

# MID-AMERICA CHEVELLE CLUB

## FEBRUARY 2015 NEWSLETTER



# MACC February 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](mailto:Michael.stites@sbcglobal.net)

## **Board Information**

<b>Chair:</b>	Roger Verstraete
<b>Co-Chair:</b>	Ed Smoot
<b>Secretary:</b>	Gordon & Jackie Gilpin
<b>Treasurer:</b>	Eugene Hallouer
<b>At Large:</b>	Kent Scott
<b>At Large:</b>	John Gragg
 <b>Newsletter Editor:</b>	 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





## **January 29, 2015 Meeting Minutes**

MID-AMERICA CHEVELLE CLUB  
HENDRICK CHEVROLET, MERRIAM, KS  
January 29, 2015  
MINUTES

Called to order at 7:00 p.m. by Chair Roger Verstraete. There were 19 members present. No new members or visitors were present to introduce tonight.

Ed Smoot is in Biloxi, MS so isn't present tonight. Member Don Burdolski, agent for Hagerty Insurance is present tonight.

Motion presented and passed to approve agenda and minutes from October 2014 meeting.

Old business: None to discuss tonight.

New business:

Our board is looking for members to head an events committee. After reviewing our by-laws, we need to name three members to form an events committee for the purpose of managing event planning and scheduling. Some ideas for events include our Fall picnic (Ed and Inga Smoot are in charge), MC Racing and Dyno event, plus various car shows throughout the spring, summer and fall.

Mike Stites will publish show info in our newsletter. Meanwhile, if anyone is interested in serving on the events committee, let Roger know.

There followed a discussion of other event possibilities including the Clydesdale facility in Boonville, MO, Price Chopper car show in May in Raymore and then BBQ at Ron and Sheila Brightwell's, and the Magic Dragon Show in Lake Ozark, MO.

Our annual club picnic will be on June 6, 2015 at John and Phyllis Prouty's in Raymore, MO.

We concluded this spirited discussion with a suggestion from the floor that we need to choose a couple of events per month and get them on a calendar to be published in our newsletter and facebook for the benefit of all our members. The planning element should include eating facilities available at or around the event.

Next, Roger discussed ideas to improve communications about our meetings. He will try a mass text message the day of the meeting as a reminder. If you don't want to receive that message, let Roger know. In addition he plans to put events on web site as well as Dick & Judy's scheduled car shows

After discussion, the members voted to have the MACC car show in September at the same location and with a duration of a day and one half.

To encourage better attendance at meetings we will place all members' names in a pot and draw one name to receive the money in the pot, which may be \$20 or more. If the name drawn is not present, then additional money will be added to the pot for the drawing at our next meeting. This will continue until a person at the meeting has his name drawn and wins the pot, at which time added money is placed in the pot for the next meeting. On motion presented and seconded, the pot will consist of \$25.00 at start and upon no winner, \$5.00 will be added at each meeting thereafter. Motion passed.



Eugene Hallouer presented the financial report. We presently have 72 paid members. He reports that our Debit card was recently hacked and while we expect no resulting loss of funds, he intends to obtain a no-fee credit card for future use to reduce our exposure.

There being no additional business, the meeting adjourned at 7:55 p.m.

Respectfully submitted,  
Jackie Gilpin

### **Calendar of Upcoming Events**

\*Dates that are club outings

\*March 22---Tour World War I Museum 1p.m. This is a Sunday.

\*April 11-----Tour Fort Scott Historic Site in Ft. Scott, KS

April 24-25---Mecum Auction Bartle Hall.

\*May 16<sup>th</sup>-----Price Chopper/South 71 Cruisers Show at Raymore, MO  
Brightwell's after show

\*June 6-----MACC picnic at the Prouty's place Raymore, MO

\*June 13-----Paola Car Show at Paola, KS

\*June 26&27---Midwest Regional Chevelle Show at Springfield, MO

\*July 4-----Sugar Creek, MO 4<sup>th</sup> of July Parade

\*July 18-----Topeka, KS Cruise Night

\*August 1 -----Parkville, MO Cruise

\*August 8-----Independence, MO cruise

\*August 15-----Hot Alma Nights Alma, KS. Cruise of Flint Hills starts at 11 a.m.  
We will have to see who wants to do this.

\*September 12---Turkey Creek Show and Lindan at Merriam, KS  
KCI Cruise Night

\*September 19---Ol Marais River Run at Ottawa, KS

\*September 25&26---MACC show

\*October 17&18??---Fall Color Tour Date not confirmed



\*October 31---Smoot's Halloween bash!!

\*December 6---MACC Holiday Party

Every Friday---Cruise at Long Branch 91<sup>st</sup> and Metcalf

Every Saturday---Cruise at Heartman Heritage Center Independence, MO

Other cruise night dates will be added

## **President's Column**

Hello MACC,

I'm sitting here this nice cold February morning wondering if we are going to have much more winter, or if spring is just around the corner. I guess only Mother Nature knows for sure. But what I do know for sure is that Janet and I are going to Arizona during spring break to watch the Royals and our grandson play ball in Surprise. After we leave there we are going to see my cousin in Las Vegas and on the way back home we are going by the Grand Canyon and see all the sites. Going to be a lot of driving for sure but I would rather drive than fly. Then maybe when we get back it will feel more like spring and be time to get the Chevelle out.

This time of year, I like to get as much club business out of the way as possible. At the meeting last month we discussed the need for a new social director for the club. As all of you know by now, Rocky and Shari have moved to Billings Missouri. That left us with a huge hole to fill. So, Steve Calder has volunteered to take on this job. We met for lunch this month and laid out a lot of this year's events ahead of time. We will keep everyone up-to-date by posting the events in the newsletter and on our web site. Hopefully, this will help everyone plan out their summer schedule. Steve is going to do a great job for us with some new places to cruise to and keep some of the most popular events going as well. We are hoping to get everyone in the club out this year to some of these events.

One of the other main topics of last month meeting is communicating better to all club members on what's going on throughout the year. So, I'm going to send out an email each month to remind everyone of the upcoming meeting and what the agenda is for that month. I will also do this on our Facebook page as well. Also, we decided to have a drawing each month at the meeting where we will pull a members name out of a hat to win \$25.00 for showing up at the meeting. If a members name is pulled and he or she is not there we will add \$5.00 to the total for the next month's meeting and try again the following month.

One of the other ideas that I'm going to try is doing a mass text to each of you on your cell phone to remind everyone that there is an upcoming meeting or a club sponsored event. I promise I will not bombard everyone every other day with a text about this and that. It will be just to remind you of a meeting or event going on like the spring picnic or our car show. If any of you don't want me to send this text out just give me a call or an email and I will take you off of the text list.

Well that's all I have for this month, and next month I will be in a sunny, warm climate, relaxing--no stress--watching baseball--sitting around the pool drinking an adult beverage or two. Did I say warm!! Arizona.  
Cell phone # 913 207 3374                      email rogerss396@yahoo.com

*Roger*



## **Project Cars**

If you have a project you would like to share with the club email me [Michael.stites@sbcglobal.net](mailto: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 2 of 4) By Eugene Hallouer**

Up to this point we have just took things apart. Now that we have some parts we can start to put the car back together. I ordered the 4 wheel disk brake conversion kit and conversion brake line kit from The Right Stuff Detailing. I upgraded the kit to the SHOW'N GO Z package since it came with the drilled and slotted rotors, powder coated calipers (I liked the red ones) and braided stainless steel hoses. You can get 2 inch drop spindles also, I chose the stock height ones for my car.

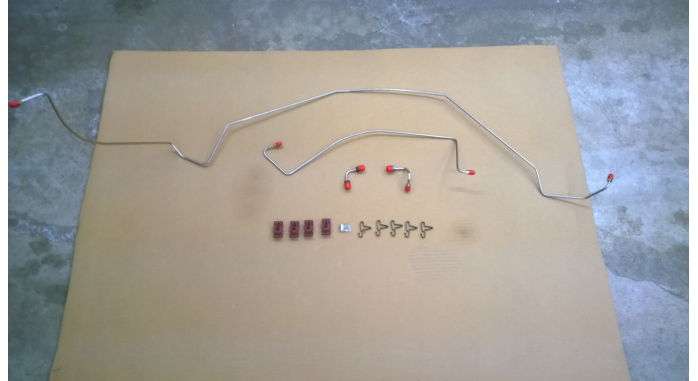


The Front Conversion Brake Kit includes:  
11" Rotors, Forged Spindles, Timken Bearings, Calipers and Pads, Backing Plates, Flex hoses and clips, Petal rod extension and clevis, Banjo bolts and copper washers, Dust caps, Castle nuts and pins, Washers, Grease seals, Spindle gaskets, Steering arm bolts, 11" Power Booster and Master Cylinder, Combination valve and lines, Valve Bracket and hardware, Instructions and brake switch pigtail.





The Front Conversion Brake line kit includes the left & right brake lines and the 2 small lines that go from the Master Cylinder to the Combination Valve (these 2 lines came in the front conversion kit too). I ordered new clips also. Shown are the clips for the front lines and the front to rear line. I repainted the upper and lower control arms after the new ball joints and bushings were installed.



The first thing I did was replace the right front brake line. More room was available to maneuver it in place with the control arms off. Adam and I tried to get it in place from the bottom side up. That didn't work so well. We ended up feeding in the line from the right side with myself under the car routing it underneath then up thru the left side. It was a close fit but by no means an exact fit. Some bending of the line will be needed on both ends to match the flex hose bracket on one end and the combination valve on the other. Still better than fabricating a line from scratch.

The next thing we installed was the upper control arms. Headers were already loose and out of the way so they slipped right over the bolts. Replace the shims if any in the same position that they were in when removed and torque to 50 ft. lbs. Lower control arms are next installing the bolts from front to rear. Torque them to 80 ft. lbs. Spindles next starting with the bottom ball joint. Torque it to 75-90 ft. lbs. One note here, Do not back off the nut to align the cotter pin hole. Tighten to the next slot and then install the cotter pin. Compress the coil spring with the spring compressor. I needed to compress mine to at least 15 inches. Position it in the frame spring pocket, raise the lower control arm and hopefully the upper ball joint stud will slip thru the spindle enough to install the castle nut. If not a small bottle jack and piece of wood under the lower control arm should compress the spring enough to get the nut on. Torque it to 50-60 ft. lbs., align the slot and install the cotter pin. Un-compress the spring and remove the spring compressor. I found the compressor was easier to remove if you disassembled it inside the spring and remove it piece by piece. For some reason on my car the right side was a non- issue and slipped right together but the left side needed a little added persuasion.

As far as I am concerned the hard part is done and was definitely a 2 man job. The actual front disk brake install from this point was more technical than labor intensive. Here is a picture of our progress so far.





Next step is to install the caliper brackets, backing plates and steering arms. The caliper bracket goes on first then the backing plate gasket and the backing plate goes on last. The opening in the backing plate for the caliper bracket will be towards the rear on the car. Fasten them to the spindle loosely with the 5/8" bolt that came with the kit (top center bolt). Insert the 2 other bolts that came with the kit thru the backing plate/caliper bracket and attach the steering arm on the rear of the spindle with the lock nuts also provided. Torque the top center 5/8" bolt to 130 ft. lbs. and bend over the locking tab to hold it in place. Then torque the 2 steering arm bolts to 85 ft. lbs. I also bent the right brake line to line up with the frame bracket and loosely attached it to the flex hose. Now we are ready to assemble the rotors and install them on the spindle.



Besides the rotors, new inner & outer wheel bearing, seals, keyed washers, castle nuts, cotter pins and dust caps are supplied in the kit. Pack the inner wheel bearing (I prefer the hand pack method) with a good quality wheel bearing grease, slap a little grease on the wheel bearing race and insert the bearing into the rotor. A small piece of wood works nicely here to tap the grease seal into place so as not to damage the seal. Flip over the rotor, pack the outer wheel bearing, grease the race and insert it into the rotor. Holding the outer bearing into place so it does not fall out of the rotor, install the rotor onto the spindle, then the keyed washer and castle nut. Torque the nut to 12 ft. lbs. back it off one flat, install the cotter key and with a rubber mallet pound on the dust cap.

Install the calipers with the brake pads next. You know you got the right one when the bleeder screw is in the 12 o'clock position. If the bleeder screw points down you will not be able to bleed all of the air out of the brakes. The Instructions are not clear on the torque of the caliper pins. I torqued mine to 35 ft. lbs. (same as my Suburban). With copper washers on both sides install the flex hoses on the calipers and torque to 40-50 ft. lbs. The lower part of the front conversion is now complete.



Bolting on the Brake Booster is a 2 person job. One to position it over the 4 studs on the firewall, and one to start at least one top bolt to hold it there to get the other 3 started. I recruited my oldest daughter Erin, who just happened to walk in the garage to see what I was doing to help me get it on. The 2 inside bolts, no problem. The 2 outside bolts were more challenging. After trying for 10 minutes with no success, she offered to give it I try. With her smaller hand she got them right on. Was I relieved that I would not have to take anything else off then car to be able to get to them (wiper motor). No problem getting a ratchet and wrench on them once they were started.

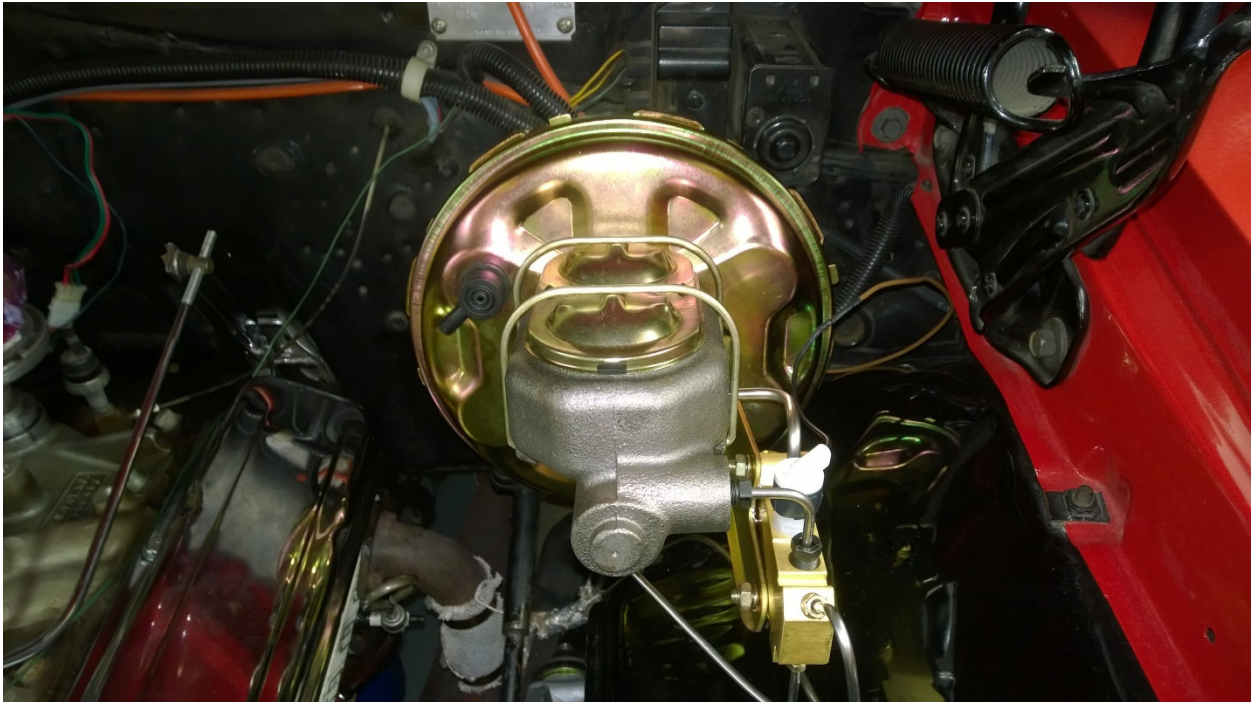
Under the dash with the brake pedal down approximately 1/8 inch down from the stop, adjust the pedal rod clevis to line up with the lower hole in the brake pedal arm and insert the pin and cotter key. Tighten down the brake pedal rod stop nut and that's it under the dash. (I checked the brake light stop switch to make sure it was still adjusted right since it was easy to check while under there). The driver's seat can go back in now.

**One thing to note here.** When converting from standard drum brakes to power brakes a modification needs to be made to the brake pedal return spring. Originally the return spring attached to the brake rod clevis pin thru the top hole in the brake pedal arm. Since the Power Brake Booster sits at a 30 deg. up-ward angle on the firewall the brake rod clevis will now attach to the brake pedal arm about an inch or so lower than the



original attachment point. (Fortunately a hole was already there to attach to since the power brake option was available in 1967). You will have to use a 1 ¼" long 3/8" bolt with a nylon insert lock nut (not included with kit) to attach the return spring to the brake pedal arm in the original (top) hole since the new brake rod clevis and pin will now be attached lower on the brake pedal arm. Best to do this before installing the Booster to allow more working room under the dash to stretch the spring over the bolt. It took me about a dozen tries and a few choice words to finally get it on.

Installing the combination valve, bracket and brake lines took some patience. As I mentioned before the lines were not an exact fit. Fasten the valve on the bracket then attach the master cylinder lines to the valve before bolting the bracket to the driver's side stud of the master cylinder. Doing it in this order will give you more flexibility when starting the 2 lines. Getting the left and right brake lines lined up to the correct ports on the combination valve took a little trial and error. Bending them to keep them from rubbing on the booster, fender well and each other took the most time to finish the upstairs part of the conversion. You will also need to replace the connector to the combination valve electrical switch since it is different type of connector than the original (it is included with the kit). Last thing to do is hook up the brake booster vacuum hose (not in the kit) to a vacuum source on the intake manifold. I had to purchase a 2 port fitting (available from Right Stuff Detailing) to connect it to my manifold.



That completes the disk brake installation on the front. New tie rod ends, sleeves, idler arm, center link and quick ratio gear box will be installed before starting on the rear but I feel like we have done the most technical part of the conversion.



## **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](mailto:cpottberg@embarqmail) or [pottberg@pgh-cpa.com](mailto:pottberg@pgh-cpa.com) for complete list of equipment & more photos & asking price. Not a nicer one Around!



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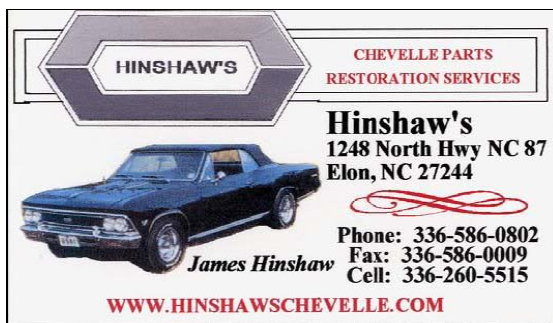


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