

MID-AMERICA CHEVELLE CLUB

MAY 2017 NEWSLETTER



MACC May 2017 NEWSLETTER



CONTENTS

General Information.....	1
Board Information.....	1
Monthly Meeting Agenda.....	1
Dues	1
2017 Meeting Minutes	2
April events attended by MACC.....	3
Calendar of Upcoming Events 2017	6
President's Column.....	7
Vice-President's Column.....	16
New Members.....	16
Sponsors.....	18
Mid America Chevelle Club Apparel for Sale.....	19
Mid America Chevelle Club Members Parts for Sale	21



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 (Brian Findley) at 913/558-1453 or email at findley13703@gmail.com

Board Information

Chair: Roger Verstraete
Co-Chair: Ed Smoot
Secretary: Debbie Gragg
Treasurer: Eugene Hallouer
At Large: Stan Shinker
At Large: John Gragg

Newsletter Editor: Brian Findley

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

Dues

Annual club dues (\$35) are to be submitted by April 30th. If you have not renewed your membership by this date there is a three month grace period. You can mail your dues to:

Mid America Chevelle Club
c/o Eugene Hallouer
12318 W. 61st Street
Shawnee, KS 66216

Reminder – Club dues are to be submitted 4/30.



2017 Meeting Minutes

MID-AMERICA CHEVELLE CLUB
HENDRICK CHEVROLET, MERRIAM, KS
April 27, 2017
MINUTES

The meeting was called to order at 7:00 p.m. by Chair Verstraete. There were 39 persons present.

Introductions were made of members and guests.

Chair Verstraete announced tonight is the official election of annual officers. He reported the Board remains practically the same with Debra Gragg replacing Jackie and Gordon Gilpin (Secretary) and Stan Shinker replacing Kent Scott (At-Large Board Member). Additional nominations were sought; being none, the nominated Board was approved. The Board consists of: Roger Verstraete, President; Ed Smoot, Vice-President; Eugene Hallouer Treasurer; Debra Gragg, Secretary; Stan Shinker, At-Large; and John Gragg, At-Large; Brian Findley – Newsletter Editor.

Mr. Verstraete reminded those present the annual club dues are due by April 30; after three month of non-payment, the member is removed from active list. He also spoke about the attendance at recent meetings.

The Treasurer's Report was accepted. Mr. Hallouer reported currently the club has 93 memberships.

Mr. Verstraete overviewed common activities scheduled throughout the year and noted a portion of the dues go to those events, postage, insurance and the website.

Those present were informed of the March cruise to Warm Springs, outside Booneville, MO and the tour of the Clydesdale breeding facility. Those attending reported it was a great tour and cruise.

It was noted there are some upcoming car shows/cruises, which will be distributed via website and e-mails and Facebook postings. Some include Lady of Unity Car Show, Pleasant Hill RR Days, Friday cruises at 119th and Metcalf (southwest corner), and possibly Bass Pro in Olathe, Louisburg Car Show, Lawrence, KS Swap meet, Loafers Car Show, Hannibal, Mo, Del Mar Gardens Car Show, Leawood Police Department Car Show for Special Olympics, All GM Show at Cable Dahmer Chevrolet proceeds for Children's Mercy.

All were reminded of the Spring Picnic at the John and Phyllis Prouty residence, outside Raymore, MO.

John Prouty informed the attendees that Nebraska Furniture Mart would like to have a car show – is there an interest in this. This will be checked out and reported back at future meeting.

Mr. Verstraete informed the audience that after the meeting is adjourned, usually all go to Old Shawnee Pizza (not required.) He also informed everyone that on Saturdays, several get together for lunch at Johnny's Tavern at Shawnee Mission Parkway and Pflumm.

Jamie Holley thanked the club for the retirement cards and support.

There was brief discussion of car issues and remedies.

This meeting hosted two drawings; one for \$45.00, the other for a hat. The Paris' name was drawn, but were not in attendance – next month's drawing will be for \$50.00. Kent Scott won the hat.



There being no further business the meeting was adjourned at approximately 7:55 p.m.

Submitted by: Debra S. Gragg, Secretary

April events attended by MACC

May 7----- Cruise the Burg, Louisburg, KS 12 members attended the Louisburg event.



May 12-13--Loafers Car Club Show in Hannibal, Missouri 10 member attended. Great Show.





May 20 – Leawood Police Department – Town Center Plaza – 5 members attended



Calendar of Upcoming Events 2017

June 3-----Club Picnic--at John and Phyllis Prouty's 1400 N Kurzweil Rd,
Raymore, MO Arrive anytime after 12 noon and we plan on eating around
4p.m. Club to provide meat, buns, condiments and eating supplies.
Members are asked to bring a side dish or desserts.

June 8-----Brookdale Assisted Living 1200 Lamar Ave OP, KS 3-5p.m. Sandy Findley
is the activities director there and has invited us to bring our cars.
Food provided

June 10----Paola Car show Paola, KS

June 10-16--Hot Rod Power Tour departs from Kansas City

June 24-----Tour Holladay Distillery(McCormick Distillery) One McCormick Lane
Weston, MO Arrive at 1:45 for 2 p.m. tour. Tickets for the tour are
\$10 each. After the tour we will be heading for downtown Weston for
their cruise night.

July 8----Topeka Cruise Night Fairlawn Plaza

July 22---Boulevard Drive In, Merriam, KS

August 12----Guest Club at the Mustang Club of Greater KC Cruise night 10400 Mastin,
Overland Park, KS

August 19-----Alma Car Show, Alma, KS

August 20-----Kruise to the K

August 25-----Wellsville Car Show Wellsville, KS

September 9-----Merriam Car Show

September 10-----Shawnee Car Show



September 16-----Old Marais River Run Show, Ottawa, KS

September 21-----Museum of American Speed(Speedway Motors) Lincoln, NE
on the way to MW Regional

September 22,23----30th Annual Midwest Regional Chevelle Show, LaVista, NE(Omaha)

October 20,21,22----Fall Color Tour Osage Beach, MO

October 28----- Fall Party

November

December-----Christmas Party 2nd

***Other cruises and functions may be added through the year. If you have an idea let one of the officers or Steve Calder know.

President's Column

This month's "President's Column" is provide our Treasurer.

4 Post Garage Car Lift Assembly

By Eugene Hallouer

How many time have you climbed from underneath your car and said, I wish I had a car lift? I have more times than I can count. When I built my garage a few years back the plan was to purchase one then but it just never happened. A few days on my back cleaning the car this winter convinced me that now was as good a time as any to make it happen.

I started to do some research on different types and manufactures of lifts and found that there a plenty to choose from and lots of decisions to make. How much lift height do you want, how much weight can the lift handle, how much garage space will the lift take up, are just a few things to consider in your research. My garage has 10 feet of ceiling height, subtracting the height of the car and the thickness of the lift runways from the ceiling height will give you the total maximum lift height available. A garage door opener if you have one or garage lighting will also need to be figured into the total lift height. No reason to pay for more lift height if you can't use it. My car weighs around 3700 pounds, most any 4-post car lift will lift that. You can get lifts that will lift over 10,000 pounds for larger vehicles and trucks but they will take up a lot more garage space. So you have to decide what you will be using it for and decide which one will work best for you in the space you have available.

Some other things to consider. Different lifts have different locking mechanisms, some locks sit on tabs welded to the lift posts, and some lifts have slots in the lift posts for the locks to go into. Some give you the option to order either a 120 volt or 220 volt motor to drive the hydraulic pump. Some lifts you can move around and some have to remain stationary. Also how many accessories such as drip pans or jack trays are available? Length of the warranty should also be considered.

Regardless of which lift you order you may want to do some garage door modification. Most doors hang 18-20 inches down from the garage ceiling with the door open as mine did. Not a problem if you do not plan open the door with the car in the highest position on the lift. Any garage door company can modify the tracks to get the door to open as close to the ceiling as possible, that way it can be opened without hitting the car while on the lift. I could have saved some money if I would have had that done when the garage was built but at least I don't have to deal with a door opener. I had both of my doors modified so I could use the lift in either garage.





After countless hours on the internet and a few phone calls I decided on a 110 volt Standard 7000 pound BACKYARD BUDDY lift. It's all American Made with American steel, I liked that, and I also liked the locking mechanism (slotted in the post). The fact that it was designed to be moved around (even with the car on it) was also a big plus for me. I also purchased the roll around casters, caster cart and a couple of sliding jack trays. It comes with a 5 year parts warranty.

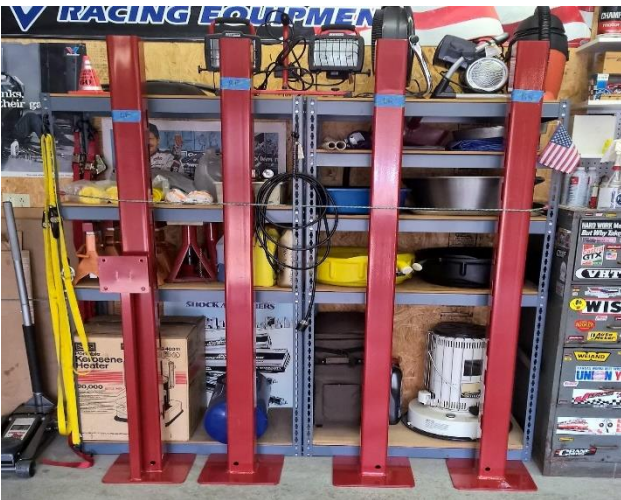
Most lifts are shipped via motor carrier, mine weighs around 1900 pounds and is 13 ½ feet long and you will have to go pick it up at the freight terminal with a trailer or flatbed truck. It can be delivered to your home for an additional fee but you will have to figure out a way to get it off the truck in the street (no easy task). Mine took about 5 weeks to make & ship and Roger and I just picked it up with a car trailer at the freight terminal. You will need a 1 ton minimum engine hoist to get it off the trailer after you get it home. We backed the trailer into my garage and after a couple of failed attempts we lifted and put the front end of it on a movers dolly and lifted the rear end with the engine hoist. Using a come along we moved it off the end of the trailer far enough so we could clear the trailer wheels and to get to the center of it with the engine hoist. We then blocked the hoist end repositioned the lift to the center of the lift and lifted it completely off the trailer. After we drove the trailer out from underneath it we positioned moving dollies under both ends, set it down and shoved it off to the side in my garage to assemble later. I must say it was a bit more challenging than I expected.



I took everything I could out of the package next and inventoried every part off the parts list enclosed.



2 cross members,
cables, Ramps,
Hydraulic unit (in
box).



Top hats, nylon sliders, sliding jack
trays, misc. hardware, pulleys, and
covers. 4 leg assemblies.

Before assembly can begin the 4 cross member pulleys and 4 main safety lock dogs must be attached to the cross members. The main safety lock dogs hold the cross members in position off the floor on the leg assemblies while the ramps are attached to them.



Now it's time for the heavy lifting part of the assembly. You will need to recruit at least one other person but two would make it easier. You are still going to need that engine hoist too.



Lay out the leg assemblies on the floor supported by 4 X 4's on one end. The slots in the legs should be toward the top of the leg, the leg with the hydraulic system mount bracket will be in the left front corner. Next slide the cross members onto the leg assemblies locking them into position with the main safety lock dogs on the cross members in the 4th slot from the bottom of the leg.



Stand up both assemblies and position them in the place that you want the lift to be. After the ramps are attached they will not be easy to move (unless you purchased the wheels) so they need to be as close as possible to where you want it. Also both front legs and cross member (hydraulic end) will need to be at least 4 feet from the wall (I will explain later).

Using a 2 x 4 gently tap the 4 nylon sliders into each corner of the leg assembly crossover. One of the sliders will be slotted and goes on the corner of the crossover with the leg slots.

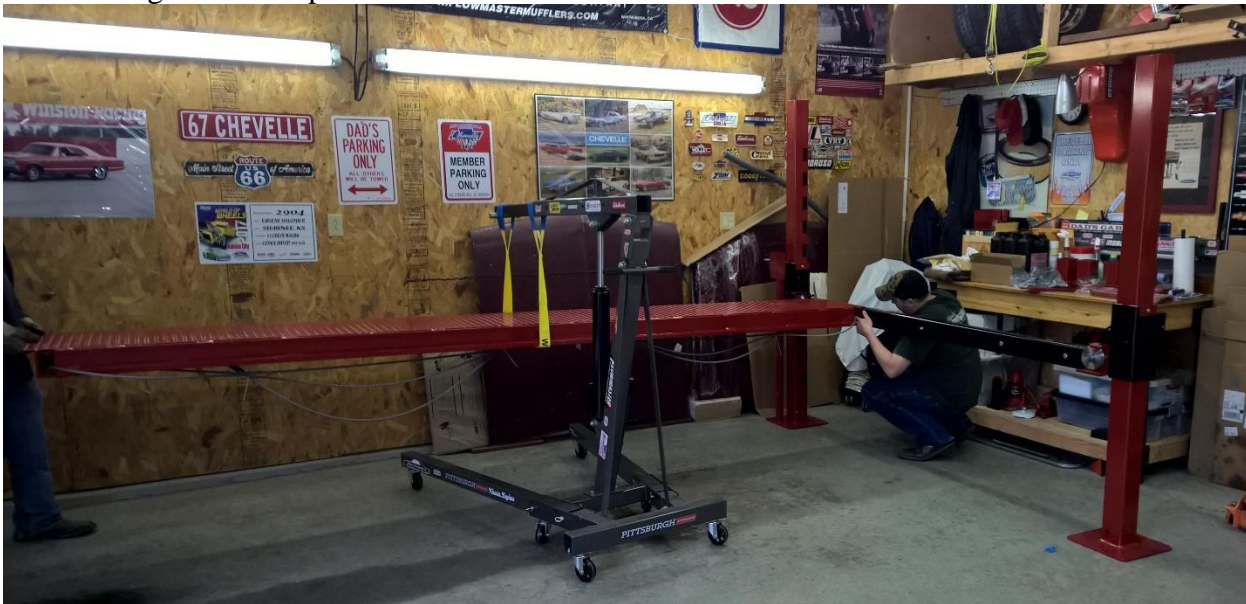


Once the nylon sliders are flush with the top of the crossover install the nylon slider retainer clips to hold them in place. There will be 2 per leg.



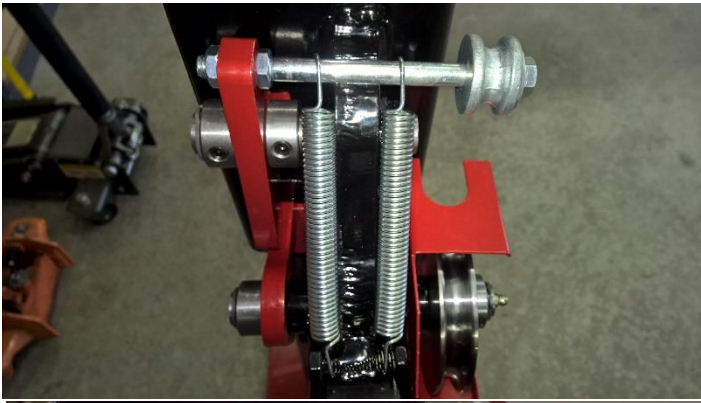


Here's where the engine hoist come in.....Position the hoist in the center of the ramp with the hydraulic cylinder, take the weight off the shipping legs and unbolt it . Roll the bottom ramp out of the way and move the ramp into position onto the leg assemblies. Make sure the hydraulic ram hard pipe is on the outside side of the ramp next to the leg with the hydraulic unit mount. Insert the 4 bolts & tighten. 1 ramp down.

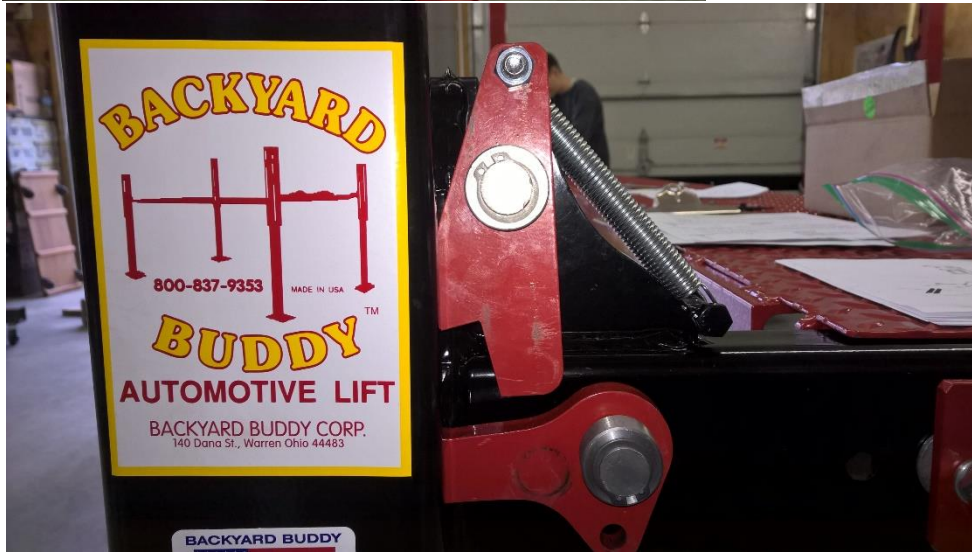




You will have to flip over the other ramp since it was shipped upside down in the shipping assembly. Install it the same as the other. Make sure the jack rails on both ramps are toward the center of the lift. Tighten it down and the heavy lifting part is done. Now to move onto the more technical part of the assembly.



Assemble the 4 secondary lock dog assemblies to each corner of the cross members. The lift cable will ride on the small pulley and engage the lock tab when the cable goes slack. The cables will go slack when the lift is lowered on to the main safety log dogs. It will also engage if for some reason a cable would go slack or break keeping that corner of the lift from falling. Another safety device that I liked about this lift.



The cross member locking linkages are next. The rods tie the main safety lock dogs together so all 4 will lock into the leg slots at the same time as the lift raised and unlock at the same time when you are ready to lower it.



The assembly looks like this and will be on each end of the cross members. Heim ends on both ends of the threaded rods make adjusting them to the main lock dogs easy and the spring in the middle keeps tension on the main lock dogs so they lock into the leg slots automatically as the lift is raised.

Two square rods, one short and one long are now inserted thru holes on each cross member. The longer rod inserts from the bottom end the lift, the shorter square rod

with the main lock dog release handle inserts thru the front cross member. As I mentioned earlier the front of the lift has to be positioned at least 4 feet from the wall or you will not be able to get the short square rod thru the hole in the front cross member.

Both rods tie together under the left ramp with a square sleeve. (One added note not mentioned in the instructions, Be sure to untie all the cables under the hydraulic ramp before inserting the square rods otherwise the rods get tangled up the cables and you have to take them back apart later on to get the cables free.)



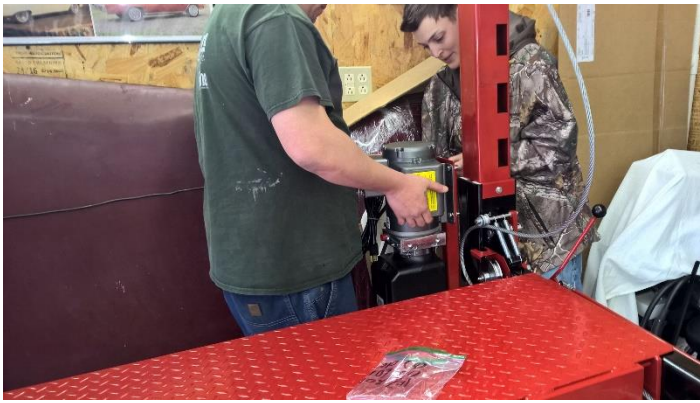
Connect the square rods on both ends of the cross members to the cross members locking assemblies with 2 smaller threaded rods also included with Heim joints. All four main locking dogs are now tied together and will lock together as the lift is raise and unlock together with the main safety lock dog release handle to lower the lift.

Next insert the Top Hats into the top of each leg lining up the holes to the pulleys on each cross member. Run the appropriate cable around the cross member pulleys to each Top Hat thru the hole and tighten until the nut is in the middle of the cable end. The cables will already be on the correct



pulleys under the left (hydraulic ramp) and the instructions quite detailed on which cables go where. The 2 on the front can only go one way account of the length. All 4 cables will have quite a bit of slack in them at this point.





The last item to install before the final adjustments is the hydraulic power unit and hose. The unit comes with a quick disconnect fitting to attach to the hose that goes to the power unit and the other fitting to the hard pipe on the side of the ramp that goes to the hydraulic cylinder underneath.

Add 3 gallons of hydraulic oil (not supplied with lift) and plug it in.



With a person watching the cables on the pulleys under the Hydraulic ramp and the other watching the cables on the pulleys on both cross members, operate the power unit by pushing the button on the side of it until all the slack has been removed from the cables.

It is very important that all the cables are on all the pulleys correctly before continuing.

Finally time for the final adjustments. Lower the lift to the ground by raising the lift slightly so you can disengage the main safety lock dogs with the main safety release handle. Pulling the main safety release handle and pushing the pressure release ball handle on the power unit downward will lower the lift (both handles must be held together). After lowering to the floor, raise the lift back up until any one of the outside sliders on the cross member legs is even with one of the slots in the leg. Turn the nuts on the other three cable ends on the top hats until all the outside sliders are in the exact same position in relation to the slots in the legs. If the adjustment is correct all 4 main safety lock dogs will engage thru the slots in the legs at the exact same time as the lift is raised up. **If they do not re-adjust the cables until they do.**



Double check all the safety lock assemblies the cable routing, and that everything is tight and then attach the 4 pulley covers on the cross members. I ran the lift up and down a few times making sure that the main safety lock dogs and the secondary lock dog assemblies were operating correctly before actually lifting the car.



Most lifts come with a list of accessories. Drip pans, jack trays and wheels to name a few.



I purchased the wheels and a cart to keep them on. The cart also holds the ramps when not in use too. I had to reposition the lift about a foot further into the garage and about 6 inches further away from the wall so those wheels made it effortless to move. One person could move it without the car on it but the lift could be moved with the car (all the way down) but would probably take a couple of people to do that.

I also purchased a couple of jack trays. The trays go between the ramps so that you can jack up the car in the center with a bottle jack to remove the wheels. Mine just slide on the ramps to position them but they have ones with rollers and also ones that has a hydraulic jack assemble already built into it.

In conclusion, the lift was relatively easy to put together and the instructions and illustrations were clear and concise. It could be assembled in one day but allowing a weekend to unpack it, inventory and lay out the parts and assemble the safety lock dog assemblies on the cross member on the first day will make the job simpler the next day.

Vice-President's Column

Coming soon.

New Members

When you have the opportunity, please take time to welcome the following new members to MACC.

Michael and Jody Franchett
10401 Overbrook
Edwardsville KS, 66111
Cell 913-634-0174



e-mail franchett96@att.net

1968 Chevelle, silver/black

Interests: Cruising, Car Shows, Tech Info, Tours, Parties



Dick Tearney
5024 Quivira Rd'

Shawnee, KS 66216

816-365-9884

e-mail dicktearney@seckc.com

Member #429 good to 4/30/2018

1965 Chevelle SS, Yellow, Owned for 6 months

Interests: Car Shows, Tech Info.

Donald & Judy Hensley

7828 N. Chestnut Ave

Kansas City, MO 64119

Home 816-468-1944 Cell 816-729-8720

E-Mail dhensley2@kc.rr.com

Member #428 good to 4/30/2018

1965 Chevelle Malibu, Red with Black Interior. Total frame off restoration, Was 283 three speed car. Now a 396 four speed car.

Interests: Cruising, Car Shows, Parties.

Retired so he decided to join the club.

Seen MACC at World of Wheels and met 2 members who were very nice and spoke highly of the club.

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Mid America Chevelle Club Apparel for Sale

Here is a list of club apparel that is available for club members. This will be available at this month club meeting. We sell all of our club apparel at cost to club members.

Flexfit hats. Sizes (S-Med), (Large - XL) Colors, black, tan, white, red, navy. \$12.00



Hanes Beefy-t shirt. Sizes Large, XL, 2XL. Color Navy, Red, White \$12.00



All weather hooded wind breaker. Sizes come in Large, XL, 2XL Navy



Mid America Chevelle Club Members Parts for Sale



If you have any car parts you would like to sell email your list of parts to findley13703@gmail.com

Brian Findley – 913-558-1453

14 inch spare wheel and tire - \$20

Engine wiring harness for 1966, HEI with factory AC - \$100 – still in the original packaging.

Frank Riley – 913-638-7596

Frank has 3 cars for sale – Should you be interest, please contact Frank at the number provided or at taz66215@yahoo.com

1970 Chevelle SS - 402, Turbo 400, 3:73 Posi - \$10,000



1967 Malibu 2 DR Hardtop - 350 4bbl, 700R4 - \$8,000



1967 Chevy II Nova 2 DR Hardtop - 305 4bbl, Turbo 350 - \$8,000



Tom Meier from Lawrence, KS at 785-979-9920 have the following items for sale.

1967 El Camino (It is a driver, not a show car) – 327, turbo 350, 3:73 10 Bolt Posi, Power disc front.

- 1- 283, 3pd on the column
- 2- Parts El Camino

1970 1/18th scale Chevelles and El Caminos for sale, \$20.00 each. Contact John W. Gragg 816-804-4771



THE CHEVELLE REPORT---monthly publication by the National Chevelle Owners Association (NOCA). Monthly editions from February 1986 to October 2001 in four (4) binders. Enjoy hours and hours of reading “How to Articles”, “Chevrolet Factory Photographs”, “Coverage of National Events” and “Featured presentations of Members Chevelles, El Caminos, Sprints, Beaumonts, and Wagons” for sale at the very low price of \$350.00. Contact John W. Gragg 816-804-4771.



Dick Luman

I have a 1979 El Camino bench seat with all seat belts (\$200 obo), a 1979 dash complete and perfect except for a few holes on the radio housing (\$250 obo), and some miscellaneous trim pieces.

Please contact me at my cell number 913-481-6552, or at my email dluman@lumancpa.com.



