

MID-AMERICA CHEVELLE CLUB

FEBRUARY 2023 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 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



2023 Meeting Minutes

MID-AMERICA CHEVELLE CLUB
HENDRICK CHEVROLET, MERRIAM, KS
January 26, 2023
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 spoke about the completed membership plaques and indicated they are ready for pick up by the requesting members.

Mr. Verstraete informed the members present that the 2023 Regionals will be hosted by the Queen City Chevelle Club in Springfield, MO. He overviewed the events and fees for the event.

Mr. Verstraete noted that John Prouty and Russ Peters will be part of the Events staff; he noted that Tim Cunningham will be added to Car Show Committee, and Steve Calder will step down.

Mr. Calder reviewed proposed activities, which will also be included in upcoming issues of the newsletter.

Mr. Freeman noted the Turkey Creek Cruise is scheduled for July 9, 2023.

Mr. Hallouer overviewed the expenditures/revenues and indicated the current memberships total 109. He also spoke about the third party credit card vendors in regards to IRS 1099's that could change rules regarding taxes and not-for-profit organizations. He noted that it is possible this will be delayed for another year. The potential changes will be discussed with an accountant.

Mr. Verstraete stated that with the booking of spaces for the World of Wheels event, the club will have two tickets per day for others to attend, and asked if anyone has an interest to contact him.

Eric Riley spoke about his father, Frank Riley, who recently passed. He noted the burial would be in Tennessee, with no formal service, at this time, in the Kansas City area. Members conversed about times and experiences with Frank over the many years he was a member.

Some members updated those attending about project updates.

There being no further business, the meeting adjourned at 7:48 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
John Gragg
Jon Clark
Tim Cunningham

Car Show flyer, shirts designer:

Lynn Clark

Event staff:

Steve Calder chairman
John Prouty
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

Coming Soon

Calendar of Upcoming Events 2023

March 10-12--- 63rd Annual World of Wheels Show Bartle Hall KC, MO 8 member cars

April 22---Tour of Armacost Auto Museum 4200 E 135th St Grandview, MO
10a.m.-12 noon Cost is \$10 per person. Must be 16 or older to attend.

April 29---MACC featured club at Gateway Classic Cars Caffeine and Chrome
Cruise In 9a.m. to noon. Gateway Classic will donate \$10 for each
Club car in attendance up to \$200
Lunch at Twin Peaks

May 5----First Friday Cruise In-Host needed

May 7---Cruise the Burg Car Show Louisburg, KS Sunday show

May 12-13---Loafers Car Show Hannibal, MO

Drive to Hannibal Friday. Show Saturday, drive home after

May 20---Warm Springs Ranch (breeding farm for the Budweiser Clydesdales)
25270 Highway 98 Boonville, MO. 1:30p.m. tour booked \$15 each
40 people per tour. 25 tickets still available. Contact Steve Calder to
reserve your tickets.

June 4 ---MACC Picnic Longview Lake Shelter House #12 Jackson County KC, MO Sunday

June 10 – Olathe Police Foundation Car Show at College Church of the Nazarene on Mur-Len south
of 135th. Registration begins at 8:00. Show starts at 10:00 with participant judging awards
beginning at 1:00PM. \$20 registration, \$10 with student ID for High School, University or College.
Pre-registration available in April.

June 10—Paola Car Show

June 30-July 1--Midwest Chevelle Regionals Springfield, MO

July 7—First Friday Cruise In—John and Debra Gragg hosts

July 21-23—Street Machine Nationals St. Paul, MN-contact Brian Findley if interested.

July 22—Tour of Tension Envelope plant 819 E 19th Street KC, MO

Lunch TBD then to That 70's Car Show Lake Contrary, St Joseph, MO 2pm
To 7pm



July 29—Prosperity Car Show Overland Park all proceeds go To Cars 4 Heroes \$20 –The past two years they have given away two cars at the show.

August 4-First Friday Cruise In—Host needed

August 25-Wellsville Car Show Wellsville, KS Friday show

September 1—First Friday -Brian and Sandy Findley hosts

September 9-10-Good Guys Show in Loveland, CO (Eugene and Anna are attending).

September 9---Turkey Creek Car Show Merriam, KS

September 16—Ol Marias River Run Car Show Ottawa, KS

September 23—MACC car show

October 6—First Friday - John and Phyllis Prouty hosts

October 21-Fall Party

December 2—MACC Christmas Party -- Thompsons Barn Lenexa (reserved)

Other cruises and tours or events will be added as the year progresses.

If you have an idea for a cruise/tour/show please contact any officer or Steve Calder

Get those Chevelles out and enjoy!

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,

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 $\frac{1}{4}$ " 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.

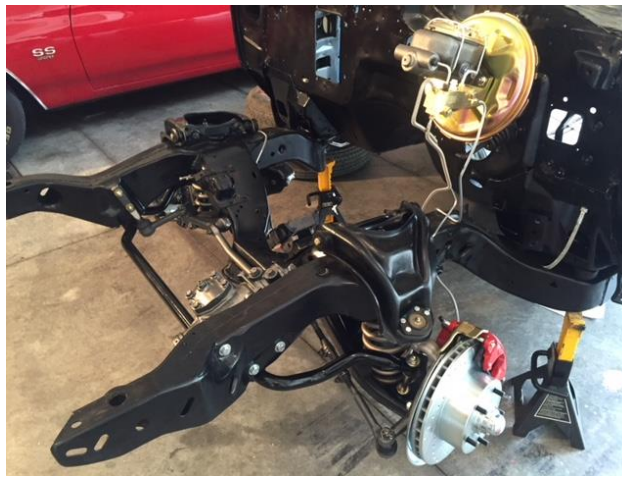
The next big improvement on rear suspension is better shocks and springs. If you have the original springs, it's way past time to change, they are worn out. There a big selection out their too for springs, from stock to performance sets. Hotchkis makes a nice set of springs and they are about 1" shorter 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 Suspension 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 orginal 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.

Roger

Vice-President's Column

Happy February everyone! Looks like Ol' Man Winter may be loosening his grip for this year, and boy am I glad for that. Better weather means more outside time, which means more car stuff! Can't wait to get back into something besides my work truck for a fun weekend cruise.

The focus of my column for this month is somewhat bittersweet, and this one has been a tough one for me to write. The reason I've struggled with it a bit, is that I just couldn't seem to find a good way to tell you all that I will be resigning as VP of the Mid America Chevelle Club. No worries- nothing has happened, and I'm not leaving the club, but I just believe that it's time for a change. I haven't been able to spend as much time as I would like on club business over the last couple years, and to be honest, the club deserves more. Roger and the rest of the club officers have shouldered most all of the heavy lifting while I moved south, built a house, and continued to run my business. In all fairness to them (and the membership as a whole), we really need someone in my position that has more time to devote to club business than I do.

That being said, we've had a good run! In the 13 years that I've been serving on the board, I've met so many lifelong friends through the club- both locally and around the country. I do believe that we've got one of the best groups of folks in the hobby- Chevelle (and el Camino, Beaumont-even Sprint!) people are some of the nicest most genuine people around, and I truly believe that. Our membership is strong, and I've enjoyed watching our numbers grow over the years. We organize and do so many fun things as a club, there's something for everyone.



We've joked about it many times over the years, and you all have been kind enough to sit through my election-time speeches where Roger and I implore anyone with an idea that they might want to serve the club to run for office. Change can be a good thing! This year, I'll make my usual speech- but we will sure need someone to step up and fill that role. I do believe that it's time to get some fresh eyes and ideas in the VP position, and I can't wait to see what the next VP comes up with.

I will still be involved with the Car Show Committee, and hope to attend many more meetings and events in the coming year. I'll still write columns when I can, and still be doing all of the hare-brained car stuff that I've always done, so stay tuned!

Hope to see you soon-
Ed

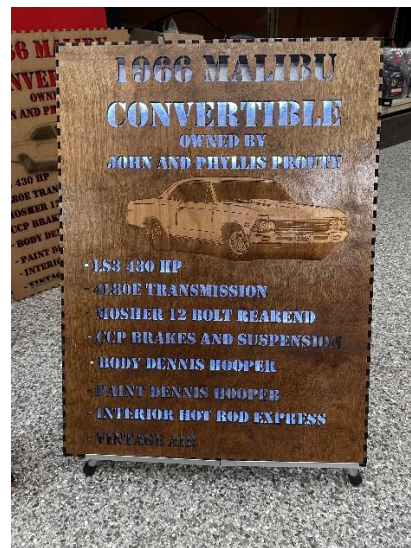
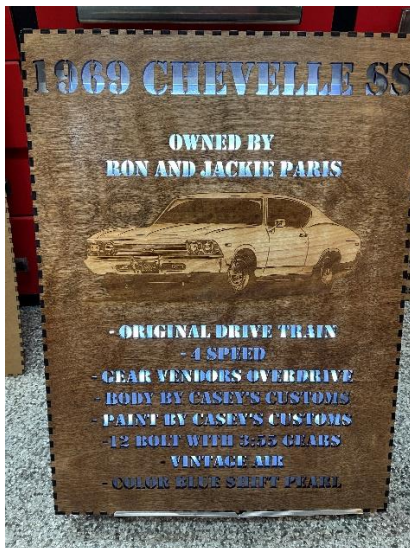
New Members

More to come.

Member's Corner

Member John Prouty is currently creating Car Show boards. If you are interested, please contact John Prouty at proutyjohn1@gmail.com or by phone 816-223-5364/

Here are a few examples:





“Laser
Specialties”
By
John

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proutyjohn1@gmail.com



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Tim Cunningham
913-927-0378



Mid America Chevelle Club Apparel for Sale

Mid America Chevelle Club Apparel and prior Show Shirts will be available for purchase at the Club Meetings. Limited sizes and colors available.

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.

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

