

MID-AMERICA CHEVELLE CLUB

OCTOBER 2022 NEWSLETTER



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CONTENTS

General Information	2
Board Information	2
Monthly Meeting Agenda	2
Dues	2
2022 Meeting Minutes	3
Special Annoucement	4
MACC Committees	4
Events attended by MACC	5
Calendar of Upcoming Events 2022	7
MACC Ladies Column	7
President's Column	8
Vice-President's Column	10
Member's Corner	10
Sponsors	15
Mid America Chevelle Club Apparel for Sale	16
Mid America Chevelle Club Members Parts for Sale	16



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 Minsky's Pizza at 7198 Renner Road in Shawnee, Ks. 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 Minsky's Pizza at 7198 Renner Road in Shawnee, Ks.

- 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.
Online credit card payment for dues is now available at
http://www.midamericachevelles.com/members/join_form.html



2022 Meeting Minutes

MID-AMERICA CHEVELLE CLUB
HENDRICK CHEVROLET, MERRIAM, KS
September 29, 2022
MINUTES

The meeting was called to order at 7:05 p.m. by President Verstraete. There were no visitors or new members present; no introductions made

The Minutes, as published in the newsletter, were accepted.

Mr. Verstraete thanked Mr. Findley for filling in last month. He also noted the donation for Dan Yuran's Visitation was a great gesture of the members.

Mr. Verstraete informed those present, there were many positive comments regarding the Midwest Regional Show, which include the poker run and the meal venue at Wyandotte County Park. He also noted there was better cooperation with Nebraska Furniture Mart. In addition, it was noted the registration went well, the ladies T-shirts sold well, the parking lot and attendants were great. It was noted the awards were nice, and indicated two cars judged in the 1000 point judging received 999 and 995 points. Members were thanked for all their work to make the show a success. Other discussion noted for this show and upcoming shows regarded issuing an award for veteran and for a Malibu.

Mr. Hallouer made some comments regarding the registration and voting. He noted that the electronic voting did not go as well as expected – noting there was a short time for the voting process. Discussion ensued and it was noted there should be a longer time-frame for this process. It was also noted there was issues with trailer parking; but may have been a communication problem between Nebraska Furniture Mart and Sporting Kansas City. Door prizes and activities were briefly mentioned.

Mr. Findley addressed the registration/voting software. He informed the members he talked with the developer about the problems experienced with the processing.

It was also noted those attending the four clubs – Mid-America, Wichita Area, Queen City, and Heartland, were disappointed that no other club volunteered to host next year's event – a November 1 deadline set for a host club to commit.

Mr. Calder overviewed past events and shows. John and Phyllis Prouty were thanked for hosting the September First Friday. The Findley's will host the final First Friday for 2022 in October. All were reminded of the upcoming Fall Color Tour, the Smoot's Open House, and the Fall Party at John Freeman's.

Mr. Hallouer overview the treasury report, which was accepted. Discussion was made regarding ordering member's plaques (at member's payment). It was noted there are currently 107 members.

Brief discussion of the club's 35th Anniverary was made, with more discussion to come.

Eugene Hallouer won the drawing, netting a new shirt.

There being no further business, the meeting adjourned at 8:11 p.m.

Submitted by: Debra S. Gragg, Secretary



Special Annoucement

MEMBERSHIP SIGN UP AND DUES RENEWAL IS NOW AVAILABLE ONLINE!

In the past we have had some requests from current members that they would like to renew their annual dues by Credit / Debit card. After some discussion at the last club meeting it was decided to make online New Membership and Club Dues renewal available (a \$2.00 convenience fee will apply). You can now renew your dues by Credit / Debit card on the club website at www.MidAmericaChevelles.com or get with me at the Club Meetings. When you renew online you can also use the form to make any updates or changes to your Membership info. (if you don't know your membership number that's OK). Of course, you can still join or renew by Cash or Check as in the past, but a third option is now available.

Eugene - Treasure

MACC Committees

MACC has several committees in place to help with planning all the activities that take place during the year. The committees and their members are listed below. Committees are always seeking help from the MACC membership. If you see a committee you would like to support, feel free to reach out to any of the committee members, letting them know.

Car show Committee:

Ed Smoot. Chairman
Eugene Hallouer
Mike Stites
Kent Scott
Steve Calder
John Gragg
Jon Clark

Car Show flyer, shirts designer:

Lynn Clark

Event staff:

Steve Calder chairman
Russ Peters
Brian Findley

Christmas party staff:

Tim Cunningham
Jeff Long

Charitable committee:

John & Debra Gragg
John Freeman



Mid America Chevelle club communications director Roger Verstraete. Self appointed LOL

Facebook administrators:

Roger Verstraete

Ed Smoot

Dean Call

Chevelle and mechanic advise committee:

John Freeman

Jeff Long

Chevelle Appraisal Committee:

Brian Findley

Roger Verstraete

Jeff Long

Newsletter editor:

Brian Findley

Events attended by MACC

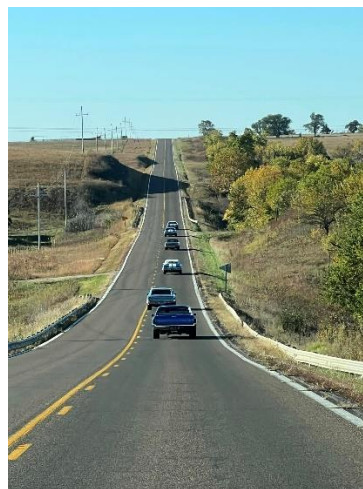
October 6---- Cedar Lake Village Senior Care Car Show – 7 members attended.



October 7—First Friday Cruise In hosted by Brian and Sandy Findley – 30 members attended



October 15---- Fall Color Tour - El Dorado, KS – 7 Members cars





October 22—Fall Party – John Freeman’s – Approximately 20 member attended the event. Sorry no pics.

Calendar of Upcoming Events 2022

November 18-20 Muscle Car and Corvette Nationals Rosemont, IL
Car pool to Rosemont(Chicago). Need commitment to secure rooms(share rooms) Room cost from \$119 to \$159 per night(2) Ticket cost is \$30 attend only on Saturday. Drive home on Sunday. Contact Steve Calder should you have any questions.

December 3---MACC Christmas Party, Thompson’s Barn Lenexa, KS

2023

March 10-12--- 63rd Annual World of Wheels Show Bartle Hall KC, MO
\$50 to enter your car. Includes two passes for all days of the show. Move in date would be March 8 or 9th. Contact Steve Calder if interested. The last couple of years we have had 7 members put their cars in. We can get more spots and would sure like to see more cars.

We will be setting our Events List in January and need your input on what YOU would like to see us do for Events.

Steve Calder
MACC Events Coordinator
sjc52@aol.com 816-547-1206 cell/text

MACC Ladies Column

MACC Ladies

More info coming soon.



President's Column

HI MACC,

It's been awhile since I wrote a column for the newsletter. I have been recovering from heart bypass surgery and haven't been able to write one. The good news is the surgery was a success and I'm getting stronger each week. Enough about me.

Here is what's going on with the club. As everyone knows, we hosted the Midwest Chevelle Regional in September and it was a big success. Friday was a tough day because it rained until about noon, but Saturday was perfect weather. Friday afternoon it dried out and the poker run was able to get started about 4:30. The poker run went through Wyandotte County Lake and ended at James P. Davis Hall. There we had a dinner for anyone who wanted to come from the car show. The banquet consisted of Jack Stack BBQ, drinks and desert. We served 125 people and it was a huge success.

Saturday the gates opened at 8 am and the crowd started coming in until noon. Along with having some outstanding Chevelle's there, we also had some very rare Chevilles at this year's car show. In the 1968 class there was a Dicky Harrell Chevelle. The owner wanted to have his car go through the 1,000 point judging and he scored 999. I don't like using the word perfect when describing a car but this car was as close to perfect as you can get. In the 69 class, there was a one owner, never restored Yenke Chevelle. This car has been to our show several times and it always has a big crowd around it. Think back to 1969, he bought one of only 5 Yenke's that were sold in Kansas City. There were only 200 of these rare cars built and he never sold it or wrecked it. It's just kind of hard to believe this kind of stuff happens. In the 1970 class, we had 38 total cars and 3 were original LS6 cars. These 1970 LS6 cars are the most sought after Chevelle's in today market. Then in the 1972 class, we had 4 Heavy Chevys. These cars were only produced for one year.

Awards started at 3:30pm and lasted about one hour. We gave out a ton of great door prizes and over 80 awards. I want to thank everyone on the car show committee for doing an outstanding job. The car show ran like clockwork and we had no major issues that I know of. Also, want to thank everyone who helped out in any small way to make this a very successful Midwest Chevelle Regional. Great Job MACC.

For those new members out there, the way the Midwest Chevelle Regional Car Show works is it is rotated among four Chevelle clubs in the Midwest. MACC, Heartland Chevelle Club which is located in Omaha, Nebraska; Queen City Chevelle Club which is located in Springfield, Missouri, and Wichita Area Chevelle Owners in Wichita, Kansas. Each club takes its turn to host the Regional. In 2020, it was our turn but with Covid we had to cancel the Regional for 2 years. Next in line is the Heartland Chevelle club, but we were informed at this year's Regional show they will not be able to host the 2023 Regional because they can't find a location that works for them. Now one of the other two clubs, Queen City or WACO should take Heartland's spot if possible. We all agreed that we need to know something by November 1st who will be the host club. Next year, the Mid America Chevelle Club will host their annual car show in September. No decisions have been made yet on what kind of Chevelle car show it will be yet. Should have more information by January and I will have something in the January newsletter about this year's upcoming car show.



Every January Steve and the event committee come over to my house and set up the coming years major events for the year. We always leave some open dates to add an events if needed. And every year we ask the same question: how do we get more members and new members to attend events? We came up with an idea back in 2018 to have a first Friday get together at a member's house. The host generally supplies the main dish and everyone who attends brings a side dish. The club helps with the cost of the food and generally it's something easy to fix. This idea has worked somewhat with some new members or members we don't see very often coming for cruise in. This year, we had 4 or 5 of the First Friday Cruise Ins and they were well attended. We always want as many as we can get to come these types of events. If anyone has an idea for an event in 2023, please contact me before January so we can see if we can work it into the next year's schedule. You can contact me at 913-207-3374.

This leads to our last big event of the year for 2022. The Mid America Chevelle Club Christmas Party on December 3rd. This year's party will be held at the Thompson Barn in Lenexa, Kansas. The Thompson Barn was built in 1932 by Frank Thompson who bought the property from the original owner William Lackman in 1908. After selling off most of the Thompson Farm in the 1980's and 1990's the family donated the original farm house and horse barn to Johnson County Community College Foundation. Then in 1996, the JCCC foundation offered the property to the city of Lenexa to preserve it and put it to good public use. The city then remodeled it and has been using it for public events since then. The Thompson Barn was placed on the Register for Historic Kansas Places – the only structure in Lenexa to receive this honor. Most of the original wood and structure are still in place, but when the city of Lenexa remodeled it they had to put the barn up to today's safety standards. So it's kind of like going back 90 years walking into the barn but yet it has all of today's modern conveniences. For the last three years we have hosted the Christmas party there and everyone loves the venue. The hall will hold a 160 people which is way more than we need but it makes for having plenty of room to do activities. Here is a picture of the dining hall.



As you can see, this is a special place and we would love to fill this up with MACC members on December 3rd. There will be an email sent out in the near future about how to register to come, etc.



I want to thank John Freeman for hosting this year's Fall Party again. It's always a good time at John's house with plenty of activities, food and drinks. This year was a lot warmer than previous years and that was a good thing because it's been so dry it was way too dangerous to have a bonfire to keep warm.

Overall, 2022 has been a very successful year. Steve and the event staff had plenty to do if you wanted to attend. The car show committee worked their butts off to put on a great Chevelle Regional. All the club officers did their thing behind the scenes to keep things running as smooth as possible. Other members helped out when called upon. Club membership has increased to an all-time high of 107 members. We picked up several new club sponsors to go along with our existing sponsors. The point to all this, is there is no one person or group of members that could do all this by their self.

This year, I wasn't able to attend many events as I wanted to, so I just watched our membership step up and take charge whenever called upon. When I was elected president 13 years ago there was just a hand full of members that did everything. That doesn't work in any successful organization for very long. The more people that help out the more they feel needed. Again, I want to thank everyone who helped out in any way this year. Your efforts are very much appreciated.

Well, that's all I have for now and this kind of catches everyone up on what's happening with the club. I hope everyone considers coming to this year's Christmas party. It's a great way to meet everyone there and it's always a great time.

Roger

Vice-President's Column

Will return next month.

Ed

Member's Corner

The Newsletter **Members Corner** is reserved for members to tell the story about themselves and their cars, how they acquired it, what they have done to it or plan to do to it in the future. You can send in stories of projects that you have done and you can also tell us about your cars humble abode. No project is too small or too big. I would rather learn from each other's experiences than watch a YouTube video any day. Funny how nothing ever seems to go wrong on those videos and we all know that things don't always go that smooth in real life..... So here's a little project my wife and I just completed.

Most everyone knows Anna (my wife) bought a 67 Chevelle last year. It looked nice and drove nice but like most used cars, especially one that's 50 years old, it needed some work. I could have filled up the Members Corner for the last year and a half with all the projects that I felt needed to be done to make the car both safe & reliable. I had Steve and John at Midwestern Mechanical fix the exhaust and modify the transmission cross member and Lindan's Body Shop replaced the door & hood hinges, but everything else Anna and I did ourselves. So now, 20 months since purchasing the car,



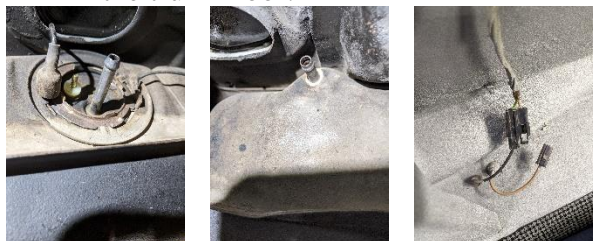
we are down to the last project I feel needed to be done. From this point on the projects on this car will be strictly voluntary.

I'm not sure how this happened (it was this was when we got it) but the gas tank had 2 huge dents in it, one of them was directly under the sending unit. The gas gauge has never been right and I suspected the dent was keeping the float from showing empty, also the tank sending unit outlet along with the fuel line was only 5/16 in. diameter. This size would be fine for a stock engine but with any engine with performance enhancements I would suggest a minimum of 6AN (3/8 in). So the original fuel tank, sending unit, and fuel line had to go. I wasn't sure if it would improve the accuracy of the gauge or not but I was not going to put that old sending unit back in a brand new tank.



I had already run the tank down to 1/8th on the gauge so I would not have to pump out so much fuel but still managed to pump out almost 4 gallons from the filler neck. I removed the fuel line from the sending unit (a small amount of fuel will leak out of the line) and sucked out another 1/2 gallon from there with my electric fuel pump set up. Now that the tank is empty, unplug the sending unit

(Tan wire), disconnect the sending unit ground wire (1/4 inch screw) and the tank vent in the front upper right hand corner of the tank, and that should do it underneath. Now open the trunk and unplug the sending unit wire (Tan wire) to the left of the trunk latch and push it and the rubber grommet thru the trunk floor.



Now that all the tank connections are removed it's just a matter of removing the old tank.

I used a couple of ratchet straps to hold the tank in position while I removed the metal tank straps. I attached one end of the ratchet strap to the frame cross member above the rear axle and the other to the frame cross member behind the rear bumper. Coincidentally there were two holes in rear cross member to attach the ratchet straps to that lined up perfectly to support the tank. After the ratchet straps are tightened to support the tank you can loosen the metal tank support straps using a 9/16 in. deep well socket. Just let

them hang free until the tank has been removed. Alternate loosening the ratchet straps until there is enough room to between the tank and underbody to maneuver it out of the ratchet straps and set it on the floor. Now that the tank is out of the way you can remove the tank straps. It's **IMPORTANT to note how the metal tank straps attach to the underbody**, they will require a little bending to remove and to attach the new ones. I have been told that build sheets have been found on top of gas tanks. No such luck here. I also noticed that the fuel gauge sending unit wire was run diagonally across the top of the tank instead of in the groove that it should have been and was pinched between the tank and underbody. When I removed the old sending unit from the tank I saw that the float had been rubbing on the bottom of the tank (right where the dent was) and that the strainer sock was missing. I didn't see the sock anywhere in the tank so I am not sure what to think about that. I suspect this was not the first time this tank has been removed.

Now to prep the car and replace the fuel line.





Surprisingly there was only a little surface rust on the underbody. I used a wire brush to clean it up then blew all the dirt and dust (I do mean lots of dust!) off all the underbody and inner frame surfaces. I then used mineral spirits to clean and prepare all the surfaces for undercoating. Put a small piece of masking tape over the hole when the ground wire was connected to the underbody to keep the undercoat off that area. It took a whole can of undercoating to get good coverage. I moved onto replacing the fuel line while the undercoat was drying.



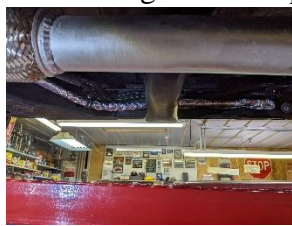
Next step was to get rid of the original steel fuel line. I inserted the rubber fuel line disconnected from the sending unit in a gallon jug and disconnected the rubber fuel line from the fuel pump, (you're going to lose a little fuel here). Using some compressed air I blew air thru the line disconnected from the fuel pump to force the fuel in the line into the gallon jug. Next remove the



steel line from the metal clips along the frame, there will be 4 of them. There is also a clamp at the upper shock mount holding the line in place above the rear axle. You will need a 1/4 inch drive 5/16 socket and ratchet to remove the screw holding the clamp. It was a real pain to get it off and it's **NOT** going back on with the new line. Easiest way to remove the old fuel line at this point is it use a small tubing cutter and cut it in 3 pieces. Before removing the old line that ran thru the frame to the fuel pump, I used a small piece of steel tubing I had to attach the new fuel line to the old rubber fuel line so it would be pulled thru the frame as the old line was removed. I popped those 4 metal fuel line clips

attached to the frame off to eliminate any sharp edges and installed 10/24 rivet nuts in the holes in 3 of the 4 positions. No need to put one in the 2nd position from the front since the new fuel line will be inside, instead of outside, the frame rail here. The rivet nuts will allow easy attachment of the new fuel line clamps with 10/24 screws.

This car has the transmission cooler mounted under the car so the fuel line will be sharing the frame rail with the cooling lines. I slipped some heat wrap over the fuel line to prevent any heat transfer



before pulling the rest of the fuel line thru the frame from the front, then routing it thru the frame rail and around the frame in approximately the same routing as the original steel line. I used Nylon braided fuel line (20 ft. roll) on this car since I find it easier to work with than the Stainless, either will work just make sure its Ethanol compatible. Leave enough line at the fuel pump end to make it easy to attach your 6AN fitting and hose barb fitting.

About 8 inches of rubber hose was needed to go from the barb fitting to the fuel pump fitting on this car. Finish up the fuel pump end by tightening all the fittings and clamp on the hose barb. Leave the fuel pump clamp loose for now. You can now pull the slack thru the frame to the rear of the car and attach all of the clamps with the 10/24 screws along the frame and add any more clamps that you feel are needed. I also used some heat wrap where the fuel line passed over the rear axle close to the exhaust. Position all of the excess fuel line out of the way for now.



Now it's time to prepare the new tank and install.

The tank came already nicely painted so that saved us some time. I tested the new sending unit with an OHM meter to make sure it was working properly before installing it. Mine checked OK at 2.9

OHM's empty and 93.6 OHM's at full. Installing the new sending unit was a 2 person job with the tank not in the car. You should have gotten a new rubber O-ring and lock ring with the new tank or sending unit. Install the O-Ring on the sending unit and insert it into the tank, line up the slots, it can only go in one way. The challenge is to compress the O-ring enough to turn the lock ring (clockwise) behind the 3 tabs on the tank, locking it in place.

Easier said than done! (Here's a tip. Bend the tabs on the lock ring that need to go under the tabs on the tank slightly inward with a pair of small needle nose pliers, they will slip under the tabs on the tank a lot easier).

After all 3 tabs on the lock ring are started under the tabs on the tank use a drift punch to tap the lock ring clockwise to the stop tabs on the ring. Visually check the O-Ring to make sure it's seated evenly around the sending unit. Plug the sending unit wire onto the sending unit and lay it into the first groove left of center on the top of the tank and secure in place with duct tape. Leave only as much wire on the sending unit side as necessary,

you will need as much as possible on the end that will go into the trunk. Apply the anti-squeak rubber strips on the top of the tank where the tank will rest on the saddles on the underbody. I used some 3-M weather-strip adhesive to hold them in place, you can trim off the excess later (no surprise the old tank was missing these).

Set up the ratchet straps the same was as when the tank was removed allowing enough slack to slide the tank onto them. Go ahead and install the new metal tank straps fastening them to the underbody as noted earlier, you will have to bend them a little to fasten them to the underbody correctly. Just let them hang free. Now would be a good time to check to make sure the vent line we disconnected earlier is not obstructed, I just blew some compressed air thru it to verify it was open. You can get the tank out with one person, but it's going to take two get it back in. Slide the filler neck thru the hole in the rear frame cross member and support the tank with the ratchet straps. While one person holds the tank up against the underbody centering it between the frame rails the other can quickly tighten the ratchet straps until the tank is tight against the underbody. You can now attach both of the new metal tank strips to the support bolts and start the nuts. (Here's a tip. The support bolts are 3/8 X 16 X 3 1/4 full thread Carriage Bolts. Purchase two new ones that are at least a 1/2 inch longer, it will make attaching the metal support straps at WHOLE lot easier). Alternate tightening both support bolt nuts to 80-110 in. lbs. (7-9 ft. lbs.). I put jam nuts on both of mine to ensure they will never come loose. You can loosen and remove both ratchet straps now, the hard part is done as far as I'm concerned.



Push the sending unit wire connector and grommet thru the hole in the trunk floor and plug it back into the sending unit clean bare the upper right it. Attach some clamp. Now Braided Fuel the rubber line 6AN fittings.



connector in the trunk. Connect the ground wire from to the underbody (1/4 in. screw), make sure there is metal at the attachment point. Attach the vent hose at hand corner of tank, it probably has a spring clamp on rubber fuel line to the sending unit and tighten the decide where you want to make the connection to the line and install the 6AN and Hose Barb fitting. Then cut to fit the hose barb fitting and tighten the clamp and DONE!!!!

I pumped 4 gallons of gas into the tank with my fuel pump set up. Moved my pump set up to the front of the car, disconnected the hose from the fuel pump, and set it up to suck fuel thru the line and into a gallon jug (about 1/2 gallon) to prime the fuel lines and pump. Disconnect the line from the pump set up and reconnect it to the fuel pump and tighten the clamp (you're going to get some fuel on the floor here and maybe some on yourself too).



I also changed the fuel filter, because of that missing sock strainer on the old sending unit, and the gas cap, because it was a vented type and it should have been unvented.


Start the car and check for leaks, then refill the tank and check for leaks again. I know that it's supposed to be a 20 gallon tank but I ended up putting 22 1/2 gallons in it. Oh yea, the new sending unit didn't fix the fuel gauge, it's still 1/8 of a tank off. I have a plan to correct that in the future.

You probably noticed that we did this on our lift, I have done it on my back before and it wasn't fun. It would be well worth a case a beer to ask a buddy to borrow his lift..... Just a suggestion.

Eugene

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Mid America Chevelle Club Apparel for Sale

The following will be available to this Thursday's meeting for purchase. Just in case you didn't get one or would like a few extra.

Show Shirts Available: \$25.00

1 M
5 L
11 XL
2 4XL

Club Shirts Available: \$15.00

2 M Red
2 M White
1 M Blue
1 L White
3 L Blue
4 XL White

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

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.

Eastwood 220V 180A Mig Welder (w/ less than an hr welding time) obviously like new & welds great, will weld up to 5/16" to 3/8" steel & takes Lincoln consumables... \$400.
Contact Frank Riley @ (913) 638-7596

Headrest for sale – contact John Gragg at 816-804-4771





Contact Norman at 913-601-2784

64 to 71 Chevy factory parts book, 396 power steering pump and bracket, 3 old holly carburetors

72 Chevy van owners manual, 72 gmc truck owners manual, 73 chevelle owners manual

70 Chevelle owners manual, 64 to 71 Chilton manual, 1957 Chilton manual, 1958 Chilton manual

69 chevelle door lock knows, Ram horn exhaust manifolds

