

# MID-AMERICA CHEVELLE CLUB

## APRIL 2015 NEWSLETTER





# MACC April 2015 NEWSLETTER



## **CONTENTS**

General Information .....	2
Board Information .....	2
Monthly Meeting Agenda .....	2
February 26, 2015 Meeting Minutes .....	3
Calendar of Upcoming Events .....	4
March Club Event .....	5
Vice President's Column .....	7
Project Cars .....	9
New Members .....	12
For Sale .....	12
Sponsors .....	13



## **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

Board elections are scheduled for the April. 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.

**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



## **March 26, 2015 Meeting Minutes**

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

Called to order at 7:00 p.m. by Vice Chair Ed Smoot. There were 26 members present. One visitor was present and introduced to our members tonight.

Motion presented and passed to approve agenda and minutes from February 2015.

### Old business:

Schedule of upcoming events was reviewed and discussed. Addition to the list is 4/17 & 18/2015, Longview College in Lee's Summit is hosting a car show.

Don Burdolski, agent for Hagerty Insurance, took on questions relative to values for classic car insurance. He spoke of the valuation worksheet available at Hagerty.com.

### New business:

The budget for the upcoming fiscal year was presented, discussed and approved by the membership.

Platform of officers was presented for the new year as follows:

President: Roger Verstraete  
Vice President: Ed Smoot  
Recording Secretary: Jackie and Gordon Gilpin  
Treasurer: Eugene Hallouer  
Board representatives: Kent Scott and John Gragg

We were reminded once again that all officer slots are open and members are encouraged to submit their names for the position they would like to fill.

Our winner of the attendance pot tonight was not present. The pot for our April meeting will be \$55.00. You can't win if you don't attend – so everyone should attend.

Next club event will be a road trip and tour of the Fort Scott Historic site on April 11<sup>th</sup>.

The September car show is a go for the same location this year. Car show committee will meet soon, so if you would like to join that committee, see Ed Smoot.

Eugene Hallouer presented the financial report. We presently have 73 members. Annual dues are due in April, so bring your dues next meeting or mail them to Eugene.

There being no further business, meeting was adjourned at 7:55 pm.

Respectfully submitted,  
Jackie Gilpin



## **Calendar of Upcoming Events**

\*Dates that are club outings

\*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 5---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



## **April Club Event**

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

The drive to Ft. Scott was a little over an hour from Overland Park south on U.S. 69 highway. The historic Ft. Scott is now a National Park. The first buildings were erected in the 1840's as part of a series of military forts along a north south military road from Minnesota to Texas. Forts were spaced at approximately 150 mile intervals along the military road. Soldiers originally patrolled the Santa Fe and Oregon trails as a mounted military force of skilled horsemen known as the Dragoons. Ft. Scott later served as an outpost during the Civil War.



Left: Officers families lived at Ft. Scott. Officer's quarters were three story homes with a garden area behind the house. Enlisted men were not as fortunate. They shared a bunk and by military regulation slept 90 degrees opposite of one another – yup your bunkies feet were in your face. Again, by military regulation, men were required to wash their feet daily and bathe twice / week.

Bottom: Grounds with powder magazine in the foreground with well behind. Enlisted men's quarters to the left.





## **President's Column**

MACC,

Spring has sprung and so have our club activities. Earlier this month a group of us cruised down to Fort Scott, Kansas to visit a historic site. I think most of us that went really enjoyed the tour and hearing about the history of the fort that was built in the 1830's. Coming up on May 16th there is a car show hosted by the South 71 Cruisers in Raymore, Missouri. After the car show is over, Ron and Sheila Brightwell have invited us over to their house for lunch. Then, on June 6th our annual spring picnic will be at a new location. John and Phyllis Prouty are hosting this year's picnic at their home in Raymore. I'm working on details for having another garage tour of some of our members' garages to see their projects they are working on. This tour will start with breakfast and then visit four different members' garages to see how their projects are coming along. The last stop will be at my house where we will have some lunch. We will discuss this in more detail at the meeting Thursday night. We have most of these events on our website, so you can visit it and keep in touch with what is going on as far as club activities. I hope everyone in the club can come out to some of our events this year. Steve Calder is doing a great job of organizing them, and it's a great way to meet all the nice people in the club too.

At this month's meeting we are having elections and going over club business and upcoming events. The kitty is up to \$55.00 for any member that gets his or her name drawn out of the hat. The only catch is you have to be there to win.

### **My New Project**

Well after many of hours of planning and thinking this over I have decided to try my hand at restoring my first project car. It is a 1970 Chevelle convertible that was once owned by Dan Yuran. Dan bought this car from the original owner over a dozen years ago. He started working on it back when he still had his body shop. He removed the body from the frame and had the frame power coated. He repaired any rust issues and replaced the rear quarter panels on both sides. Then he reinstalled the body back on the frame. After that he moved it to Bonner Springs, where it stayed until I bought it. The convertible just sat there waiting for Dan to finish it but he never got around to it. There was always another build that got pushed ahead of it. As many of you know, Dan has sold some of his project cars over the last year. This was the last one he decided to sell and I guess it was my turn to try to finish her.

The car was originally a Malibu, with a 350 automatic. It came with factory air, power windows, bucket seats and console, power top, and a 12 bolt rear end, just to list some of the options. The color of the car was Astor blue with a blue interior, and a white top. The list price was over \$4,600. So, you can see it was a fairly high end car back in 1970. My '70 SS396 that I bought new was around \$4,200.

So, in mid March it was time to move the convertible from where it has been setting for many years. It was covered with a lot of dust as one would only imagine, and there was no steering linkage on the front end. Dan said, "Harold never got around to installing the linkage. So, it was quite the challenge to get the car on the trailer, but after many tries Kent, Dan, and myself got it on the trailer, tied down and ready to go to her new home.



As we all know, all Chevelles after 1968 were just Malibus. The SS package was an option. What I'm going to do is add that option in my garage. Its going to be a SS454, 4 speed car. Dan had an LS5 454 that was date coded 1970 that he sold me, and after looking around I found a M22 transmission to go along with it. I'm going to upgrade the suspension and add four wheel disc brakes. After doing this to my '70 hard top it is the only way to go in my opinion. I'm also going to change the color on the car from Astro blue to Fathom blue with white stripes, white interior, and a white top.



Just a little side note to about the car: John Gragg said when he went with Dan to pick up the car, the owner of the car made Dan promise not to turn it into a Super Sport, and add those funny looking stripes on the hood and trunk. Dan promised the guy he would not do it as he backed out of his driveway. Then Dan smiled at him and did this big burn out in front of his house. John said you should have seen the look he gave Dan.

As you can see, I have my work cut out for me now, but I have a lot of knowledge from our members to fall back on if I need it, and I'm sure I will. I will keep everyone updated on my progress as the car comes along. This will also give me something to write about too.

I hope to see you all soon,

*Roger*

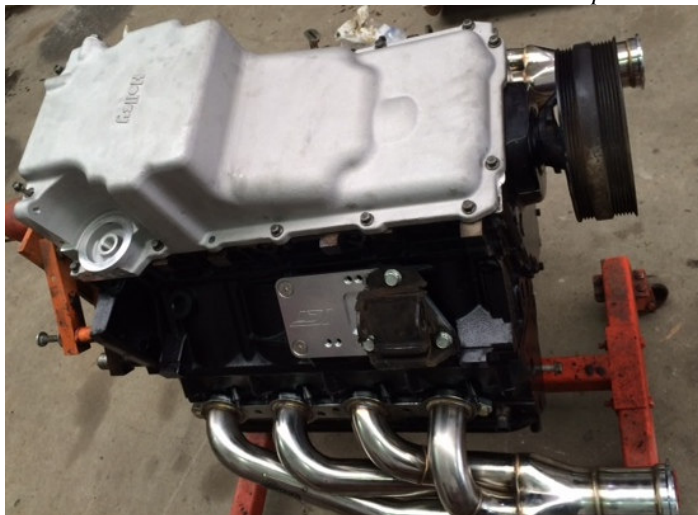
### **Vice President's Column**

This month, my ramblings are once again about the trials and tribulations of shoehorning an LS engine into my '72 frame. A good friend and club member made a pretty accurate statement regarding this the last time he was over: "Even though lots of people are doing this swap, and the frames are essentially identical, it sure is funny how they all fit in there just a little bit differently."

How true that statement is turning out to be! Even though we all use pretty much the same mounting plates and hardware, there are different issues with clearances and the like. This is what slowed me down this month. In last month's column, I showed my Holley oil pan, and even had a pic of the engine sitting in the frame. Ahh, trick photography! The engine was, in fact "sitting" there, but what the pic didn't show was that the oil pan was sitting on the frame, and one motor mount lacked about 1 1/2 inches from dropping onto the frame horn.

As it turns out, Holley actually makes two swap pans. The first pan that I ordered was part # 302-1, and this is a pan that lots of guys had used in the past. Issues with this pan are steering clearances, and having to raise the engine in the bay to clear the crossmember. While still a much better choice than the Chevrolet "muscle car" pan, Holley has just what the doctor ordered. Their part # 302-2 is designed to be the lowest profile where the engine meets the cross member, and is also a little less deep at the rear. What this does for you is solves your steering clearance issues, and the bonus is that the oil pan is no longer the lowest thing hanging under the car. For those that have lowered their rides, that's a huge plus.





So, out came the LS from the frame again, and off with the 302-1. There are some modifications for this new, slimmer version to fit. Mainly, you have to cut off the first 1/4 of the windage tray, since the pan hugs the bottom so close. A little trial and error, and everything was trimmed, fit, and the new pan was on. I also took this opportunity to install a new rear main seal, as I hope I will never have to see the back of the motor again once it is fully installed in the frame. So proud of myself, I snagged up the engine hoist and set the motor back in place...only to find that it still didn't meet the motor mount tabs! What in the world? After scratching my head for a few, I tried to remember where I procured the mock-up rubber mounts that were bolted to the engine. Seems to me that I found them laying around the shop, and just stuck them on. All small block motor mounts are the same, right? Wrong. I looked at a couple of my other Chevelles and took some measurements- turns out that my mystery mounts were about 1/2" shorter than stock mounts- who knew? A trip to O'reilly and \$16 later, and I had two correct mounts for a '72 Chevelle with a 350. Bolted them in, and, lo and behold, it was in! Lined up perfectly, plenty of clearance everywhere, and sitting on stock hardware- life is good.



Next month, I'll be detailing some upgrades to the clutch/ bell housing area. Real riveting stuff (yawn)- so stay tuned!

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](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.

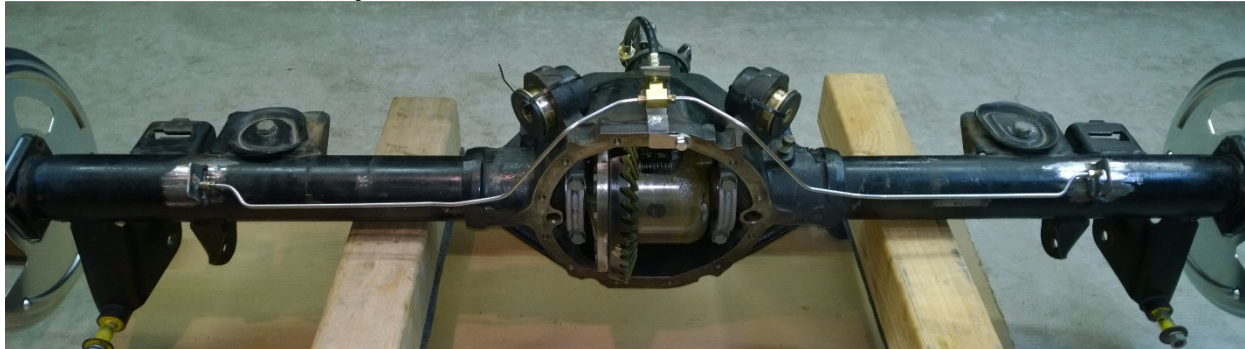
### **1967 Malibu Disc Brake Conversion (Part 4 of 4) By Eugene Hallouer**

Now that all the key components are back from the shops it's time to complete this project. I got the control arms back with just the bushing shells installed. I painted them, inserted the polyurethane bushings and inserts and they are now ready to bolt in.



I had the disc brake backing plates (optional) installed when the rear end was in the shop for rebuild while the axles were out of it. The disc brake conversion kit contains 2 tabs that will need to be welded to the rear end housing. They are needed to make the connection from the hard lines to the caliper flex lines. I also had the shop weld them in place. After a good cleaning the rear end received a fresh coat of paint. The Drive Shaft

was also fitted with new U-joints on both ends

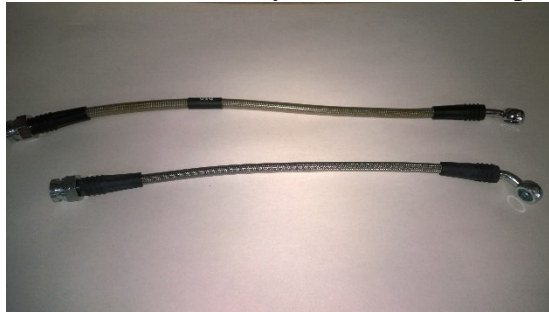


After paint I assembled the calipers to the axle housing. It's a trial and error process. First you bolt on the caliper bracket with a supplied shim and 3 bolts (machined surface and shim to the outside) to the inboard side of the axle flange. Just snug it down because you may need to change the shim thickness. I started out with the 1/4 inch shim. Install the rotor and secure with a couple of lug nuts. Now see if the caliper with the brake pads will slide over the rotor and bolt up to the caliper bracket. Mine did not with the 1/4 inch spacer. The outside pad was hitting on the rotor so the caliper would need to move outward for it to fit.



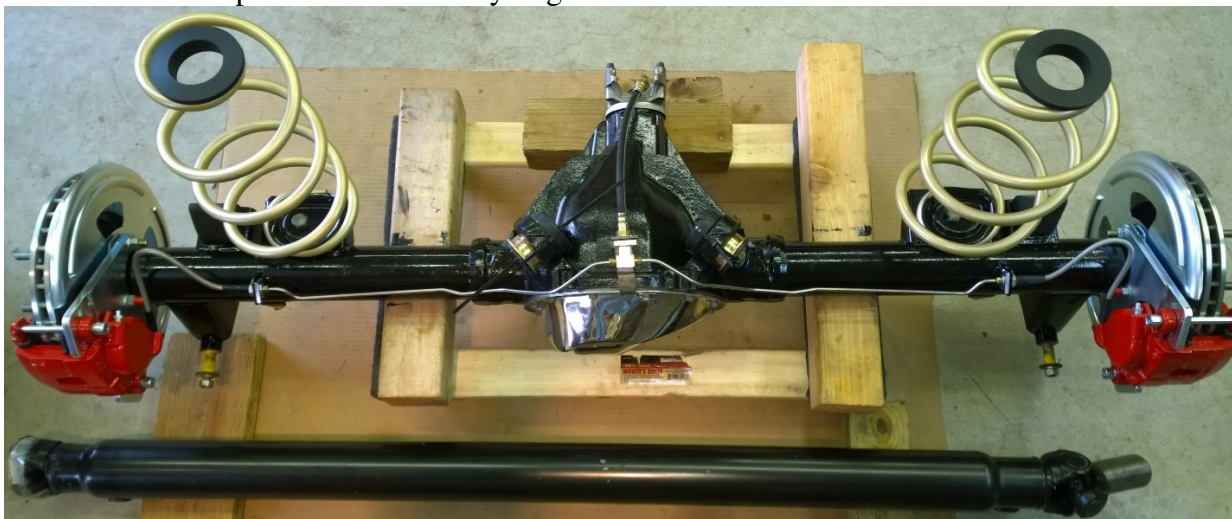
At this point you need to disassemble everything down to the shim and repeat the process using thinner shims or removing the shim entirely to get the caliper to fit over the rotor with some clearance. (the kit comes with 3 different thickness shims). I set mine with about 1/16 of an inch clearance on the outside brake pad moving the axle back and forth. If the inside pad hits the rotor you may need to add shims to move the caliper inward. You can stack them if needed. Also both sides will need to be done individually, one side on mine was a thin shim and the other was the middle size. Once you have achieved the desired clearance, tighten the 3 bolts holding the caliper bracket (with shims if needed) to the axle flange. Loosely tighten the caliper mounting bolts, the caliper will need to come off again later.

The next step is where I encountered my first snag. I could not install the caliper flex hoses because the calipers were so close to the axle tube, there was not enough clearance to bolt the flex line banjo fitting to the caliper and have the hose clear the tube. There was no way to bend the hose upward enough to go over it. Apparently Non-E brake calipers are different than the E brake ones. A phone call and a couple of E-mails to Right Stuff Detailing was no help (more about that next month) so I was on my own to solve the problem.



I knew what I needed to solve this dilemma and after a few hours of researching the internet I found the hoses I needed. A hose with a 10 millimeter 45 degree angle banjo fitting on the caliper end and a 3/8-24 inch thread female fitting on the other end with at least 13 inches in length. Wilwood Disc Brakes part # 220-8517 flex line kit for an 88-96 Corvette is just what I needed. You can get it on line from almost anywhere (all for the same price). I got it thru Summit Racing but the part came directly from the manufacture. So if you install this brake kit on the rear without E Brakes you will need this hose kit. Loosely fasten the banjo fitting end to the caliper using the two copper washers supplied, then using the brake line clip fasten the other end to the welded tab on the axle tube. Next tighten the hard line fitting into the flex line.

Below is the completed rear end ready to go back in the car.



After installing the cover and adding 2 quarts of gear oil we just rolled the completed project under the car, put two floor jacks under the shock mounting brackets and a bottle jack under the center and lifted it right in place. After greasing up the polyurethane bushings and thrust washers we installed the upper and lower control arms. You are going to have to use all 3 jacks for positioning and a little muscle to get everything lined up, definitely a 2 man job.



Torque the upper & lower control arm bolts to 80 ft. lbs. Next, the flex hose was connected to the front to rear steel brake line and fastened with a brake line clip to the frame crossover. We then torqued both of the flex lines to the calipers to 40-50 ft. lbs. Driveshaft was the last thing to install and we are now ready to bleed the brakes.

We bled the master cylinder on the car, a bleeding kit was supplied in the master cylinder/booster box. I had left the small brake lines from the master cylinder to the combination valve loose and the combination valve and bracket loose so these 2 lines could be removed and the hoses to bleed the master cylinder could be hooked up. After filling the cylinder with fluid it only took about 5 minutes of pumping to get the fluid running clear in the lines. I used DOT 5 silicone fluid instead of DOT 3 or 4. It boils at a higher temperature, will not absorb water and best of all will not harm your paint. **ONE NOTE HERE: You CANNOT mix DOT 5 fluid with DOT 3 or 4 fluid. If you are using any of your old lines or brake components that had that type of fluid in them they will have to be flushed out with DOT 5 fluid first or replaced before bleeding the system.** Reinstall the 2 small lines and make sure all the lines at the master cylinder and combination valve are tight. Also tighten the combination valve to the bracket bolts and the bracket to the booster nut.

Starting at the right rear we proceeded to bleed the calipers. The instructions state that to correctly bleed the rear calipers the bleeder screws must be positioned horizontally so not to trap air. To do this the caliper mounting bolts have to be removed and the caliper tilted forward with the brake pads over the rotor while pumping the air out of the lines. I hooked a clear hose from the bleed screw to a container so I could observe if any air was left in the line (also cuts down on the mess). Since my system was empty it took a while to get the fluid to the rear so you have to be patient. Be sure to not let the master cylinder go dry. When done with right rear, reinstall the caliper and torque the mounting bolts to 35 ft. lbs. Repeat the process on the left rear next. At the front start with the right side then the left side last pumping the brake until there is no air in the lines. When done make sure all the bleed screws are tight, top off the master cylinder with fluid and check for leaks while someone holds pressure on the brakes. I had a few to fix but after checking and re-checking all the connections I finally had all the leaks stopped.

Last thing to do was to install the rear shocks and after 6 months it was finally ready to take to Lindans for Jeff to



give it a front alignment (I could visually see it was way off!!!!). While it's at the shop I am going to have Jeff give the car a shake down to make sure everything with the brakes and chassis is right. Best to have a professional mechanic give it the once over when critical safety systems are concerned. Next month I will pass along the improvements the project has made to the car. Also the mistakes I made and challenges involved. For now I am just glad it's almost done for the summer cruising season.



## **New Members**

Please welcome:

Steven Oliver - 1966 Chevelle SS427 Dick Harrell tribute car. Marina Blue. Owned since 2004, Dad owned since 1973.

## **For Sale**

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

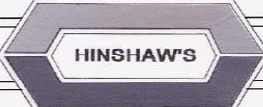


## Sponsors

# Klassic Keyless

Put the modern convenience of remote keyless entry into your classic car...





**HINSHAW'S**


CHEVELLE PARTS  
RESTORATION SERVICES

**Hinshaw's**  
1248 North Hwy NC 87  
Elon, NC 27244

Phone: 336-586-0802  
Fax: 336-586-0009  
Cell: 336-260-5515

*James Hinshaw*

[WWW.HINSHAWSCHEVELLE.COM](http://WWW.HINSHAWSCHEVELLE.COM)



# Hendrick

CHEVROLET



SHAWNEE MISSION

## Experience The QSI Advantage

30x40x10 GARAGE \$23,950



**ALL THE BELLS & WHISTLES!**

- Micro Foil Insulation in Roof & Sides
- Two 9'x8' Garage Doors
- One 3' 9-Lite Entry Door
- Two 3x3 Insulated Windows
- 4" Wainscoting
- Vented Ridge
- 12" Soffit & Fascia
- 4" Concrete Floor

\* FOR THE 24'X32' WITH SAME DETAILS: \$17,950

Price Includes DELIVERY & INSTALLATION  
On Your Level Site. Travel Charges May Apply

# QSI

**FREE ESTIMATES  
AND ON-SITE CONSULTATION**  
800-374-6988

Quality Structures, Inc. MATERIAL KITS NOW AVAILABLE

[www.qualitystructures.com](http://www.qualitystructures.com)

# MC RACING

gomcracing@gmail.com  
913-789-9888

Damien Mick



# ACCURATE

INSURANCE AGENCY, INC.

Don Burdolski, CIC, CPIA, MBA  
President

6428 Vista Drive, Shawnee, KS 66218  
Office: 913-268-4244 • Fax: 913-268-1018  
Cell: 816-678-3593 • [www.accurate-ins.com](http://www.accurate-ins.com)  
Don@accurate-ins.com



## H&H Classic Parts

1964-1972 Chevelle Parts



# NPD

**NATIONAL PARTS DEPOT**  
800-874-7595

