

Mid America Chevelle Club January 2015 Newsletter



MACC January 2015 NEWSLETTER



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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



October 2014 Meeting Minutes

MID-AMERICA CHEVELLE CLUB
HENDRICK CHEVROLET, MERRIAM, KS
October 30, 2014
MINUTES

Meeting was called to order at 7:00 p.m. by Roger Verstraete. 16 members were present.

Old business:

Fall party and chili cook-off at Ed & Inga's house at 6:00 p.m. on November 1st.

Financial report was given by Eugene who also presented the financial results of our car show. We have two new sponsors of our car show. Presently we have 72 paid members of the club.

Following the financial presentation, there was a discussion regarding the 2014 car show successes and weaknesses. We found that fewer out of town attendees were here this year when compared to prior year shows.

Roger, Ed, Mike and Kent met with Wichita Chevelle Club members regarding our sponsorship of the 2016 regional car show. The economics of sponsoring a regional car show with the Wichita Club was discussed. Keep in mind that we have 2 years to prepare for our responsibilities for the 2016 show.

As a club, we must decide if we will have a 2015 car show as usual. We can always go with a one day show, or a normal 2 day show. This will be a topic of discussion over the next several months.

Finally, remember that our Christmas party will be at RC's restaurant in Martin City on December 6, 2014. The white elephant exchange of gifts may be brought to the party like last year. The club will provide \$1,000 toward the cost of the party.

In accordance with prior years, there will be no club meetings in November and December of this year.

The meeting was adjourned at 8:00 p.m.

Respectfully Submitted,

Gordon Gilpin



December Events

Christmas Party

We all had a great time dining on some really fine fried chicken at RC's in Martin City. The white elephant gift exchange was a lot of fun. There were actually some pretty good items. However, nothing topped the light up toilet seat one lucky member received last year. Santa had his thinking cap on when he invented an accessory like that for the throne.



There was a three steal rule (i.e., once a “gift” had been stolen for the third time that person owned the item – no more stealing).

Right – Ed and Eugene refereed / facilitated the “gift” exchange. Roger looks like he is in the midst of making a serious decision.



Calendar of Upcoming Events

We have a number of events in mind. Maybe a trip down to Ft. Scott, Ft. Leavenworth, KC Auto Museum, a number of car cruises, However, to make things happen we really need a couple of warm bodies to replace Rocky and Shari. We missed the Hill's planning capabilities last summer and are already drafting replacements.

President's Column

Hi MACC,

With all the holidays behind us, I want to wish everyone in the club a healthy and prosperous new year. Since gas prices are way down it should make it a lot easier to take your Chevelles out for a cruise and not break the bank. With that said, we are planning some events that will include taking your cars out on the road and seeing some new places this year. These events are in the planning stages now and we hope to have a schedule on the website so everyone can plan ahead. We have made it a goal to have more events for all of our members to attend this year. If you have any ideas please let me know so we can discuss them.

This is the time of year that a lot of you are doing some upgrades to your car, or maybe just adding some new stuff to it. Please let us know about your projects so Mike can put it in the newsletter. If you are doing a project I can guarantee there is someone else in the club wanting to do something similar to their car and would like to read about it. I know Eugene is putting disc brakes all the way around his '67 and upgrading his suspension. See the article in this month's newsletter where everyone can see the progress. I'm going to have all my seats on my '70 replaced and add new foam. Also, I'm planning to get my car repainted this year and, hopefully I will find out if this is going to happen soon. I would also like to add a set of new 17" wheels and tires to freshen up the appearance.

Last month Jeff Long and I sold a couple of cars down at the Mecum Auto Auction. Jeff sold his green '72 SS, and I sold my blue '69 SS. After going through the selling process at Mecum I can honestly say it was very easy. You just have to fill out the paperwork online and then send the title to them. If you don't sell your car they will give you your title back right away. You have to take your car down to Bartle Hall for check-in where they check the VIN number. It took about five minutes, and then all you have to do is wait for your car to go on stage for the auction. In my case, my car was one of the last cars to go across the auction on Saturday afternoon. I must admit, the only stressful time was when they came to pick-up the car to drive it on stage, and you have to accompany the car all the way there so you can answer questions about the car. If you have ever watched the Mecum Auction on TV you will see most people put a reserve on their car so it does not sell for less than the owner thinks it is worth. I was no different and decided to put a reserve of \$32,000 on the car. I figured I could drop it at any time if the bid got close to what I wanted. Right before the car went on stage a big old boy that works for Mecum came up to me and put his arm around me like we were best friends. He told me, "I see you have a reserve of 32 on your car. You're going to pull at 25 aren't you?" Knowing that they always ask you to pull it early I kind of knew they would ask me this, but I was surprised that he would think I would pull it at 25. So, with my most sincere voice I looked up at him and said, "Hell no, I'm not going to pull at 25." He had this funny look on his face like I just called him a strange name, and for some reason we were not best friends anymore. The guy left and sent one of his interns over to me and asked me the same question. This time I was a little more polite and just said, "no." The bidding process takes about 2 to 3 minutes for each car, but it feels like about 15 seconds. Once the bid started and it made it up to 30 grand I dropped the reserve and it sold for \$31,000. Right after that all the stress was over and the car I bought at the auction two years prior was gone. Then I went up to the front desk and waited about ten minutes and they had my money. The dealer that bought my car had an open check there for any car he bought, so it made it easy for Mecum to make the payout on my car. After I got my check I hurried off to the MACC Christmas party and had a great dinner with a lot of my Chevelle friends from the club. It was a perfect ending to a great day.

That is all I have for this month, hope to see you at this month's meeting

Roger



New Members

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

Project Cars

If you have a project you would like to share with the club email me Michael.stites@sbcglobal.net and I'll get the write-up in the newsletter.

Eugene has been kind enough to share the progress on his four wheel disc brake winter project.

1967 Malibu Disk Brake Conversion (Part 1 of 4)

By Eugene Hallouer

As most of you know I have owned my car since 1974. I graduated from High School in this car so it's been in the family awhile. After 40 years it's time to finally upgrade the braking system. Now that I have worked out the starting and running bugs being able to stop with confidence would be nice. I recruited my son Adam to help me after all he's going to own it someday so he might as well know how to work on it. He enthusiastically agreed and I welcomed the help.



The car has standard drum brakes all around which I completely rebuilt back in the late 70's. Back then, if you wanted disk brakes you had to search the junk yards to find the parts you needed. I was more interested in going fast then so my limited funds ended up elsewhere in the car. Brakes weren't as important as speed to a teenager.



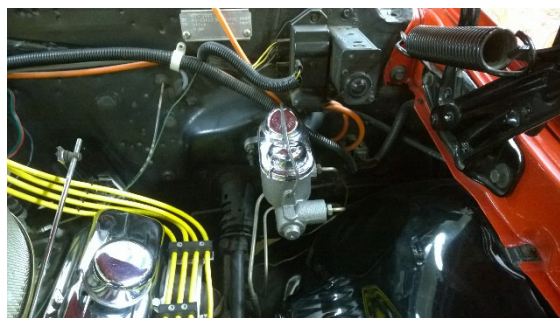
So this year's winter project is to finally do what should have been done long ago, a 4 wheel disk brake conversion. Of course as everyone knows once you start a project the "I might as well do this while I am doing it" idea comes up. For me it was to completely rebuild the suspension and steering components and change the rear end gear to something more highway friendly. A worthy project that may extend into the spring. First thing to do is to get rid of the nasty old brake fluid. I connected hoses to all four brake cylinders bleed screws and ran them into gallon jugs and pumped the master cylinder dry. Then we removed the rubber lines to the brake cylinders putting plastic sandwich bags over the ends of the brake lines to catch any brake fluid still left in the lines. We decided at this point to break the project into 2 parts, finish the front before diving into the rear. So removal of the stabilizer bar, drums, hubs and all the brake components was next. Removal of the backing plate also allowed us to see better to remove the springs and other steering and suspension parts. Shock absorbers and outer Tie Rod ends next then to the hard part. I purchased a spring compressor to remove the spring. You can rent them too but I knew I would need to rent it twice and decided to just buy it. You have to get the tool in the middle of the spring to compress it enough to take the pressure off the ball joints. Unfortunately it will not fit thru the hole in the bottom of the control arm as a complete assembly. You have to disassemble the tool into three pieces and inset them thru the hole, one at a time starting with the top and connecting both claws together with the screw shaft last. The claws have one arm longer than the other, at the top, the longer one needs to be at close to the top of the spring as possible and the lower one as close to the bottom. Twisting them around the spring is the easiest way to accomplish this. The closer you get them to the top & bottom of the spring the better. This way the spring will compress straight and enough to be able to break the ball joint and get the spring out. There are a couple types of tools out there to break apart the ball joint, since I was replacing them anyway I just used a pickle fork to wedge the ball out of the control arm. Position the fork between the control arm and the ball joint and drive the fork in. Also this method almost always tears the rubber boots. I did the bottom first, removed the spring then did the top one. I took a measurement to know how much to compress the spring it when the time came to put it back in. 15 inches was the magic number for me. This picture is how the spring compressor should look like in the spring (uncompressed). If you can compress it more, all the better. It's a bit tricky but it's the safest way I know to get them out. Next thing was to remove the bottom control arms.



Simple enough right, until the rear bottom bolts would not come out because it would hit on the header (an unforeseen complication). Obviously the last time I had them off there was no engine in the car. I had already purchased new bolts so I just cut them off. No big deal, just added another hour to the disassembly time. Same with the top upper control arms, the headers prevented the upper control arm shaft from just slipping off the bolts so extra time had to be taken to loosen the bolts from the frame and removing them to get them off. Take note here of the positions of the shims (if any) for reassembly.



Upstairs next for the master cylinder removal. I put a piece of plastic under it and over any other painted surface to protect the painted surfaces from the nasty brake fluid (I hate the stuff). Remove the two brake lines and the two bolts connecting the master cylinder to the firewall and remove it from the car. I also tied sandwich bags over those lines to catch any fluid that may leak out.



I purchased new polyurethane bushings from EnergySuspensionParts.com for both the front and the rear. Also new Upper and Lower ball joints from Summit Racing. I did not have any way to press in the lower ball joint or the bushings so I had it done at Lindans Auto repair shop. While that was being done I repainted the exposed frame, removed both inner & outer tie rod ends and removed the headers so the rear lower control arm bolts could be installed later. I also removed all the original brake lines and the push rod from the brake pedal to the old Master Cylinder. One thing to note here....removal of the driver's seat is mandatory in order to work under the dash to remove the old push rod and clevis and to replace with the new rod and clevis that comes with the conversion kit.

Part 2 will cover the reassembly of the front end components and the front brake conversion. Also all the parts needed and those that come in the kit for the Disc Brake Conversion will be listed.



For Sale

1970 SS454 El Camino, frame on restoration, many new parts. Contact Calvin Pottberg, Junction City, KS, 785-762-5716 & leave message or email cpottberg@embarqmail or pottberg@pgh-cpa.com for complete list of equipment & more photos & asking price. Not a nicer one Around!



Three year owner is selling this fast and fun daily driver to help with child's college fund. Less than 1,000 miles on a 2013 rebuilt 454/400 HP engine. Turbo 350 automatic transmission with a B&M shifter. New 3.73 rear end gears. New tires on Cragar S/S chrome wheels. Runs excellent on regular unleaded gas. Original black interior with rebuilt factory bucket seats. Power steering. Tilt steering wheel with emergency flashers. Rare factory A/C dash with complete controls. Four wheel drum brakes. Body is solid and the paint is in fair condition. Contact Tally Hobbs / \$18,000 FIRM / (913) 744-9446

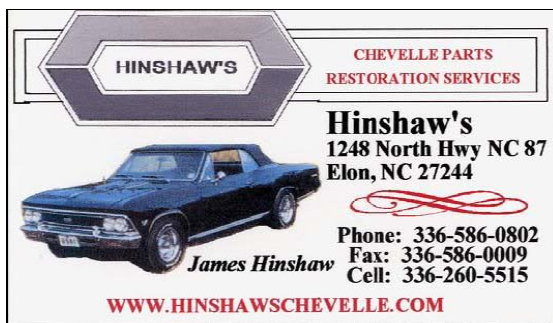


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