

# MID-AMERICA CHEVELLE CLUB

## JANUARY 2019 NEWSLETTER





# MACC January 2019 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 (Brian Findley) at 913/558-1453 or email at [findley13703@gmail.com](mailto:findley13703@gmail.com)

## **Board Information**

<b>Chair:</b>	Roger Verstraete
<b>Co-Chair:</b>	Ed Smoot
<b>Secretary:</b>	Debbie Gragg
<b>Treasurer:</b>	Eugene Hallouer
<b>At Large:</b>	Randy Cummings
<b>At Large:</b>	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 30<sup>th</sup>.** 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. 61<sup>st</sup> Street  
Shawnee, KS 66216

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



## **2018 Meeting Minutes**

MID-AMERICA CHEVELLE CLUB  
HENDRICK CHEVROLET, MERRIAM, KS  
??????  
MINUTES

Minutes will return in February.

## **Event attended by MACC**

## **Calendar of Upcoming Events 201**

We always want as members as possible to attend as many events as possible, however we know that isn't possible. This year the committee thought we would highlight some of the of the events each month where we would like club members to consider attending. (Note: Driving your Chevelle is preferred yet not mandatory to attend. Looking forward to see everyone.)

February 22-24---World of Wheels --8 members signed up

\*March 23----Aeromotive Inc. tour 7805 Barton Street, Lenexa, KS  
Aeromotive develops and manufactures fuel systems.

\*April 5----First Friday Cruise In

April 6---Street Car Takeover, Arrowhead Stadium, 10a.m. to 8 p.m.

\*April 13---Tour Vintage Fabrication 2419 N Old Atherton Rd, Independence, MO

\*April 27---Twin Peaks Lunch

\*May 3----First Friday Cruise In---Carriage House Desoto, KS hosted by Jim and Julie

May 5----Cruise the Burg, Louisburg, KS Sunday event

May 10-11--Loafers Car Club Show in Hannibal, Missouri

\*June ---Club Picnic--Prouty's Place Raymore, MO

\*June 7----First Friday Cruise In --John and Debra Gragg

June 8----Paola Car show Paola, KS

\*June 15---Twin Peaks Lunch

\*June 28-29---Midwest Chevelle Regionals, Springfield, MO

\*July 5----First Friday Cruise In--Ed Smoot

\*July 13---Evel Knievel Museum/Historic Harley Davidson Museum, Topeka, KS

July 18-21---Street Machine Nationals, St. Paul, MN

\*August 2---First Friday Cruise In

August 17---Alma, KS Car Show

\*August 24---Twin Peaks Lunch

\*August 30---Wellsville Car Show, Wellsville, KS

\*September 6-----First Friday Cruise In



September 8----Shawnee Car Show Sunday Event

\*September 14---Merriam Car Show

September 14----KCI Cruise/Menards Chevy Show 12200 N Ambassador Dr  
KC, MO 3p.m. -8p.m.

\*September 21---Ottawa Car Show

\*September 27-28---MACC Chevelle Show

\*October 4----First Friday Cruise In

October 10-12----National El Camino Owners Association 60th Anniversary Show  
Arlington, TX---Sorry El Caminos/Sprints only

October 18-20----Fall Color Tour-Osage Beach, MO

\*October 26-----MACC Fall Party

November 22-24----Muscle Car and Corvette Nationals---Rosemont, IL (Chicago)

\*MACC Christmas Party – Stay tuned for date and location

Other car shows and events can be added during the year. Let Steve Calder  
or Roger Verstraete know.

## **President's Column**

Hi MACC,

Well with the holidays behind us now and winter in full gear, it's time to start thinking about this year's car season. Steve and the event staff had their meeting about 3 weeks ago and they have a full schedule of events for this year and I have just started working on this year's car show plans. Over the last 2 months, I was paying close attention to the classic car market and values of our cars.

In early December I received some free tickets to the Mecum Auto Auction and there were four of us who went down on a Saturday to view all the cars there. It's been several years since I've been to the Mecum auction, and it kind of renewed my interest in classic car auctions. Before going down, I reviewed the Mecum program and saw that there was one 1970 SS396 Chevelle that only had a few miles on it since being restored. I really wanted to make sure I checked this particular Chevelle out. When we got to the auction and found this particular car, it was a somewhat unusual stock color. The car was Gobi Beige with black stripes, black vinyl roof and tan interior. The color looks almost yellow and I was surprised how well the three different colors blend together to make a very attractive color scheme. Kent and I shot a video of this car and I will repost it again when the newsletter comes out on our club facebook page if you would like to view this car. It was restored back to day 1 condition and it really took you back to how Chevells looked like coming off the show room floor. After we got finished shooting the video, we ran into the owner and he told us about the car and that he had all the documentation to prove this was a real SS, number matching car. He had the build sheet to show all the options when the car was ordered new. He had bought this Chevelle from a car collector in Nebraska and was just trying to flip it to make a few bucks at the auction. The previous owner had the build sheet and even had a picture of the car when it was purchased new. The original owner ordered the car 'stripes delete' but when the car was restored the stripes were painted back on the car. The car only had 200 miles since the restoration and it was finished in 2004. After talking to owner we told him we were from the Chevelle Club here in KC and we really admired the car and the restoration done on this car. As usual when talking about cars



with the owners at a car auction, the topic of money came up and he wanted my opinion on what I thought it was worth. You really have to be careful when doing this not to offend the owner because everyone thinks there car worth more than it is. This was his first time being at the Mecum auction in KC, and I told him it's a funny auction compared to others I've seen on TV. Values here are less than on the East or West coast and the bigger cities that Mecum goes to. I shot him a price of \$55,000 and he said his reserve was higher than that. After that we wished him well and hoped he got the car sold. When the car went across the auction block it looked great underneath the lights. The bid closed at \$55,000 and did not sell. I talked to the owner afterwards and he said he had a couple of people interested and still might get the Chevelle sold.

The Kansas City market for Chevilles top out around \$50,000. It just depends on the year, quality of restoration, and the rarity of the car. There always exceptions to the rule, like if 2 different people really want a car bad and are willing to pay over value price or if you have a documented LS6 70 Chevelle the price will surely be way higher.

Making money flipping cars at Mecum Auction is hard. Most cars sold there have issues. You don't know what these issues are until you drive the car out of there. You could have a bad engine, transmission, or problems with the rear end and a host of other things that are hidden that you didn't know about until you drive the car.

Another consideration to think about is the cost of buying and selling your car there. If you are selling your car, there is an entry fee for the time slot you want to put your car in. Say you have a high end car and you need to sell it on Saturday, not on a Thursday. Thursday is for low end priced cars and Friday afternoon is for mid range values cars. Saturday is when the really nice cars are sold. Thursday entry fees are \$250.00. Friday's entry fee is either \$250.00 or \$500.00 depending on the time slot or when the TV cameras are on. Saturday entre fee is \$500.00 or \$750.00 depending on time slot and TV time. That's just to get your car on the auction block. If you reach your reserve and sell your car you owe a 10% sellers fee. If you are bidding on a car you have to buy a bidders pass that cost \$100.00. After you win a bid on a car of your dreams you owe a 10% buyers fee. Now don't forget your sale tax and license fees too. Just a rule of thumb when buying a car at an auction, you need to add 20% to the bid price to buy the commission and get the car legal to drive on the street.

Now that's the bad stuff when selling or buying a car at Mecum. The best part is you usually get what your car is worth if you are selling. You can protect the price you want because you can put a reserve on your car. That way you are only out the entry fee to take it across the bidders block if the car doesn't sell. If you sell your car, you get your money right away. If you are buying a car, you just right the check and drive off. There are a ton of things to learn when selling and buying a car there and it is best to watch a few auctions on TV to learn the in and outs of buying and selling at Mecum. Selling a classic car is not easy in today's world. So many scams out there and getting your money is always stressful. Mecum is providing a service. That service comes with a price just like everything else in this world does. You may ask yourself why is it so expensive to buy and or sell a car there. The answer is easy. When you are the only game in town you can charge what you want. If you do have the urge to buy a car at Mecum, get as many people's opinion as you can. The cost is really up to you on how much you want to spend. The car I was writing about in this column is one I would feel confident in buying. You would still be taking somewhat of a chance because the car had been finished being restored in 2004 and only had 200 miles on the restoration. That's not enough miles to get all the bugs out and car, and cars that tend to set for long periods of time will have some issues.



Mecum Auto Auction always has their biggest auction of the year in January in Kissimmee, Florida. Most years it is right after Barrett Jackson at the end of the month. For some reason this year it started on January 4 and had close to 3,500 cars to sell. This particular auction always draws a ton of spectators. The Florida weather and location make for a great early winter auction.

Barrett-Jackson, the World's Greatest Collector Car Auction. This is the super bowl of car auctions. If you took all the money spent there it would cancel out the country national debt. With being the greatest collector car auction in the world you do get some of the most expensive and exotic cars in the world there too. Celebrities who are car collectors are always there buying and selling cars. There is a ton of money donated to charities at this auction and I'm afraid to guess how many people are in attendance. Admission for this auction for a week pass is \$140.00. Friday and Saturday are there biggest days and admission for each day is \$75.00.

The biggest difference between Barrett-Jackson verses Mecum is the quality of cars at Barrett-Jackson and no reserve on cars sold there. The hammer price is what you get minus the 10% sales commission. So many of the custom cars there are professionally done and have huge price tags on the restoration. As an example someone restored a 1950 Chevrolet pickup and customized it. It had an LS engine that was all chromed out, paint was perfect and the suspension was updated to a modern frame and suspension system. The seller said he had \$120,000 in receipts on this build and the truck sold for \$40,000. This is just one example of so many cars and trucks there that their owners put way too much money in a car or truck that was not very desirable. Restoring a car to your own taste is great as long as you plan to keep the car, but if there any chances you will sell it the near future you have to keep in mind how desirable the car is to get your money back out of it.

I have never been to Barrett-Jackson and would love to go some day. Mike Murchison was there this year for 5 days and I can't wait to hear all the stories that I'm sure he has. I had a lot of spare time this winter so I've watched every hour that was on TV. I'm a big fan of all GM cars and trucks, some Mustangs and all Mopar cars. But I'm not a fan of the exotic cars, they just never interested me. Some say the classic car market will die down soon and someday fade away. I could not disagree more after watching Mecum and Barrett-Jackson Auctions this winter. The people interested in these types of cars seem to be growing not declining. But I do think the market has changed though in the last 10 to 15 years. Back then most cars were being restored to their original Day 1 condition. That market still excites but the Day 2 customs and resto mods cars are growing and demands for these kinds of cars are outperforming the Day 1 cars in popularity and price. Well that is it for this month. Hope to see everyone at the January meeting to kick off this year's car season.

Roger

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

Happy New Year, MACC!

With spring just around the corner, I am still completing various tasks on my '68 Chevelle. Just finishing up the odds and ends so that when the weather allows, I'll be able to cruise this monster on the daily.

I've been detailing my progress over a handful of columns, and have most recently completed the fuel injection upgrade (Dec. '18), suspension rework/ frame repair (Oct '18), and now I'm down to the menial tasks. Got the front end aligned-- made a big difference. Changed out the heavily





worn/ cracked steering wheel with a generic Chevy comfort grip wheel from Grant- now you can grab and turn the thing without making your hands bleed. Also sorted some electrical issues-- the alternator would not charge the battery, and the ALT light was always on--- a quick test pointed me to the voltage regulator, so I robbed the almost-new piece off of my Monte Carlo parts car. Bolted it in, plugged in to the harness, and now we are charging at a constant 13 volts. The fuel injection and accessories will be much happier, I'm sure.

One of the unexpected things that we had to tackle was something that I brought on myself. During the assembly and prep for paint we found that the driver door had been crunched pretty good at some point in its life, and was full of the tell tale series of holes from a previous dent puller. Since I had a couple of extra doors left sitting around from the Great Canada/ Beaumont run of 2014 (Aug '14), we grabbed the best door we had, bolted it on and made the necessary adjustments. Prepped the car, painted it, and all was right with the world.



Except for one small detail that we didn't find out until recently... we had hung a '69 door on the '68. All the workings, etc were fine, but I now had a wing window on the passenger door, and no wing window on the driver side. This just wouldn't do. So, after weighing my options- I decided to not replace the door and repaint that panel, and just decided to install the wing window on my existing door. Boy, easier said than done. Turns out the entire inner door shell is different from '68 to '69- there was no way to mount the wing apparatus. Here's where it gets crazy-- why not just cut the door shell off the correct year door and graft it onto my door? That's exactly what we did. After much measuring and careful cutting, we welded the correct shell onto the door, finished it out, mounted the wing window, and all was right with the world again. The things that I'll do to keep from re-painting, sheesh.





In other news, we were lucky enough a few weeks ago to get 10+ inches of snow at my house. Not only was our power out for a couple of days, but the weight of said snow pretty much destroyed all of the trees in my front yard. Limbs cracked and broke for days, and dropped all over the yard until it looked like a tornado had been through here. Unfortunately, one of the bigger branches that fell landed on the roof of the Mid America Chevelle Club trailer. I went out today and removed the branch (log), and thankfully there is just a sizeable dent in the roof, but no hole. Thankfully, the club has members that know their way around sheet metal, so I'm sure we'll have it back in tip top shape in no time.



Hope to see everyone at the meeting Thursday!

Ed

### **New Members**

Dan & Cindy Pulcini  
15024 W 144th Terrace  
Olathe KS, 66062  
Cell : 412-443-1069  
E-Mail : dlpulci11@gmail.com  
Member # 451 Good to 4/30/2020  
1964 ElCamino, Turquoise, 327 4-speed  
Have owned car since 12/2014  
Interests: Cruising, Car Shows, Tech Info.


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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

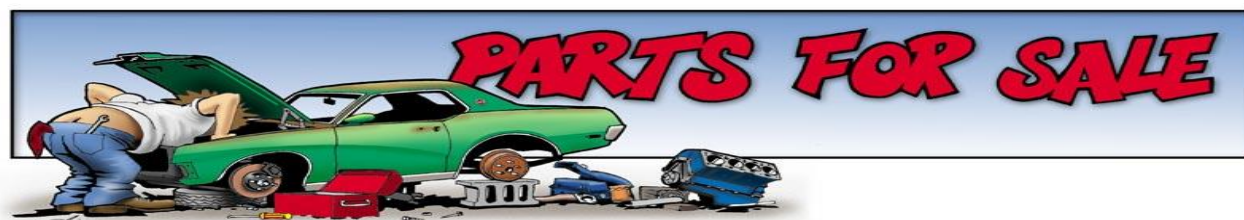




All weather hooded wind breaker. Sizes come in Large, XL, 2XL Navy



### 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](mailto: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.

Stainless fuel line for 396/350

Compact sub – RetroSound [https://www.crutchfield.com/p\\_068SUB8100/RetroSound-SUB-8100.html](https://www.crutchfield.com/p_068SUB8100/RetroSound-SUB-8100.html) - \$100

Frank Riley, Lenexa, KS 913-638-7596

Muncie Wide Ratio M-20 4 Speed Transmission \$600

Brand New Hurst Competition Plus 4 Speed Shifter \$300



70 Chevelle 4 Speed Transmission Crossmember \$100

For Sale: (4) Real Nice 15 x 7 Corvette Steel Rally Wheels: \$200

For Sale: (4) Nice Corvette Rally Derby Center Caps: \$100

For Sale: (4) Real Nice 15 x 7 Corvette Steel Rally Wheels w/ good Dunlap Qualifier GT Tires: \$300

For Sale: (5) Stock 1970 YA date code 14" Steel SS Wheels: \$200.

For Sale: Rebuilt Never Fired February '70 Date Coded CRT 3963512 Casting 454 Short Block engine: \$1,500

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

I've got both my El Camino's for sale and wanted to see if you would share the links please.

I love them both but I need a better daily driver for going back and forth to school.

Ethan Butler - ethanbutler1999@gmail.com

1976 El Camino with custom paint job

1984 El Camino SS Choo Choo Customs

Ethan Butler 913-213-7097

1965-1967 BB Holley intake – Ron Brightwell - \$80.00



Michael Johnson has a set of Long tube headers for a 1970 Chevelle Big Block with collector flanges.  
Cost = Free If interested call or text Mike at 913-991-5541.

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



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