. I forgot to mention that I had 3/4 of a beard, was unshowered, and had been wearing the same clothes for the last two days. Instead of calling the cops, she actually said that they did, in fact, have some Beaumonts that they wanted to get rid of. Hmmm. After waiting for her husband to get back from walking the dog, he too, confirmed that they had in fact 3 Beaumonts, and they wanted to get rid of them. I explained that I would be interested in seeing them, to which he replied with a furrowed brow, " They are 68 and 69's though." Oddly enough, those were the only two years that interested me- but I didn't share that part with my new friend. He was kind enough to take me on a tour of the woods around his house, and did, in fact reveal 3 68 and 69 Beaumonts. Exactly what I had been seeking. How crazy is that? He went on to explain that he was having an auction at his house the following week, and planned to put the cars in the auction just to get rid of them. The second part of the deal was that he did not want to sell one car, or any parts-- the deal had to include all three, and they had to be removed from his property in the next month or so.

So what happened next? I paid the man, of course- and set a date to come and retrieve my automotive treasure. After posting my hair-brained scheme on Facebook, I actually had a taker for the return trip to come and help. As you read this, Ron Brightwell, My oldest el Camino owning son Brad, and myself are headed back to the land of Molson and Maple Leaves. Many cliff hangers this month- Will they make it? How are they going to get 3 cars without titles across the border? Why in the world have I read this whole story? For the answer to the first two questions, you'll have to tune in next month for : The Quest- Part 2. And for the answer to the last question, well- you're crazy. (but I think you already knew that).

New Members

Jerry & Diane Leech
1970 Chevelle

Ed

Stephen & Barbara Hines
1964 ElCamino

For Sale

Let me (Newsletter Editor – Mike Stites) know if you have any items to list.
Ted Farley has the following items for sale:

- Right and Left rear quarters (Good Mark)
- Right and Left inner wheel fenders
- Four 70 SS wheels with good tires and a spare wheel with tire
- 750 vacuum Holley

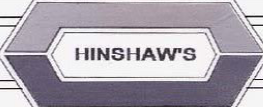


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