

MID-AMERICA CHEVELLE CLUB

MARCH 2015 NEWSLETTER



MACC March 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

Nominations for the Board are scheduled for the March Meeting with the elections to follow at the April meeting. If you have an interest in serving please let any member of the current board know or express your interest during the meeting.

The Newsletter Editor could use a sabbatical. If you are interested please let Mike know.

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



February 26, 2015 Meeting Minutes

MID-AMERICA CHEVELLE CLUB
HENDRICK CHEVROLET, MERRIAM, KS
February 26, 2015
MINUTES

Called to order at 7:00 p.m. by Chair Roger Verstraete. There were 24 members present. One visitor was present and introduced to our members tonight.

Motion presented and passed to approve agenda and minutes from January 2015 meeting.

Old business: Schedule of upcoming events was presented and discussed. Steve Calder prepared the schedule and has agreed to be our events chairman for the new year.

New business:

Our president Roger is sending email reminders of meeting times and special events to our members. We discussed texting the reminders but that would present some issues that are not acceptable at present. We are also doing well with Facebook notifications.

Our winner of the attendance pot tonight was Don Burdolski who declined the pot and left it to accumulate to a larger pot for next meeting. The pot for our March meeting will be \$55.00. You can't win if you don't attend – so everyone should attend.

Our election of officers will occur in April. All positions are open and members are encouraged to select a slot of interest to them and offer to run for that position. If you wish to run, please so state next month's (March) meeting.

Preliminary budget information was presented and will be discussed and voted on at our March meeting.

The September car show is a go for the same location this year. The new owners are planning a renovation of interior and exterior of the area. In addition, two new hotels are planned.

Please attend our first club event on Sunday, March 22nd at 1:00 pm at the WWI memorial and museum. Cost to members is \$5.00 per person. The club will pay the balance of the entry fee. Plan on dining at Jack Stack after the museum tour.

Eugene Hallouer presented the financial report. We presently have 72 members. The hacking of our debit card has been resolved and the club has been reimbursed for all losses.

There being no further business, meeting was adjourned at 7:50 pm.

Respectfully submitted,
Jackie Gilpin



Calendar of Upcoming Events

*Dates that are club outings

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

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

*May 16th-----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 4th 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 91st and Metcalf

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

Other cruise night dates will be added



March Club Event

On Sunday March 21st the Club visited the Liberty Memorial in downtown Kansas City. The Liberty Memorial includes an extensive World War I museum. The shots below were taken from the top of the memorial. The picture to left is looking south and the picture on the right is looking north with Union Station in the foreground, downtown with the Sprint Center to the right of the skyscrapers. Visit the MACC Facebook page where Steve provides a write-up and some additional pictures.



Vice President's Column

Progress!

I know it's long overdue, but this month I've finally started to get back on track with my '72 SS project.

After sending the frame off for powder coat and ordering roughly a metric ton of parts (or would it be a "standard" ton?), it was time. Time to stop procrastinating, and start knuckle-busting.

The frame came back looking brand new, wearing a durable coat of semi-gloss black. Rick Byfield and I had already welded in the repair washers at the body mount points, so when the eventual day comes that the body re-unites with the frame, it will have something to actually bolt to. I decided to go with tubular a-arms this go 'round, and started hanging parts on the front end. One problem: Nice shiny frame, nice shiny suspension... and rusty old bolts. Just didn't seem right to bolt this nice new stuff together with 40+ year old hardware. Where does it end? After conferring with Jeff Long, he gave me a lead on where to get what I was looking for. I contacted AMK Products, and ordered their Master Chassis bolt kit. It showed up a few days later, and man was it impressive. All the nuts, bolts, and fasteners that you need to complete a chassis are included in this kit- bagged individually and labeled to boot! It appears that the kit is really geared more towards the "proper" restoration crowd, and there are a few pieces that I will more than likely never use, but the goods are top notch, new, and correct. Let the assembly begin!



The suspension components went together fairly easily, with one small exception- the front springs. They too were new Moog pieces. For those of you that have done a spring change in the past as I have, it's pretty straight-forward.

Until, of course, there is no engine or body to hold the frame down while you jack the springs into place. After multiple spring compressors didn't work for me, I fabricated a backwoods jack/ press deal, and got it all together. Now, on to the powerplant!

I'm doing an LS conversion on this car, and bought the running and driving donor vehicle to strip of all the necessary parts. This vehicle just happened to be a 2000 model Chevrolet 2500 pickup, and it became painfully clear once the pig of a motor came out of the truck, that the original owner didn't believe in the ownership of a funnel. This motor was soooo nasty, he had to of just poured motor oil all over the top of the motor at every fuel stop. It took me two days, 6 cans of heavy duty degreaser, and hours with the pressure washer to get the engine clean enough to work with. I gave it a coat of hi-temp black, and went to work swapping on my new Holley oil pan.



Just for grins, I went ahead and mocked everything up to get an idea of how everything would fit on the chassis. I recently acquired a (gently?) used transmission from my buddy, John W. Gragg, so I bolted it up as well to get a general idea of placement of everything. After setting the motor in the chassis, I noticed that my new oil pan was resting on the cross member, and my motor mounts were off by about an inch. Hmm. After a little more online research, I found that Holley makes two of these pans. I have the original, 302-1, which is 2 1/2 inches deep at the front center, and they also make a 302-2, which is only 1 1/4" deeper in the same spot. One call to Summit and it's on the way.

I'll have to report back on how it works out, as it hasn't arrived yet. I've included a couple of progress pics, so let me know if you see something that I may need to address during reassembly. And yes, I know the headers are on backwards! Call it a senior moment, a brainfart, or whatever- I didn't have time to flip them for new pics before we went to print.

On a sidebar- just a reminder that club elections are right around the corner! As we have always said, all club positions are open and available to any paid member that wants to run! It's a great way to help keep our hobby going, and serve the club that we all know and love. All prospects and intentions need to be stated ASAP- just let a board member know so that we can get you on the ballot.

Hope to see everyone at this month's meeting! Until then... See ya on the road-

Ed

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 2 of 4)

By Eugene Hallouer



Now that the front half of the conversion is done, we moved to the rear. Loosening the rear end cover and letting it drain overnight was the first thing we did. Then we removed the front to rear brake line disconnecting it at the flex hose and snapping the line out of the clips on the frame. To expedite the removal of the line cutting it in half simplifies the removal. We removed the ladder bars, shocks and rear housing brake lines next. I do not plan on reinstalling the Ladder bars and the mounting brackets were going to interfere with new the front to rear brake line routing so they had to go. Getting rid of all the drum brake

hardware will lessen the weight when removing the rear end also. If you are just doing the disc brake conversion you would remove the axles and backing plates and start the installation of the new brakes. I am going to replace all the control arm bushing with polyurethane type and swap rear end gears so whole thing is coming out. Unbolting the U-Joints, upper and lower control arms are all that was left to do and the rear end just comes right out. It will be a lot easier to work on it in the middle of the garage than laying under the car working on it for sure.





After removing the springs and replacing the housing bushing I took the rear end and drive shaft to a friend of Rogers at Midwest Mechanical Specialties to have the rear end rebuilt, put in the original 3:31 gear and have new U-joints installed. I purchased a set of lower control arms already boxed and drilled for the sway bar from Jamie. I took those and the upper control arms to Lindan's Automotive to have Jeff press out the old bushings and press in the new. My thoughts are to split up the work get them back twice as fast.



Here are the parts included with the rear conversion kit. Backing plates, Caliper mounting bracket, bolts, and Caliper adjustment shims, Calipers, Braided Caliper hoses and hardware, 11" Discs, E-Brake cables. The T-Block and mounting bracket were purchased separately. The axle brake lines and flex hose were part of the brake line conversion kit.

I was originally going to hook my emergency brake back up but changed my mind.

Just a note here: If you order the E-Brake caliper kit you must have a working E-Brake. You just cannot put them on put and leave them unhooked. I sent mine back to Right Stuff Detailing along with the cables to exchange them for the non-E-brake Calipers. They gladly exchanged them for me (you will be out the shipping).

While the shops were working on the gear swap, drive shaft and control arms, Adam and I installed the front to rear brake line. It came in two pieces with a connector to splice them together. The longest line runs from the rear flex hose connection to just under the firewall. It fit pretty good just a slight bend at the flex hose connection was all that was needed. The short line from the combination valve to the splice connection wasn't even a close fit. It took me and Adam over an hour to get the two to match up and we also had to re-bend the right front line to get them all to fit without rubbing on each other, the fender well or the booster. They don't look pretty but they are functional. With the engine in the car you will not have any room to bend the lines (both were too long for one thing) to make them fit correctly and make them look good. I was a bit disappointed that conversion line kit took so much work and time to make them fit. If you are considering doing a conversion it would be less of a headache if the engine was out of the car as far as the lines are concerned. Next winter's project is to remove the engine and transmission for a reseal and repaint so I will redo the lines then when maneuvering room will not be an issue. For now with the cruising season almost here they will have to do.

I did a little touch up painting to the frame while we waited for the arms, rear end and drive shaft to be finished. The rear conversion should go a lot faster than the front.

New Members

Please welcome:

Stan & Tina Shinker – The Shinker's have a 1972 Malibu Convrt.

For Sale

If you have parts, a car or are looking for a part please let the newsletter editor know.

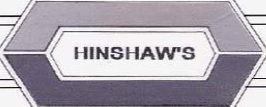


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