

MID-AMERICA CHEVELLE CLUB

MAY 2015 NEWSLETTER



MACC May 2015 NEWSLETTER



CONTENTS

General Information	2
Board Information	2
Monthly Meeting Agenda	2
April 2015 Meeting Minutes	3
Calendar of Upcoming Events	4
May Club Event	5
President's Column	6
Vice President's Column	Error! Bookmark not defined.
Project Cars	8
New Members	8
Sponsors	10



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



April 2015 Meeting Minutes

MID-AMERICA CHEVELLE CLUB
HENDRICK CHEVROLET, MERRIAM, KS
April 30, 2015
MINUTES

Called to order at 7:00 p.m. by President Roger Verstraete. There were 30 members present. Three visitors were present and introduced to our members tonight.

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

Old business:

The Car show committee has met and we plan to change the lot configuration this year to provide additional parking for visitors and guests as well as provide better visibility to cars on display.

The platform of officers was presented and all were unanimously elected for the New Year. Our officers are:

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

Our newsletter editor is Mike Stites, who is looking for a replacement during the coming year.

Dues are now due for the New Year at \$35.00. Please bring your payment or mail it to Eugene ASAP.

New business:

Eugene gave our financial report showing 74 members of which 33 have renewed their dues.

There followed a discussion of our picnic scheduled for June 6th at the Prouty's. It will begin at 1:00 pm and we will eat at approximately 4:00 pm. We will email invitations and people are requested to bring food. If you can bring food, please let us know in your response to the invitation.

It was noted that hotel rooms are going fast for the Springfield regional show June 26-27.

May 16th will be the South 71 highway cruise plus the Brightwell's picnic. Wives can come early if they wish.

One more new event is in the works. A garage tour is set for Saturday, May 23rd. Garages of Ed, Rick, Dan and Roger (in that order) are the program following breakfast at 7:30 am. E-mails will be sent with directions, etc. this next week.

Janet passed around her digital notebook showing our Show flier for this year and Roger reported that we will use the same photo for our show shirts.

Our speaker this evening was Phil Grayson, owner of "Restomods Unlimited", a new local sheet metal and parts distributor. Phil says he will beat internet pricing. Halo and LED lights as well as suspension parts are also available.



Mark Killian's name was drawn in our lottery tonight. Mark was not present, **so the kitty goes up to \$60.00 next month.** You have to be present to win.

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

- *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 5---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



May Club Event

May 23rd Garage Tour

The Club met at the 56 Diner in Olathe for a little breakfast. From there we traveled to Ed Smoot's place to take a look at the rolling chassis and the LS set up. As you can see in the pics the headers look like they belong on a jet boat all upside down and backwards. Don't worry Ed has an evil master plan that involves a twin turbo set-up. He's already talking big horsepower numbers. I'm sure he'll keep up posted on the progress in the VP's column. Everything was looking good.



From Ed's place we headed to Rick Byfield's garage where we checked out the progress on the 70 SS 396 Cortez Silver car. Rick has the jambs painted and everything has been block sanded is almost ready for the final application of color. From Rick's place we headed to Dan Yuran's garage to check out his stable of Chevelles that are painted and ready to assemble.



From Dan's we headed over to Roger's house to check the progress on his '70 convertible project (see Roger's column). Then..... it was time to eat again. We had some great BBQ and followed that up with some dessert. Other than some spotty early rain a really good day to get the old cars out for a little exercise.

President's Column

Hi MACC,

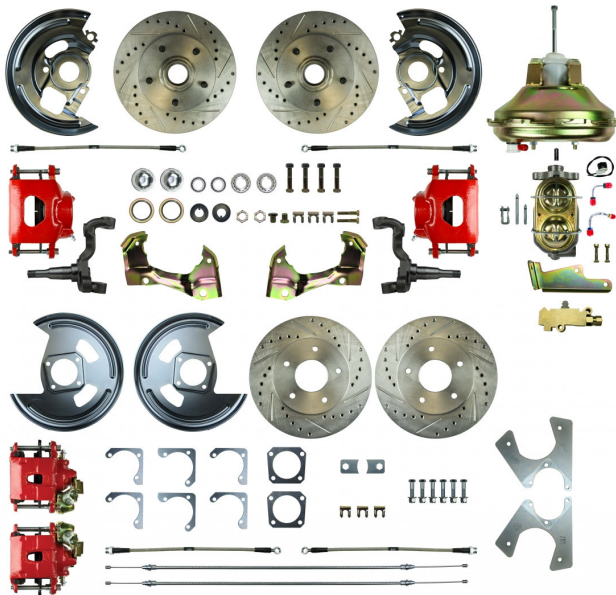
My '70 convertible projects are well on their way. It's kind of like starting a new job, you want to start at the bottom and work your way up. With that thought in mind, I'm starting with the suspension and brakes. My first priority was ordering the suspension kit I needed. After looking around at my choices, I decided on using the same kit that I used on my hardtop. It's from PMT Fabrication, brand name Pure Muscle.



<http://pmtfabrication.com>

As you can see it has all the hardware needed, is power coated black, and is made in the USA. I also bought my front and rear sway bars there. I really like their stuff and they are a lot less expensive than Hotchkis or Detroit Speed.

The next thing I needed to order was my 4 wheel disc brake kit. I used the Right Stuff brake kit on my hard top and was satisfied with the way it turned out. Their booster and accessories look like the originals and their brake kit fits pretty well but not perfect. On my last order I used all stainless steel brake lines and that was a big mistake. Stainless is so hard you cannot bend the lines if needed. So, this time I just ordered OEM stuff and they were a lot easier to install. When I called in my order I told the sales rep that they needed to change their name of there company to, Not Quite the Right Stuff. She didn't laugh, by the way. One thing I will say for this company is that they do have good tech help if you run into trouble, or if you get something that is not right they will make it right.



As you can see I ordered drilled and slot rotors with red calipers. Next on the list were a pair of rear springs and a set of KYB shocks.

Now it was time to go to work and get the rear end out of the car, and have it checked out. When the car was ordered it came with a 12 bolt, open rear end, with 273 gears. You guessed it, that's not going to work, not planning on driving 140 mph, so a lower gear was need. I took the rear end down to my friend John at Midwestern Mechanical in Merriam, KS. John has worked on my car since 1998 and has always done me right. He ordered a new Richmond 342 gear and a posy unit for it. I had the housing sandblasted and painted before he installed the parts. The axles were good and all we needed were the rear disc brakes to finish. Here is a picture of how it came out.

Installation was fairly easy. I put the rear end on a couple of short jack stands and two small carts and rolled it under the car. By pure luck it was just the right height to install the upper control arms, and lower control arms were easy too. This is the second car of mine that I have done this kind of work to, and I have to admit it was a lot easier the second time around. If you ever have to do some work on your suspension, or brakes, I really recommend upgrading them for no other reason than safety. You can't believe how much better these 45 to 50 year old cars will handle and drive. Eugene upgraded his '67



manual drum brake car to power 4 wheel disc brake car. He says you can't believe the difference difference. The stopping power is double from what it was before. The suspension upgrades help in handling and stability, another safety issue.

That is it for now on my '70 convertible projects, more to come later. I am just getting started on the front end this week.

CLUB NEWS

On Saturday, May 16th several of us went out to Price Chopper for the '71 Cruiser car show. It showered several times and I'm glad to report nobody's cars melted. After the show, we went over to Ron and Sheila's house for lunch and some adult beverages. I want to thank Ron and Sheila for the doing this, we had a great time and the food was delicious!

I'm writing my column a few days before the Garage Tour and I'm sure we will have a good turnout for this as we always do. I want to thank Ed, Rick, and Dan for letting us come over to their homes to check out their projects.

The Annual MACC Summer Picnic will be held at John and Phyllis Prouty's home in Raymore, Missouri on Saturday, June 6, 2015. The picnic will begin at noon and we plan on eating around 4pm. We are asking everyone to bring a side dish and their own drinks. The club will be providing hamburgers, hot dogs, brats, buns and condiments needed. We are planning this to be a family event for all. Items needed are: salads, chips, beans, desserts, or any family secret recipes that you might like to bring.

We will need a head count on how many people you are bringing to the picnic by Thursday, June 4th. My email is rogerss396@yahoo.com. I hope everyone can make it. Please check your email for more information and details. If by chance you did not receive your email please email me and I will forward it to you. We are looking forward to seeing everyone there.

Keep an eye out for more upcoming events that are coming up. I want to encourage all members to come to some of these events, we would love to see your Chevelle and shoot the breeze with you. One thing we all have in common are our cars.

Club dues were due April 30, \$35.00 You can send your check to Eugene Hallouer 12318 W 61st Shawnee Kansas, or pay at our next club meeting, May 28 at Hendricks Chevrolet 7pm.

Roger



New Members

Please welcome:

Jim Stack & Julie Daicoff – Jim and Julie have a Gold 1965 ElCamino and a Blue 1965 SS Convertible

Ron Moore – Ron has a 1967 Malibu Red / Silver

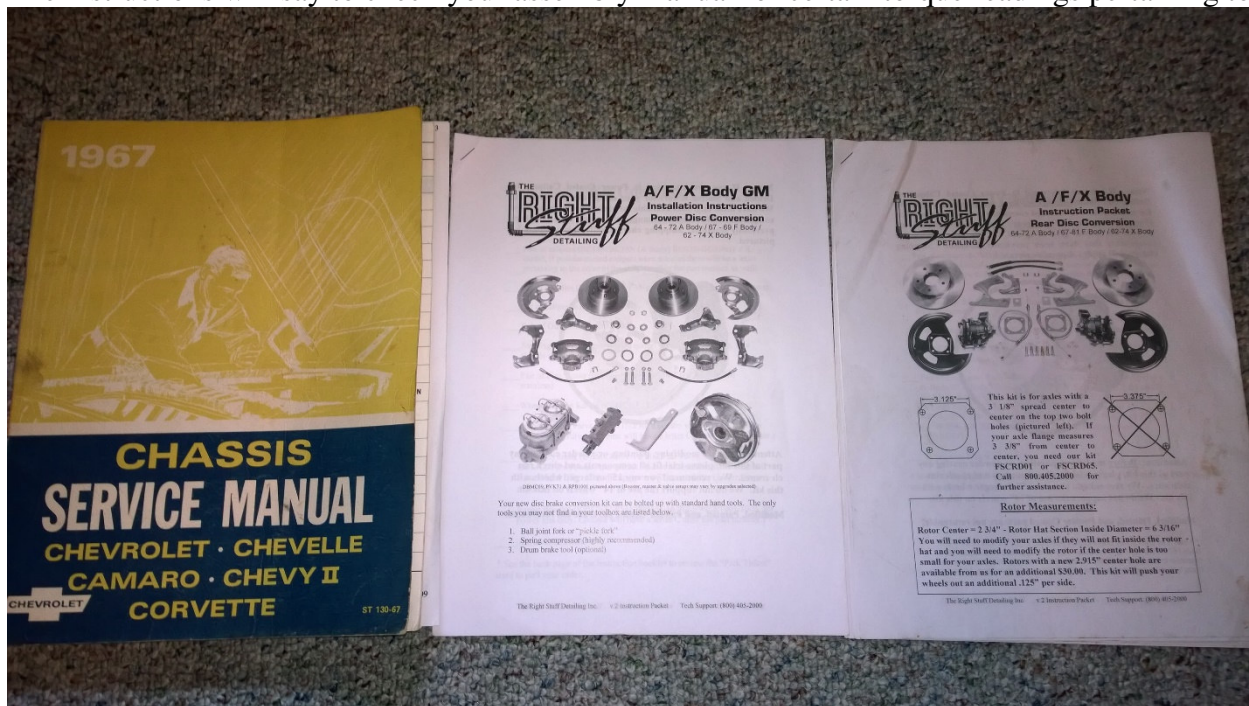
Lynn LeCount – Lynn has a Green 1971 Malibu

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.

1967 Malibu Disc Brake Conversion (Conclusion) **By Eugene Hallouer**

Now that the project is complete was it worth it? By all means yes! Looking back thou it was a lot more work than I anticipated. If you just did the disc brake conversion I think it could be done in a few weekends. If the project escalates into a complete chassis rebuild (like mine did) you better allow a few months. I thought in my last article I would recap the project give a few tips and make a few corrections. The instructions that came with the kit are pretty basic. They cover a wide range of body styles and years. The instructions will say to check your assembly manual for certain torque readings pertaining to



your particular vehicle, so having a chassis service manual helps but you could also find the information on the internet. For the most part the instructions are good enough to get the job done. You can also contact Right Stuff by phone or E-mail and they will answer any question or give you any guidance you might need on the conversion.

If you are considering this project for your restoration do it before you install the engine. Going from standard drum brakes will require replacing the brake lines and that will be MUCH easier without the engine in the way. The conversion brake line kit is available from Right Stuff Detailing and is a must have to make the conversion work. I was a bit disappointed with the line kit since it did not fit as well as I expected it to. It was better than bending the lines to fit from scratch but still took quite a bit of bending to get them to fit at the Master Cylinder. I bought the Stainless Steel lines and they are a real pain to bend, I suggest you get the regular steel lines since they would be a lot easier to bend to fit.

If you are doing the rear conversion too you will need access to a welder to weld the two tabs on the axle tube to connect the rear flex lines to the steel hard lines. I never thought about this until I got the kit and read the instructions. It could be a bit tricky to do this in the vehicle but I am sure it could be done. Also if you decide that you are not going to use the E-Brake like I did be sure to order the right kit to start with.

Otherwise you will just have to exchange the E-Brake calipers for the non E-Brake ones. As for the rear flex hose problem, I am still not sure why Right Stuff Detailing could not supply me the hoses that would fit. After a couple E-mails they did agree to refund me the cost of the two hoses that did not work but did not offer any explanation why they didn't.

I also need to make a couple of corrections. In Part 2 the photo of the completed front conversion the rotors are on backwards. Thanks to Jeff and Rick for pointing that out to me (can't get anything by them two!). I got in a hurry and didn't notice but they are marked Left & Right. Jeff also pointed out that the brake pedal return spring is not needed on the power brake set up. Instead of connecting the spring to the upper hole in the pedal there is supposed to be a bracket that bolts there that will operate the stop lamp switch. The assembly manual called it a striker GM # 3909667. I think by using the striker you will not have to adjust the stop lamp switch. I just adjusted mine toward the pedal about an 1/8 of an inch and seems to work fine. I did do a little searching on the internet for that elusive striker with no luck.

After the alignment (it was so far off it took Jeff a couple tries to get it right) I took it for a test run. I was told by numerous people that it would drive like a completely different car. Boy was they right! There is no comparison to the stopping power. Before you always had to be aware of where you are in traffic and how much room you needed to stop. Always trying to avoid any situation that may require a panic stop. Not anymore, I did a few hard test stops with no problems and just for the safety aspect I should have done this years ago.

The other improvements: bushings, steering components and gear box completely changed the ride and handling. Also removing the rear Ladder Bars and changing the upper bump stops on the front to give the suspension more free movement greatly improved the ride. Even with the larger springs you could really noticed the difference.

Swapping from a 4:11 to a 3:31 gear also made the car more driver friendly. I should be able to keep up with the pack now not having to map out where the next gas station is. It still has plenty of stop light to stop light power but is a whole lot easier on the nerves on the interstate.

In conclusion, thanks to my son Adam, I could never have done this alone, Jeff at Lindan Automotive and John at Midwestern Mechanical Specialties, and to all the car club members that gave me tips and encouragement. Even thou it took a lot longer (and cost a lot more) than I thought it would It was well worth all the time, money and effort to have a car that is now a lot safer and more enjoyable to drive.

Eugene

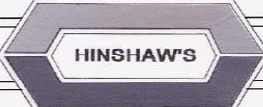


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