

MID-AMERICA CHEVELLE CLUB

JANUARY 2020 NEWSLETTER



MACC JANUARY 2020 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

Board Information

Chair:	Roger Verstraete
Co-Chair:	Ed Smoot
Secretary:	Debbie Gragg
Treasurer:	Eugene Hallouer
At Large:	Randy Cummins
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 and be sure to keep you email address up-to-date so you don't miss club communications.



2020 Meeting Minutes

MID-AMERICA CHEVELLE CLUB
HENDRICK CHEVROLET, MERRIAM, KS
January 30, 2020
MINUTES

Meeting minutes will return in February.

Events attended by MACC

Calendar of Upcoming Events 2020

February 21-23 ---World of Wheels Show Bartle Hall, KC MO
8 members signed up

March 21---Tour World War 1 Museum—Special Exhibit on Viet Nam War
Lunch after tour at Jack Stack BBQ Freight House

March 28---Twin Peaks Lunch

April 17-----Friday event—Tour Whiteman Air Force Base Knob Noster, MO
1st Choice. Can not confirm date until all paperwork and clearances
are done and confirmed. 40 person max age 12 and up.

April 18---Tour Keimig Rod Shop 300 Main St Atchison, KS Will move this if
we get the Whiteman Tour on the 17th.

May 1---First Friday Cruise In ---Your Classic Ride 2711 Warwick Trfy, KC MO
Jon/Lynn Clark

May 2---Kansas White Way(HWY 9) Car Run Atchinson, KS to Frankfort, KS
Depart Atchinson 8a.m. \$30 includes t-shirt.

May 8-9---Loafers Car Show, Hannibal, MO Friday/Saturday

May 15----Friday event---Tour Whiteman Air Force Base Knob Noster, MO
2nd Choice

June 5---First Friday Cruise In—Hosted by Steve and Lori Calder 9825
Clarksboro Dr E Liberty, MO

June 13---Paola Heartland Show Paola, KS Show –

June 20----Club picnic—John and Phyllis Prouty 1400 Kurzweil Rd Raymore, MO

July 3 or 4—Goodguys Show Iowa State Fair Grounds Des Moines.
Travel up and back same day. Need to see what day.

July 10-----First Friday Cruise In OPEN

July 23-26----Street Machine Nationals, St. Paul, MN—Brian Findley is
going. Contact Brian if you want to attend.

July 25-----Twin Peaks Lunch

August 7---First Friday Cruise In OPEN

August 8---Columbia Car Show Columbia, MO

August 15---Alma Car Show Alma, KS



August 28---Wellsville Car Show Wellsville, KS Friday

September 4----First Friday Cruise In OPEN

September 12---Turkey Creek Car Show Merriam, KS

September 13---Wheels and Dreams Car Show Shawnee, KS

September 19---Old Marais River Run Show Ottawa, KS

September 25-26---Midwest Chevelle Regionals Nebraska Furniture Mart Parking lot KC, KS

October 16-17 ---Fall Color Tour—More info to follow.

October 24??---Fall Party

December 5---MACC Christmas Party—Thompsons Barn Lenexa

NOTE: Saturday Event

Any other cruise night, show or event can be added during the year.

Just let Steve Calder or any of the club officers know at sjc52@aol.com or 816-547-1206 cell or text.

President's Column

I know a lot of you are working on your Chevelles this winter, getting them ready for this year's car season. There are a lot of different things we all want to do to our cars. I'm no different and with two cars my list is twice as long.

When I first joined the club the only thing I was good at was putting gas and oil in my car and making it shine. After listening to what a lot of members were doing to their cars, I decided I would try my luck at working on my car. It wasn't easy for me, most of the time it took me three tries to get it right. After working on my red hardtop for about six years I started to feel more confident in my ability, and then I was able to start some major improvements. This experience really helped me when I decided to build my convertible. Looking back from when I started on my hardtop, I feel I was going at it the wrong way. I was working from the top down instead of the bottom up. It wasn't until later on when it dawned on me that it wasn't about making it go faster, or shine more that was important. It should have been about making my car as safe as it can be and then work on other stuff. So, as you guys plan on what your next project is on your ride, I hope you will consider making your car safe first.

When Chevelles were first built the only thing GM was concerned about was making them go fast in a straight line. Even the midyear Corvettes didn't handle well or stop very fast. It wasn't until the late 60's that GM started working on making cars safer with better braking and handling systems. In 1969 the first SS Chevelles came out with stock power disc brakes on the front and drum brakes on the rear. In 1970 the F41 suspension was introduced, this came out as a stock item on all SS package Chevelles. This suspension system came with better rear end control arms, shocks, and rear sway bar. Since then, technology has come a long way in both stopping and handling. Front disc brakes have been replaced with four wheel disc brakes with drilled and slotted rotors. The old F41 suspension was an improvement but compared to what is out there now there's no comparison. The rear control arms, for example, were made in a U shape with a flat piece of metal welded to the open side. The new control arms are made out of 2" boxed steel ¼" thick, with welded connectors on each end. The upper ones are the same way. All you have to do is look and see the difference. The



original sway bars were $\frac{3}{4}$ " steel bar formed into the shape needed to connect the lower control arms, the newer ones are $\frac{7}{8}$ " or larger. The larger the size the stronger the rod is which makes it flex less which turns into better handling around corners. The next big improvement on rear suspension is better shocks and springs. If you have the original springs, it's way past time to change, they are worn out. There a big selection out their too for springs, from stock to performance sets. Hotchkis makes a nice set of springs and they are about 1" shorter than original.



I used KYB shocks and painted them the stock color on my two cars. QA1 shocks are the best out there, but they are some what pricy.

Now going to the front suspension, about the same holds true as the rear suspension. Better front springs, good shocks, drilled and slotted rotors on your disc brakes, and heavier front sway bar are great additions to your car. There are some great suspension packages out there, ranging from \$1,000 to upwards of \$4,000. Hotchkis and Detroit Speed are the best, but for my budgit I used a kit from PMT Fabrication Spension System. I have used them on both my 70's with great results.



Here is picture of a badly wornout front sway bar rubber bushing. This one must be an original to the car.



You can see what a 50 year old rubber bushing looks like and how it would hurt your car handling performance. This is only one of many rubber bushing that is in your suspension system. Your original body mounts are made of the same material and probably look the same. As you can see above, the difference between the 50 year old piece of rubber and the new rubber sway bar link. Age is a huge factor on rubber mounts along with water, salt, and road grime.

The next item is your steering gearbox. If you still have your original one on I know it has a lot of play in it. Your old gear box takes about four and one half turns to go to one side to the other. They make replacement ones that just take three and one half turns. It might not sound like a lot but with quicker response time and getting rid of all the play in your old gearbox, this is a big safety factor going down the road at 70 mph. Ground Up makes a Power Steering Gearbox Kit that comes with a new rag joint coupler and correct attaching bolts. It's painted the correct color and fits great.



Last, but surely not least is your tires. Tires that are 10 years or older are not safe. You might have a ton of tread left on your tires, but tire tread does not protect your tires from a blowout. Blowouts occur from side wall cracks on the inside and outside of your car. All it takes is one bad tire to total out your expensive ride. For \$750 to \$1,000 you can have a new set on your car and you won't have to worry about them failing. That's cheap protection for the \$30,000 to \$100,000 cars we drive on the road today. Also, nothing looks better than a new set of wheels and tires. There are a ton of options out there, like going with the original 14x7 SS wheels, all the way to 17x8 custom set wheels and tires.



Here is the set I put on my car. Its kind of a blend of old and new style. 17x8 with 255/50/R17 tires.



Here is the same wheel with red line tires. I could not find red line tires in 17", but Diamond tire company will but the red line on a set of tires for you. They also can put blue line, gold line, and white walls on a set of tires for you too.

I hope everyone might consider some of these changes when doing upgrades to your car in the upcoming years.

On some club news, this year we will be hosting the Mid West Chevelle Regional Car Show on September 25,26th at Nebraska Furture Mart parking lot. We are working on this year car show flyer and should have it ready for World of Wheels Car show on Feburary 21 thru 23rd.

Roger



Vice-President's Column

The car hobby is ever changing. Lots of folks (me) are always on the lookout for the next upgrade or improvement to help make their car either faster, more reliable, handle better, etc. One example of this is fuel injection, which I have fully embraced. The aftermarket kits that are available these days are so easy to install and use, for me it's a no-brainer. Another would be suspension. When our cars were built, they came with great-for-the-time front and rear suspensions that handled well and had a long service life. The aftermarket these days has made it very affordable to upgrade to tubular A-arms and suspension pieces. A nice by-product of making that change is that the new pieces correct some of the original steering geometry to make the car handle better as well.

All that being said, I've done both of the aforementioned upgrades on my current driver, my '68 Malibu. The car runs great, handles well, and has become more dependable as I've widdled down a lot of the nagging little issues that come with putting a 50+ year old car back into service after sitting for who knows how long. It gets plenty of thumbs-ups when I'm out driving it, and usually sparks a conversation with other patrons when I stop for fuel. I just feel like this car needs.....a little more.

My plan for this season, which will span the next handful of columns, is to tear this car back down, give it a facelift, a new drivetrain, and some interior upgrades as well. Bear in mind that this car is not a numbers-matching this or that, the original drivetrain is long gone, and it's just a garden-variety Malibu. Also note that while undergoing the changes that I have planned, nothing will be altered or changed to the point that it cannot be returned easily if we ever decide to change it back to it's current Butternut hue.



For the drivetrain-- it's time for an LS swap. I have come into a stack of good running 5.3 motors, and with a cam change and good heads, it should be just fine. To top that off, I will be installing the ProCharger off of my Tahoe and setting it up for a conservative shot of nitrous as well. Backing this up will be a good 'ol 4l80E trans, and a 12 bolt posi out back. Looking for power, reliability, and cruising ability, as this car will see plenty of highway use.

For the interior-- I'll be installing buckets, console, and a floor shifter. More than likely stock stuff. Freshen up the interior with some new carpet, and clean up/ repair/ add dash gauges as

needed. Here's where I may lose some of you. Toying with the idea of temporarily removing the back seat, and building a package shelf of sorts to hold the nitrous equipment, etc. I'll also be adding in a roll cage on the off-chance that this thing ends up on it's lid at some point with me behind the wheel. The cage is also great for attachment points for racing harnesses, etc.

The paint scheme-- This will be a Smokey Yunick throwback. More accurately, it will be patterned after Ricky Bobby's car (actually his Dad's car) from Talladega Nights. Black lower, with a Gold roof, hood, and trunk.



Have I lost my mind? What in the world would make me do such a thing, you say? The answer to question 1 is of course, yes. The answer to question 2, and the driving force behind this entire scheme, is a race. An event, really. If you haven't guessed yet, it's the Show-Me Rally 2020. I've had a blast the last couple of years doing this rally, but have taken other cars that were better suited for the task. That changed for me this year, when fellow MACC member Brian Findley signed up. We can't have Brian be the only Chevelle in the pack of 50 cars, so I hatched this plan. It's gonna be a lot of work to get race-ready, but I've got a great crew at work, and I'm sure we can pull it off.

There are still spots open, as general ticket sales will be coming up soon. Brian and I are pre-registered, so our spots are locked in. This year, we will be traveling to Minneapolis, with more details to follow. Most of the race info, as well as registration and pics of the current event and previous events can be found on Facebook, here: <https://www.facebook.com/KCshowmerally/> or on their website at <https://www.kcsmr.com/>

Hit me up with your thoughts/ suggestions/ criticism-- I'd like to know what you think. Also-- and this is a big one -- Brian Findley has no idea what I've got planned, so be sure to keep it under your hat. Don't want to ruin the surprise!

Ed



New Members

Doug & Tonya Sharp

PO Box 759

Liberty, MO 64069

Cell # 816-654-5818

Member # 466 good to 4/30/2021

e-mail dsharp@hytorc.com

1969 SS396 Lemans Blue, purchased 12/2019

Interests: Cruising, Car Shows, Tech Info, Parties

Found the club on the Internet



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Mid America Chevelle Club Apparel for Sale

Here for a short time are some addition Club Show shirts, get yours while the supply last. In addition, be ready to order you very own plaque with your name and membership number.

2019 Show shirt sizes still available to purchase at the meeting:

- 3 Medium
- 1 Large
- 2 XLarge
- 1 2XL
- 1 3XL
- 1 Medium 2018 show shirt

Cost of the shirts are \$15 for M, L & XL, \$18 for 2XL & 3XL, and \$5 for last year's shirt.

If anyone is interested and have not already purchased a Club Membership Plaque the last time to purchase one will be at the October club meeting. Eugene will be the meeting to accept payment so Roger can turn in the order the following week. We plan to hand them out at the Christmas Party or arrangements can be made with Rogers to pick it up when they are ready.

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

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



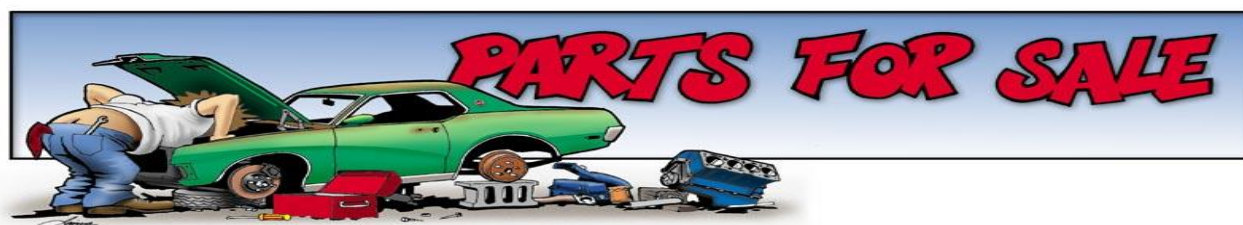
Hanes Beefy-t shirt. Sizes Large, XL, 2XL. Color Navy, Red, White \$12.00



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

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 - \$100

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.

Lynn LeCount

Set of 4 factory 15" steel wheels and standard hubcaps for a 76 Malibu needs a good home. Free. Email 1971convertible@gmail.com for info.





Don Hosek

Looking for the upper tailgate molding for a 1976 El Camino. This molding covers the pinch weld on the top of the tailgate. For sale: '73 - '77 El Camino NOS wheel opening moldings, complete set of four \$950.00; Reconditioned set of four also available \$750.00 Please call Don Hosek at 515-975-7800.

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



1970 1/18th scale Chevilles 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.

