

Classic Chevy Car Club Archives

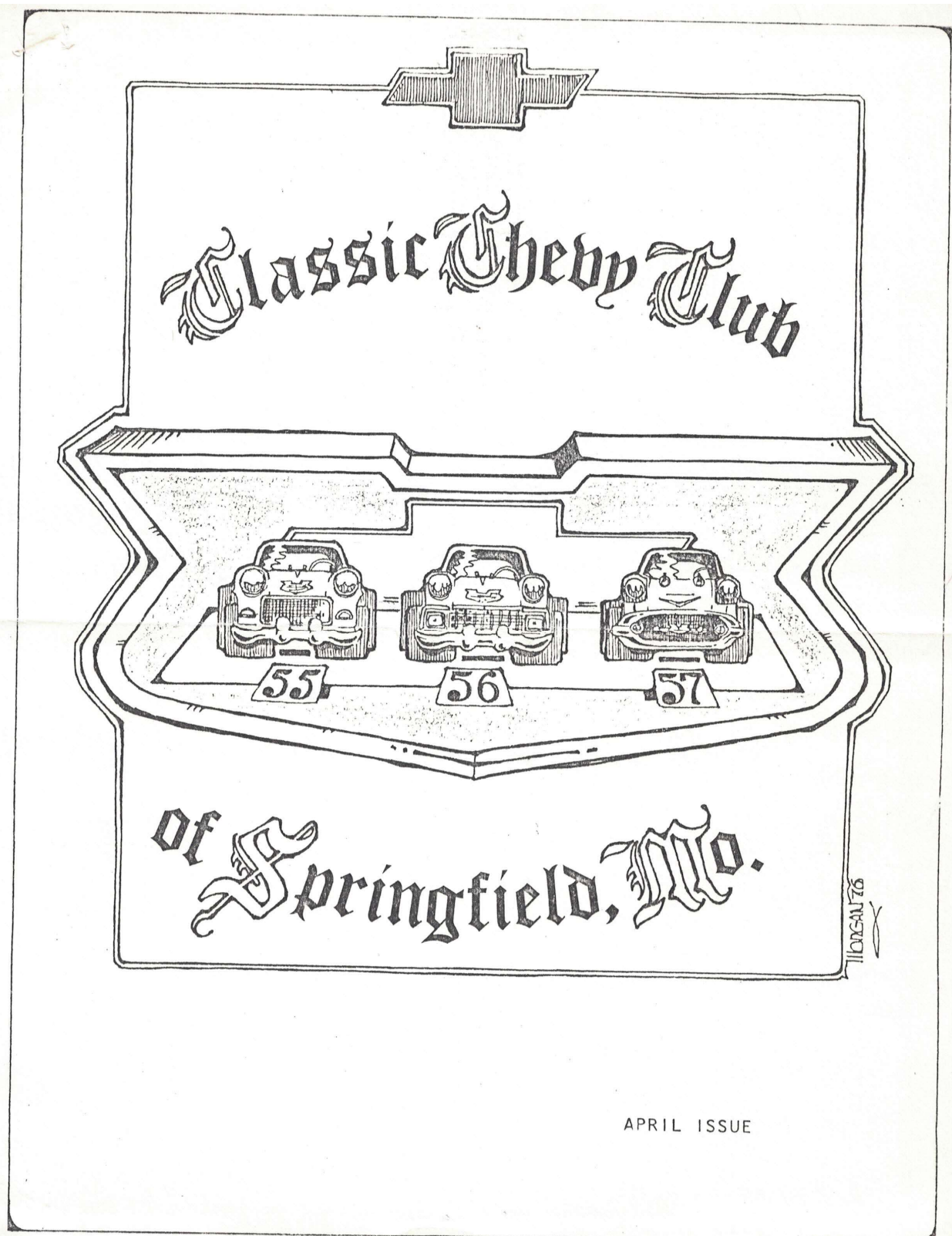
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Classic Chevy Car Club Archives

CLASSIC CHEVY CLUB OF SPRINGFIELD, MO. NEWSLETTER

Volume II

Issue # 1

Officers

President - Joe McCracken 833-1100
Vice Pres - Paula Alford 869-8933
Secretary - Larry Clark 862-4796
Treasurer - Karl Close 759-2072
Sarge - Sam Randolph
Public Relations - Bill Huyett 887-3254
Newsletter Staff - Bob and Pam Goss, Dewayne McAllister, Paula Alford, Joe McCracken and Earl Morgan

Club Sponsor - Reliable Chevrolet



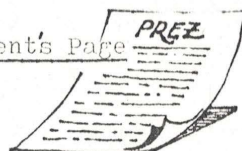
Dues:

Mandatory membership in Classic Chevy Club International at \$15.00 per year. Local club dues at \$10.00 per household family per year.

Classic Chevy Car Club Archives

Page 1

The President's Page



Hello, Classic Fans!

You may or may not have noticed I did not have an article in last months newsletter as time did not allow.

We have just returned from our first summer '77 club function. I hope you had a very valid excuse for not showing up as you missed a good get-together away from home. As a whole, we had good participation and in my opinion our club boasted the best quality of cars of any club attending. Earl picked up best '56. I didn't get a total count on how many were there from our club but I hope Bobby did. I believe everyone had a pleasant and safe time. It was a good opportunity to look over some of the local cars. Our club also had the privilege of helping the National Club. The regional and Chapter Director for the National Club, Harvey Clark and his wife, Janice, were in attendance. They set up an information booth by the registration building and signed up 12 new members. We also had a new member to join the Springfield club -- Mr. & Mrs. Burney Nimmo and their ever so nice, blue and white 56 2 dr. Belair. I'm sure they will be good active members as he and his wife traveled all the way to Fairland, Oklahoma to join our club. Ha!

This is all I should comment on Twin Bridges as I am sure Bobby will cover it in depth.

The leaves are out and it's time once again to gently wash the winter dust off those nice lacquer jobs. Break out the wax can, glass cleaner, wisk broom, driving gloves and change the oil because streetin' '77 has been officially declared with Twin Bridges under our belt. After being in neutral since November I'm ready for numerous activities and it's up to you members to come up with the proposals. At our next meeting I may ask of everyone individually what they would like to do and discuss its possibilities. We have a little project coming up the 24th - be there.

MORE...
➡

The President's Page Cont.

The more people who participate in the activities the more we can get done and go farther and have a much better time doing it. This may read like a pep talk on participation -- I hope it does because it sure is. I have heard from various people, let's do this and let's do that, well let's do it; no sense talking about it. This club was founded by you and for you. The most satisfying thing we can hear this fall is what we have done --- not what we could have done --- get the message, I hope so. I am 100% -- are you?

Keep it between the ditches and I'll see you at the next meeting.

Joe # 3192



EDITORIAL

It seems as though anywhere you go, whether it's a small town of 300 people, a city the size of Los Angeles, or a town the size of Springfield, Mo., there is always a main drag the local street machines and street rodders use to display their cars to the public and each other.

Maybe the hangouts change from time to time but the main drag usually never does. There is always someone out "justcruisin'" and "checking things out" on the main drag.

In Southern California it's Van Nuys Boulevard; in Springfield it's Glenstone, and in most small towns it's just the main street that runs through the middle of town. But the objective is always the same: Checking out the other guys car, checking out the girls or guys as the case may be or maybe even an occasional stop light drag race when the local police are out of sight.

If you were in the process of growing up within the last 20 or 25 years, I'm sure you've all done at least one of the above mentimed things, if not all of them.

Things were like this in the middle 60's when I was out "cruisin" with my first set of wheels and they are the same way today. About the only thing I have noticed that seems to have changed is the lack of interest of the younger set to older cars. Nowadays, almost everyone in the "just graduated high school" bracket seems to be driving a practically new car with a set of mags on them.

When I got out of high school almost everyone my age started out with an old car and as they got older and made more money they worked their way up to a newer car.

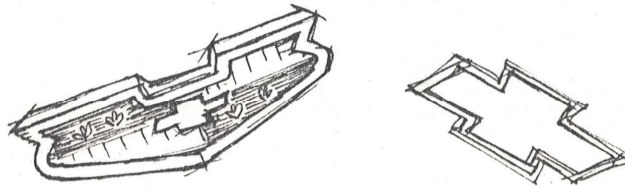
MORE
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TWIN BRIDGES FUN RUN Cont.

Harvey Clark, out Natimal club local chapter director, was on hand at the park on Saturday and Sunday along with his wife. They drove up from Little Rock in their original 15,000 mile '57 Chevy to join in the fun and set up a booth on Sunday which several of the guys in our club helped man.

Harvey and Janice also visited with several of us at the motel Saturday night and ate breakfast with us Sunday morning.

All in all, it was a perfect weekend for a fun run and speaking for myself I had a great time and I'm already looking forward to it next year.



TIDBITS AND TRIVIA

I guess the title for this paragraph could be "Pizza for No one" or "There were No Grins at the Pizza Inn."

I think almost everyone in the club was at the pizza party get together on March 25th so I don't need to go into detail as to what happened. All I can say is someone at Pizza Inn on East Sunshine must have had their heads up their rear when they filled out their party room reservations. Needless to say, they lost the business of 20 some members of the Classic Chevy Club who promptly buzzed on out to Shotgun Sams.



Classic Chevy Car Club Archives

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TWIN BRIDGES FUN RUN Cont.

Several members lined up at Wal-Mart Saturday morning to caravan down and among them were: Joe & Nancy McCracken, Wendell Royster, Karl Close, Pat & Dorcas Sears, Earl & Susie Morgan, Dewayne McAllister and Bob Goss, Don & Sylvia White, and Kenny Hurley.

Joining in later Saturday or Sunday were Larry and Cindy Clark, Mr. & Mrs. Burney Nimmo, Bill and Carol Nimsick and Bruce Lambeth and his wife. So I would say our club was very well represented and I think everyone had a good time.

I didn't get the total number of cars registered this year but there must have been over 300 for sure because I registered at 1:00 p.m. Saturday and I was number 224, and there were lots of cars coming in after us.

If you're into 55-6 and 7 Chevys and you didn't go to this run then you missed the boat because there was row after row of these models, as well as Vans, Vettes, Rods, Antiques, and Street Machines galore.

There were some '55 Chevys there that looked as good or better than the day they were new.

Unlike last year, the cars were judged by two members from each club represented. Judges from our club were Joe McCracken and Don White who got the task of judging engines.

There were over 30 classes to be judged and walking away with the Best '56 Chevy trophy was our own Earl Morgan. (He didn't win it, he just walked away with it!) No, seriously, Earl did win it, and rightfully so.

Saturday night proved to be interesting to several of our group that stayed at a motel in Miami while others chose to rough it and camp out at the state park.

STILL
MORE...
➔

MEETING Cont.

Next, discussion was held on the big Twin Bridges Fun Run in Miami, Oklahoma coming up that weekend.

A motion was made to meet at Wal-Mart on Kearney at 9:00 a.m. Saturday, April 2, 1977 for those wishing to caravan down to Twin Bridges. Motion carried.

New business was brought up next and the club decided to have a picnic on Sunday, April 24th, at Dunegan Park in Bolivar, Missouri.

Everyone wishing to go should meet at Wal-Mart on Kearney at 10:00 a.m. and bring your own food and drinks. The club treasury will spring for the charcoal for those that wish to barbeque.

The meeting was adjourned at 8:20 p.m.

Next meeting -- April 28th - 7:30 p.m. -- Reliable

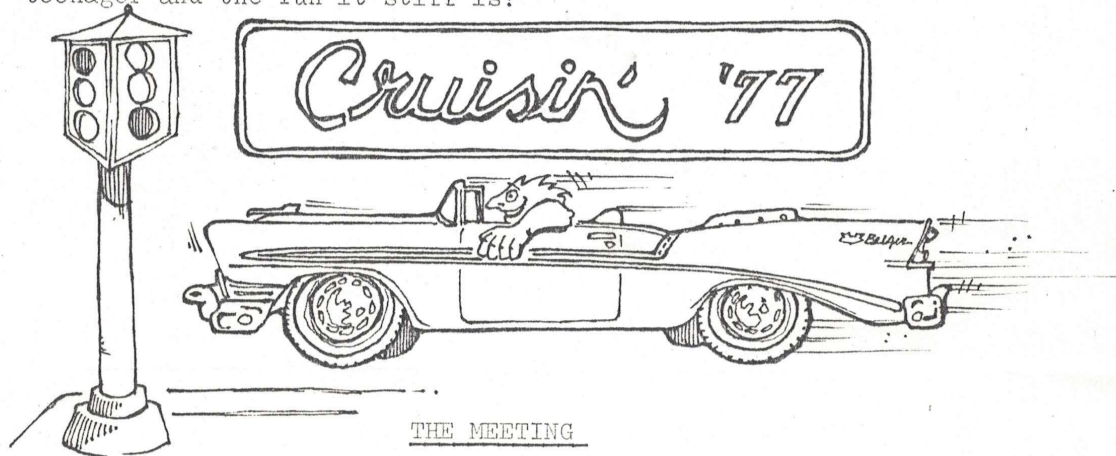


After a very sorry-looking Friday, April 1st went by, a lot of people were expecting to wake up the next morning with cloudy, rainy skies, but I guess the man upstairs must have received our orders for sunshine and warm weather for the weekend because thats exactly what we got. You couldn't have asked for two better days to go to a rod run or a prettier place to have it than Twin Bridges State Park near Miami, Oklahoma.

EDITORIAL CONT.

Now it seems it's just the opposite. Kids today start out with a new car and as they get older they get more interested in older cars.

But, getting back to what I was saying before. New cars or old, it takes all kinds to make "just cruisin" the fun it was when I was a teenager and the fun it still is!



Our March meeting was called to order at approximately 7:50 P.M. on the 31st at Reliable Chevrolet.

First, the treasurer's report gave a balance of \$115.39 in the treasury and then minutes of the previous meeting were read by Secretary Larry Clark.

Next Joe displayed a thank you card, received from Vernon and Sharlett Leppert for the baby shower the club gave them.

Bob Goss gave a short report on the World of Wheels car show in Kansas City and a brief update on our upcoming road rally.

TIDBITS AND TRIVIA Cont.

Most normal people are sleeping at 3:30 a.m., but one weirdo with the initials D.W. told me he got out of bed at this hour and came up with this poem!

Bobby

This is a poem about our newsletter,
Across the land there is none better.

It is written so faithfully,
By our friend and editor -- Bobby.

It's mild, it's meek, it's bold,
It's really loved cause it never gets old.

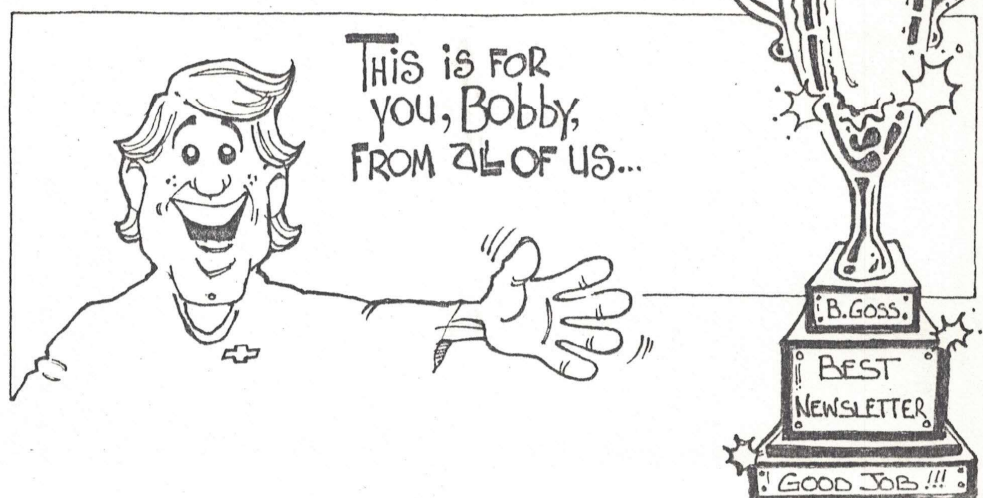
It's such a pleasure to get in the mail,
To read of all our events in great detail.

There's hardly a word that's not been said,
About this great newsletter that comes from your head.

Yes, Bobby you're the one
Who puts every page together, one by one.

You know our club is really lucky
To have you in it, you rubber ducky.

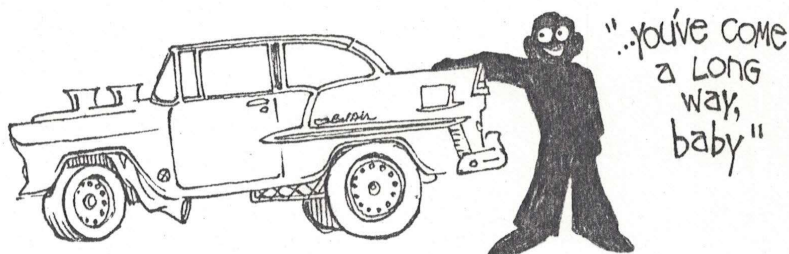
Don White



TIDBITS AND TRIVIA Cont.

Chevrolets First V-8

The first Chevrolet V-8 lasted only a short time in the cars early history. The first such engine was introduced in 1917 in the D-Series which was the last of the original long-wheelbased cars. The engine was a 90 degree overhead valve design with a large displacement of 288 cubic inches. The D-Series lasted only until 1919. After that, Chevrolet concentrated solely on 4-cylinder models until introduction of 6-cylinder cars in 1929. A V-8 did not appear again in the Chevrolet line until 1955.



CLASSIC OF THE MONTH

Ordinarally, when I do a write up on the car of the month I interview the owners of the vehicle and write up the story based on the informatin they gave me. In this months case however, the article is written by the owner, Sam Randolph, because it's difficult for Sam and I to get together for an interview since he lives in Hollister, Mo. now.

I think Sam done a very good job on this article and I'm printing it just as he wrote it.

Thanks for the help, Sam! You saved me some time! By the way, the "Car of the Month" willbe known as the "Classic of the Month" from now on as I think this better describes them.

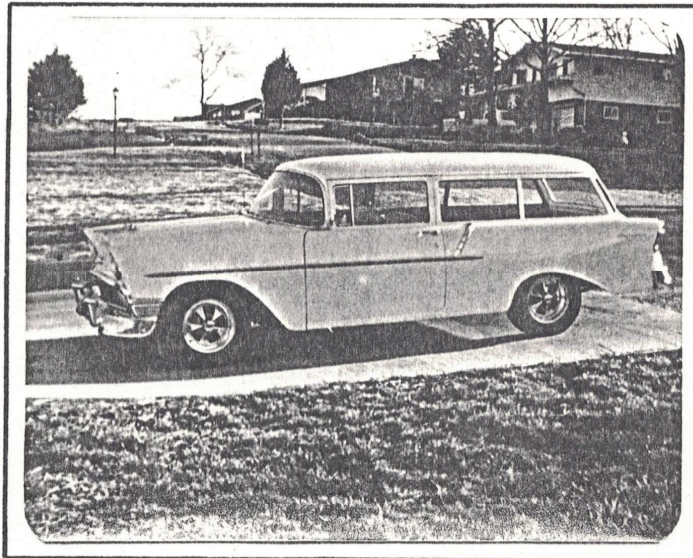
MORE on
SAM...
➔

CLASSIC OF THE MONTH Cont.

I purchased my '56 2 door wagon for \$250.00 about two years ago. It wasn't in the best of shape, but two door wagons are kind of hard to find so I took it home and started to work.

The floorboards in it were nearly gone so I replaced them with new metal. The outside of the wagon also needed a lot of work. The mouldings beneath both doors were really rotten, so I cut them out and welded in new metal. As nearly all "classic owners" know, the fenders over the headlights are a natural candidate for rust and mine was no exception. This was my first attempt at body work and a close look at the car will confirm this, but I learned from it and next time I hope to do better.

I installed new brakes, H.D. shocks, and dropped in a 300 H.P. 327 which I had rebuilt. The engine is stock except for a mild hydraulic cam. The car was a 3 speed for a long time but about two weeks ago I installed a 4 speed transmission with Mr. Gasket shifter. (Shifter courtesy of Don White -- works great Don!) I have also added electric wipers, wonderbar radio, ET Uni-lug wheels, and G60-15 tires all around.



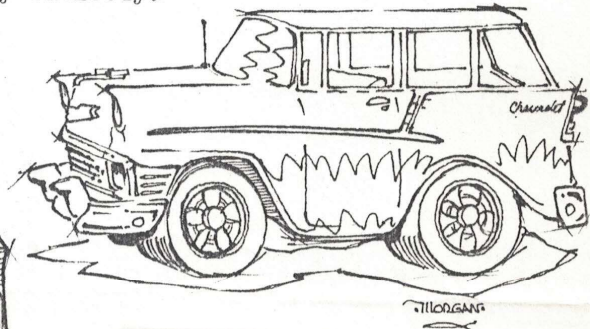
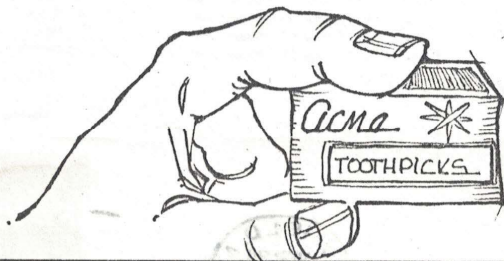
ALMOST
done...
➔

CLASSIC OF THE MONTH Cont.

I searched many salvage yards for accessories and turned up some pretty fair chrome pieces, hood bird, bumpers, and the like, since the car lacked some of the chrome when I bought it. At the present time almost all of the interior is stripped out, ready to be redone.

I enjoy driving my "classic" very much and the wagon comes in handy for hauling things, too. It even supplied a means for hauling wood this past winter. I plan to keep it for a long time, along with my '55 hardtop ----- but that's another story entirely.

THE ONLY WOOD A CAR THIS NICE
SHOULD BE HAULING IS...



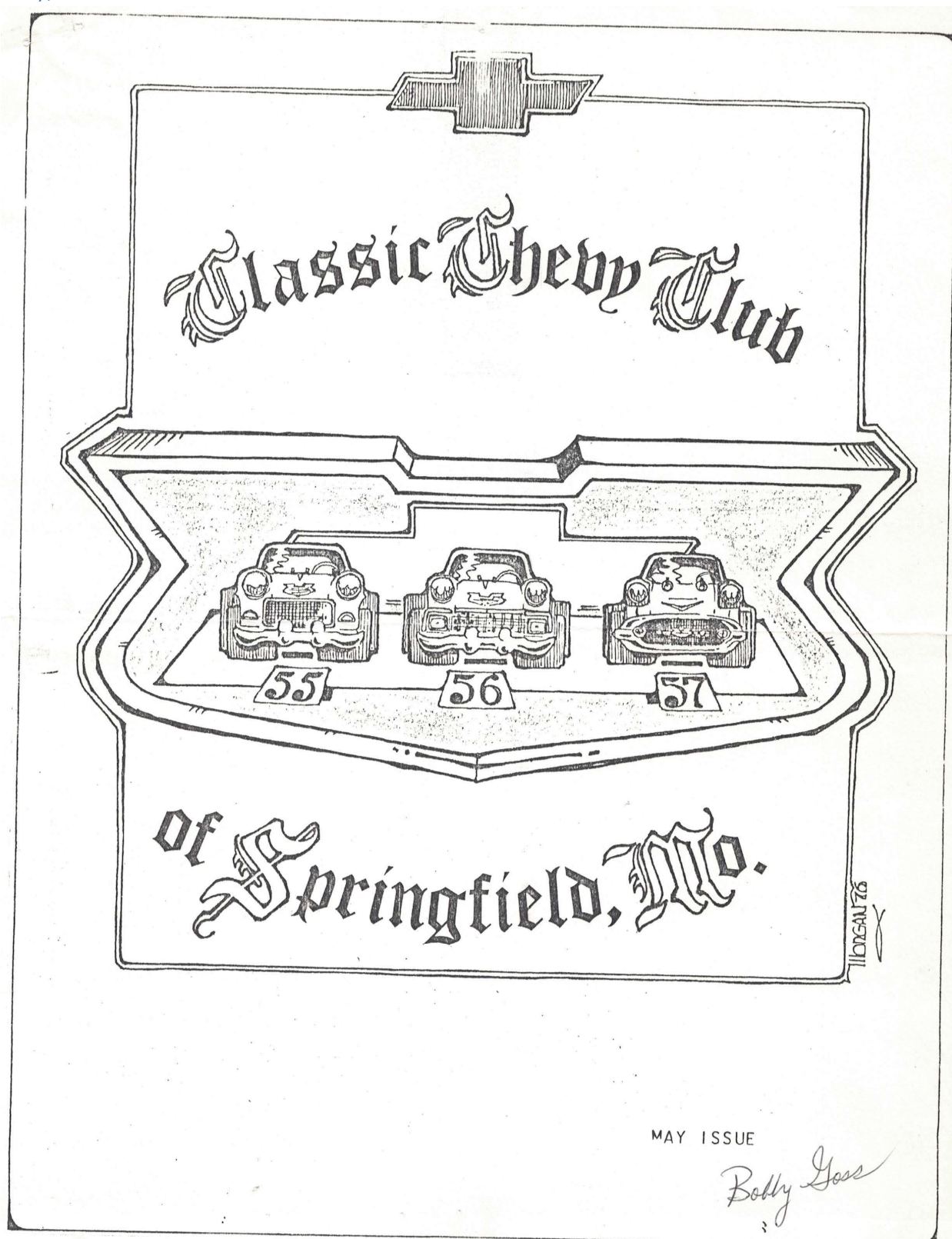
PARTS FOR SALE

- 2 sets paint dividers '55 Chevy \$5.00 pr.
- 1 rear bumper center section - rechrome for '55 - \$15.00
- 1 set new license plate lights '55 Chevy
- 1 speedometer head for '55 or '56 Chevy set at 0 miles - \$10.00

Don White 887-4750

...THAT'S
ALL,
FOLKS!

May, 1977



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Earl Morgan and Joe McCracken

Club Sponsor - Reliable Chevrolet



3655 S. Campbell Ph. 887-5800

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Classic Chevy Car Club Archives



CME

This article is about to point out a few of my pet peeves about Classic Chevys and what ever else happens to come to mind.

One of them is the lack of about 90% of the populatim of this country to distinguish a '56 Chevy from a '55 Chevy. All you '56 Chevy owners out there probably know just what I'm talking about. If I had a dollar for every time my car has been called a "'55 Chevy", I'd be a rich man. I know that's a petty thing to gripe about but it irritates me anyway.

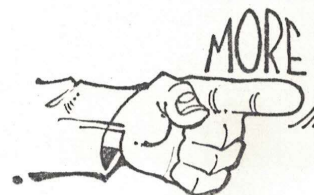
I guess all these people must think that General Motors didn't make a Chevrolet between the years of 1955 and 1957. Well, enough about that.

My next peeve is about that person, either male or female, who has got to be the lowest, most disrespectful, inconsiderate, careless and thoughtless human being around -- the parking lot door dinger, who, by the way, has been called several other names which I can't print by people whose cars have been a victim of such an assault.

There has been countless times I've witnessed such instances where a man or woman would pull up to a parking space and throw the door open against the car next to it and attempt to get out because they were so fat they couldn't get out of their own way. . So much for gripe number two.

Running a very close second to door dingers on my list of undesirable people are those who seem to parallel park by ear. That is to say, when they back in to a spot where they are between two other cars they don't stop backing up until they've hit the car behind them.

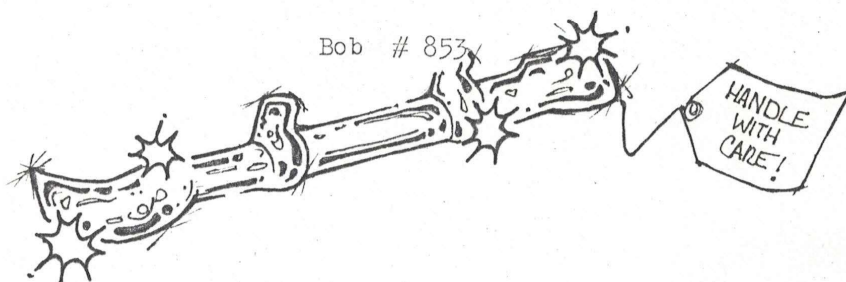
What can you do about people like this? Well, I guess you could erect a barbed wire fence around your car every time you park it someplace in public. Or, how about chaining a couple of gorillas to each door while you're gone? Maybe you could run a hot wire to your car so that anybody that touches it would get zapped with a few thousand volts. A sign on the window saying "THIS CAR IS OWNED BY THE MAFIA" might help a little.



EDITORIAL CONT.

Of all the above mentioned ideas, the gorillas would probably be the most effective solution, however, unless you're well stocked with bananas the easiest thing to do is like I do -- park as far away from everybody as possible and hope for the best!

Here's for ding free doors and dent free bumpers.



THE MEETING

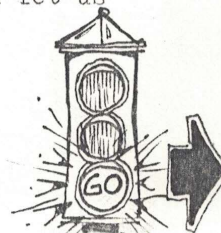
On Thursday April 28th, our club held a rather short meeting at Reliable Chevrolet.

President Joe McCracken opened the meeting at 7:45 p.m. and recognized a visitor, Mr. Charles Hembrey of Greenfield, Mo. who joined the club at the end of the meeting.

Next, the treasurer, Karl Close reported a balance of \$130.07 in the treasury and Sec. Larry Clark read the minutes of the previous monthly meeting.

Business discussed included a final decision to have the upcoming road rally on May 15th and charge each entrant \$2.00 fee with visitors welcome and all proceeds going to the club treasury. A final decision was also made to give trophies and dash plaques to the entrants.

Next, Joe brought up the idea to help Sonic Drive-In on Glenstone promote their grand opening on Saturday May 7th by displaying our cars that night. It was decided Joe would follow up on this and let us know the final decision.



THREE

THE MEETING CONT.

A motion was made to change our meeting dates and time back to 4:00 P.M. on the last Sunday of the month at Phelps Grove Park for the remainder of the summer. Motion seconded, voted on, and passed.

A call for pictures to put in the scrapbook was made by Bill Huyett.

Registration forms for the August Muscular Dystrophy auto show were handed out by Bob Alford with instructions to return them, filled out, to him at the next monthly meeting.

The meeting was adjourned at 8:10 P. M.



SUPER SONIC SUPPORT!

The Classic Chevys started rolling in around 6:00 P.M. Saturday May 7th at Sonic Drive-In, next to Shakeys on Glenstone, to help them celebrate their grand opening.

First on the scene with the flip front '55 was Bob Gilpin. Next came Bob & Pam Goss, then Don and Sylvia White, Earl and Susie Morgan and Joe and Nancy McCracken.

As the evening rolled on, the Chevys kept rolling in, and before it was over, Bill and Carol Nimsick, Vernon and Sharlett Leppert, Larry and Cindy Clark, and Bob and Paula Alford also pulled in.

Although they didn't bring the Chevys, Pat and Dorcas Sears, Kenny Hurley in his "blue racer" Volkswagon, and a somewhat forgetful Bill Huyett also dropped by to say hello.



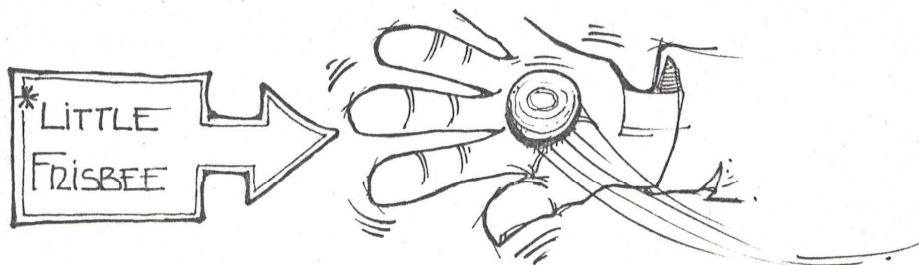
SUPER SONIC SUPPORT CONT.

Huyett's excuse for not bringing his car was that he didn't even remember we were supposed to be there that evening, but he just happened to be driving by and saw us so he stopped.

Jeannie, it looks like you're going to have to come to the next meeting with Bill just to make him pay attention to what we're talking about. Just kidding, Bill.

By the time we rolled out around 9:30 p.m., some of us had thrown a little frisbee*, talked on KWTO radio, and chatted with some of the local cruisers who stopped by to check out our cars.

Even though we weren't quite sure who would show up, the evening was a success and I think we had a real nice turn out.



ASPHALT BURNER ROAD RALLY

The time? 1:00 P.M. Sunday May 15th.

The place? Plaza Towers parking lot.

The object? Leaving Plaza Towers, answering 36 questions correctly, driving approximately 44 miles, doing it all within an hour and a half, and hopefully ending up at the Fellows Lake boat dock area.

That was the intentions of 13 drivers and their navigator(s) as they sought to win the trophies given out for the first three place finishers.

Nine of the drivers were from our club and four other individuals participated also.

MORE →

Classic Chevy Car Club Archives

ASPHALT BURNER ROAD RALLY

FIVE

They were: Jeff Moore - Corvair, J. Howard Fisk - Bentley, Larry Robertson - '56 Nomad, and Larry Ward - '46 Chevy.

Those participating from our club were: Pat Sears, Bob Alford, Sam Randolph, Pam Goss and Sandy McAllister, Bruce Lambeth, Vernon Leppert, Larry Clark, Bob Gilpin and Joe McCracken.

At a charge of \$2.00 per car, our treasury gained \$27.00. (Don't know how we got that extra dollar!).

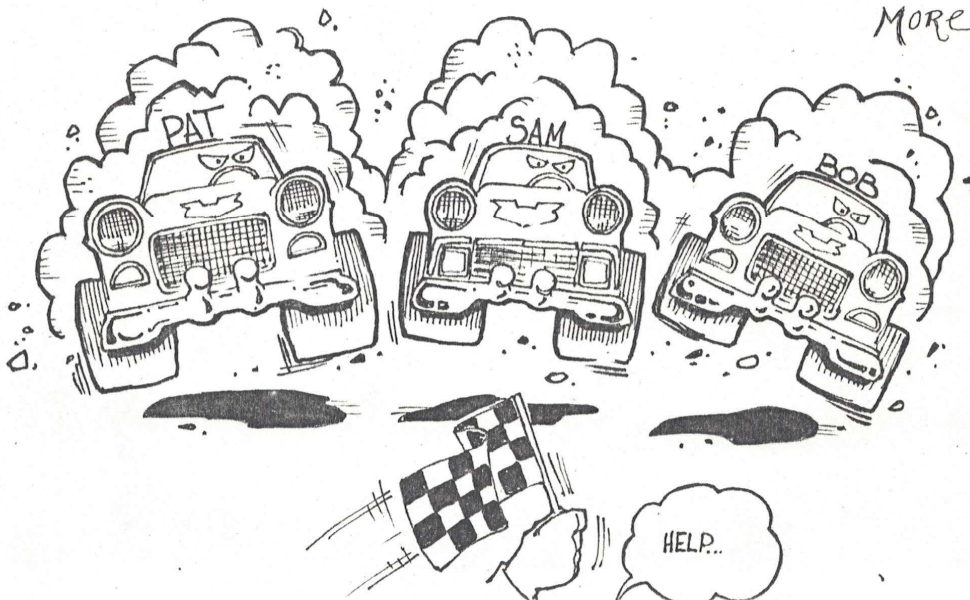
Dollarwise, it wasn't a huge success but it's always fun to get together an activity with our cars and this was no exception.

We probably would have had a better turnout if it hadn't been for two things. First, almost every other car club in town had something planned for May 15th, and second, we didn't get the word out soon enough on when and where the rally would take place. Of well, live and learn.

As for the winners? Well, it would seem that Pat and Dorcas Sears are getting professional in this road rally thing and if not professional then at least consistent because after winning third place in our last rally, they came up with first place in this one.

Actually there was a three way tie for first place at 49 points between Pat, Sam Randolph, and Bob Gilpin.

STILL
MORE →



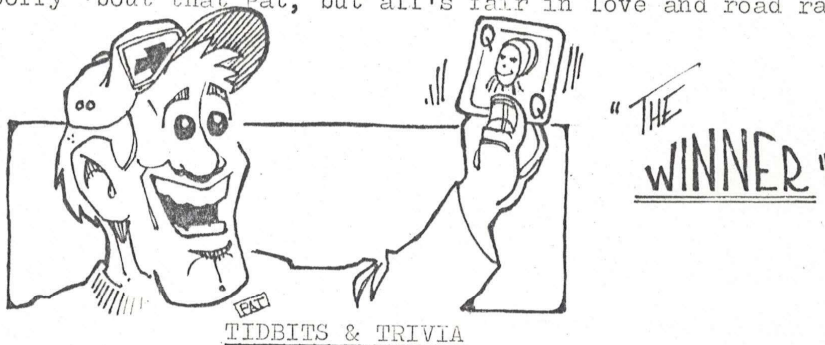
ASPHALT BURNER ROAD RALLY CONT.

3

The winner was determined by drawing a card and lady luck was with Pat because he drew high card, with Sam getting second place and Bob taking third.

It was a perfect day for the rally weatherwise, and a big thanks goes to all that helped out at the checkpoints: Bill Huyett and Earl Morgan at the start and finish, Kenny Hurley at number one, and Bob Goss and Dewayne McAllister at number two.

Even though I didn't get to drive in the rally I enjoyed myself, and if we have another one and I run in it, I hope Pat Sears gets lost! Sorry 'bout that Pat, but all's fair in love and road rallies.



"Why Worry?"

There are only two things to worry about. Either you are well or you are sick.

If you are well, then there is nothing to worry about, but if you are sick, there are two things to worry about. Either you will get well or you will die.

If you get well there is nothing to worry about.

If you die there are only two things to worry about. Either you will go to Heaven or Hell.

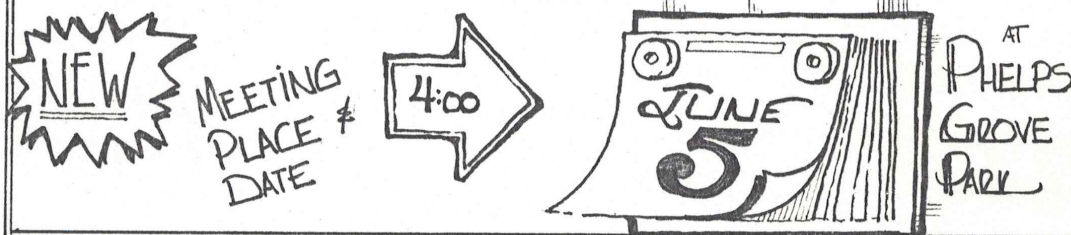
If you go to Heaven there is nothing to worry about, but if you go to Hell, you'll be so busy shaking hands with friends, you won't have time to worry!



TIDBITS & TRIVIA CONT.

Just a little reminder for those of you who plan on displaying your car at the Muscular Dystrophy Show to get those commitment forms back to Bob Alford as soon as possible. If you weren't at our last club meeting and haven't got a form yet then see Bob about getting one.

ATTENTION: Due to our next meeting date of May 29th falling on Memorial Day weekend we will move the meeting back one week to June 5th at Phelps Grove Park - 4:00 P.M.



Note to other auto clubs who receive our newsletter: It has come to our attention that we are sending our newsletters to some clubs that have sent us their newsletters in the past but have stopped and some clubs have never sent us anything in return. We enjoy getting other newsletters from other clubs just as we enjoy sending ours to them, but due to the time and expense it takes to send this letter out we can no longer send it to those who don't show us the same courtesy.*

If you're sending them to us now, then thanks, and keep um comin', and if you're not because you don't know the address, then it's:

Classic Chevy Club
c/o Bob Goss
430 East Monroe
Springfield, Missouri 65806



*...IT'S KINDA LIKE THROWIN' BOOMERANGS... IT'S LOTS OF FUN, BUT WHEN NONE OF 'EM COME BACK, IT AIN'T FUN NO MORE...



Classic Chevy Car Club Archives

EIGHT

CLASSIC OF THE MONTH • Bob / Pam Goss - 1956 Chevy

Back in November of 1969 I was driving down Boonville street one day when I spotted this little dark green '56 Chevy tudor sedan on a used car lot and decided to go have a look.

The car wasn't what you would call a stormer with its little 265 engine and powerglide transmission, but it looked fairly good and after negotiating with the salesman on the price I drove it home for \$260.00.

The car had 82,000 miles on it and came with an Oklahoma title with the original purchase price, when it was new, of \$1,950.00.

It also had stock hubcaps, blackwall snow tires, fender skirts, no radio, vinyl floor mat, and a cheap paint job with some shade tree bodywork here and there.

The first thing to hit the trash can were the fender skirts; (oh, if I knew then what I know now!).

I drove the car as is for a couple of years with the exception of a set of chrome wheels and white lettered tires.

Then, in the summer of '71 I decided to try my hand at bodywork and started fixing all the bad spots on the car. I also removed the hood and trunk emblems and hood bird, and gave them away. (Like I said, if I only knew then what they would be worth.)

After completing my part of the body work, the car was taken to GT Autoworks and painted '71 Chevelle Silver Gray with a black stripe on the trunk and hood and over the Corvette scoop I had installed.

A station wagon rear bumper was also found and put on and the front bumper taken off.

Next, a 327 cu. in. engine and Muncie 4 speed were bought out of a '64 Chevy and installed in place of the tired 265 and powerglide.

Then, in the summer of '74 the car was painted '74 Cadillac Apollo Yellow by a friend of mine. Off came the hood scoop and in went a set of bucket seats, AM-FM, eight track stereo, new headliner, new black short shag carpet, and the back seat was removed and a padded, carpeted platform set in its place. The car was then pinstriped by Bob Aton.

Two years ago it was time to replace the engine so I found a 307

CLASSIC OF THE MONTH CONT.

NINE

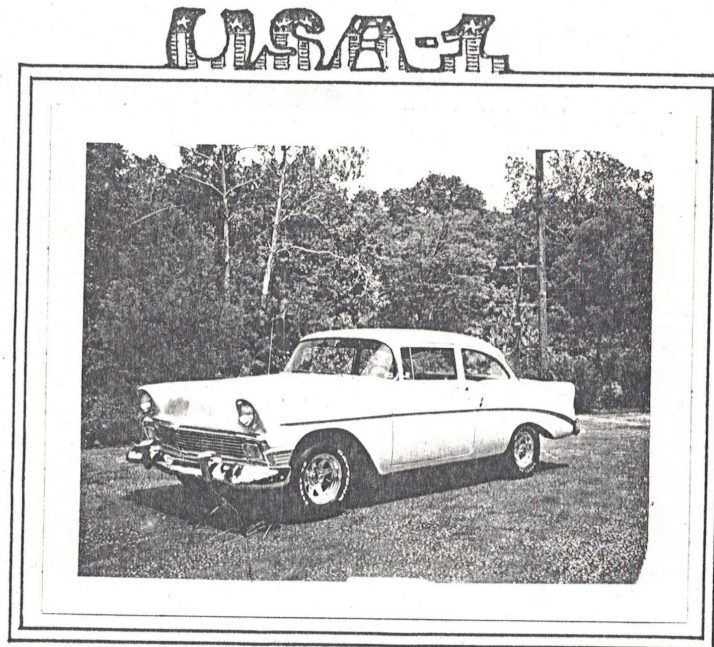
block and had it bored a hundred twenty five thousandths and used 327 pistons and a 327 crank which makes the engine a somewhat thin walled 327. I have heard of some guys overheating with a block bored this much but mine never has.

Also installed were Appliance Headers, Offenhouser dual port intake, 780 dual line Holley carb., enlarged port heads, fiberglass fan, Delta CD ignition, and a mild hydraulic cam.

It passes thru the same Muncie four speed with Mr. Gasket shifter and 3:70 rear gears. The car got a respectable 16½ miles per gallon going to Tulsa last summer.

About a year ago I bought a set of white lettered Daytona tires and some Appliance chrome mojoback wheels for the car.

Practically every mechanical part on the car has been replaced or rebuilt over the past 7½ years and I've scoured junkyards all over the place buying chrome pieces for it. I just recently put a front bumper on that I had rechromed.



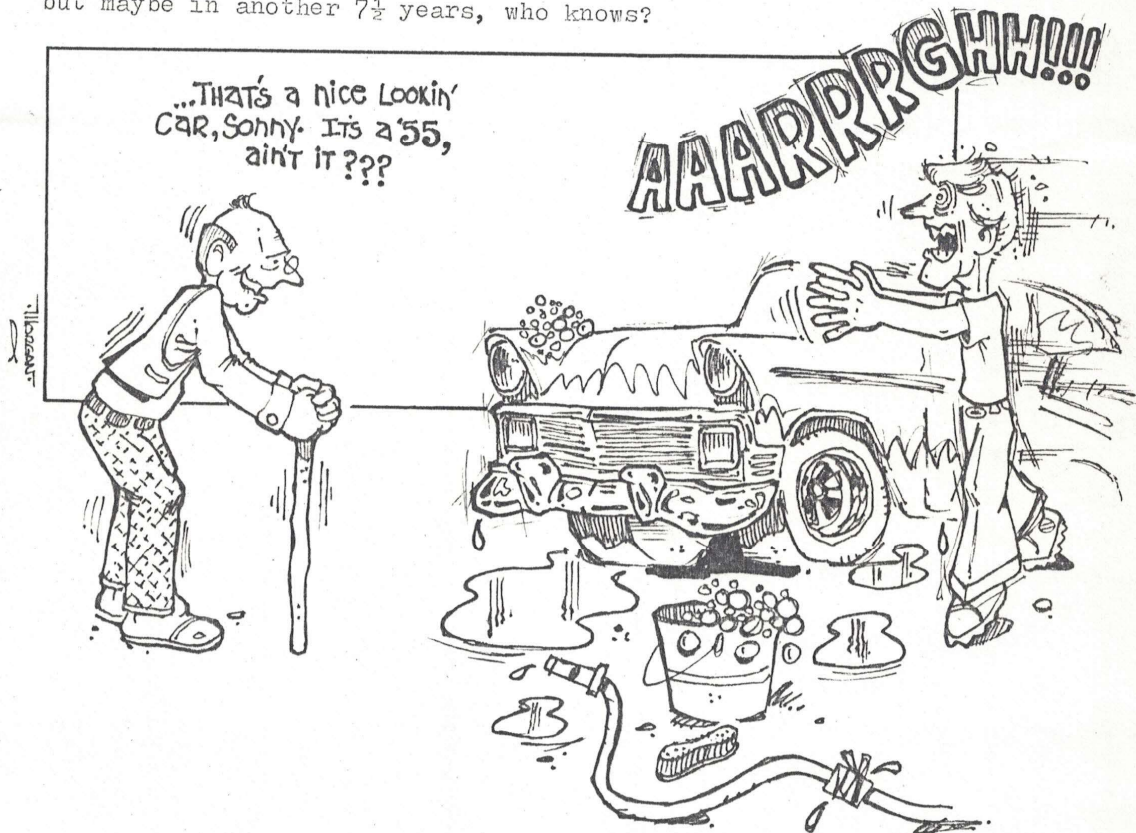
CLASSIC OF THE MONTH CONT.

Future plans? I plan to change to a better hood and possibly have it louvered, and I also plan to redo or have redone the door panels and bucket seats and maybe even put a rear seat back in it some time.

I figure I have at least \$3000.00 invested in the car and although it's not a show car and probably never will be, it does get a few admiring glances on the street and that's what it's all about, as far as I'm concerned.

For a car that's driven everyday, in all kinds of weather, I'm pretty proud of the way it looks and performs.

Would I do it all over again? Well, I guess so 'cause I'm now working on a '57 Chevy that, right now, looks like the absolute pits, but maybe in another 7½ years, who knows?



Classic Chevy Car Club Archives

CLASSIC CHEVY CLUB INTERNATIONAL, CENTRAL & NORTH CENTRAL REGIONAL

MAY 27-30, 1977 SOUX CITY, IOWA

MARINA INN 4TH AND B STREETS SOUTH SOUX CITY, ~~NEBRASKA~~ IOWA

HOST: SPIRIT OF THE FIFTIES

PERSONAL REGISTRATION

NAME _____ SPOUSE _____

GUESTS _____

ADDRESS _____ CITY _____ ST. _____ ZIP _____

CLASSIC CHEVY CLUB # _____ LOCAL CLUB AFFILIATION _____

CLASSIC CAR REGISTRATION

YEAR _____ MAKE CHEVROLET SERIES _____ MODEL _____

REGISTRATION # _____ LICENSE # _____ ST. _____

(CHECK) UNRESTORED _____ RESTORED _____ SEMI-MODIFIED _____ MODIFIED _____
(As outlined by the CLASSIC CHEVY CLUB JUDGING RULES)

PARTICIPANTS, FEES

PARTICIPANTS: The meet is open to CLASSIC CHEVY CLUB INTERNATIONAL members only; spouses and families are included in the membership. Guests are invited to attend, but not participate.

FEES: Current membership of the CLASSIC CHEVY CLUB is required, which is \$15 yearly. (This entitles you to a one year membership, monthly magazine, and all other benefits.) REGIONAL fee is \$5 per membership. This entitles you to all activities at this event. (Each additional Classic car registered is an additional \$5 registration.) Guest registration is \$2 per person, 16 years of age or older; no fee is charged for those less than 16 years of age.

I enclose:	\$20 new member CLASSIC CHEVY CLUB	_____
	\$5 current member	_____
	\$2 per guest	_____
	\$5 per additional Classic car	_____

total enclosed

****MAKE CHECKS PAYABLE TO THE CLASSIC CHEVY CLUB INTERNATIONAL**

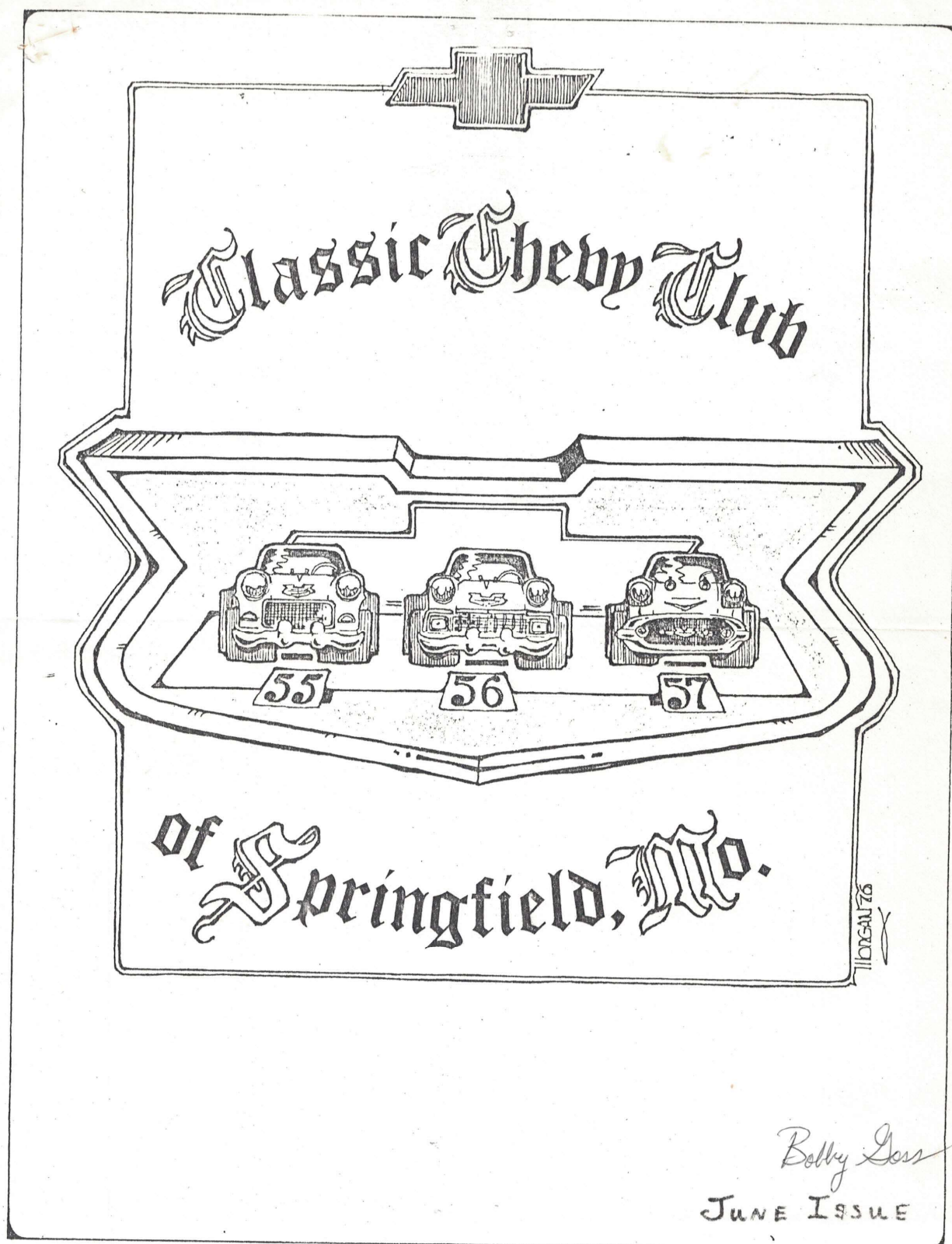
~~**SEND TO Denny Lowell, 1123 23rd Street, Souix City, IA 51104. President Spirit of the Fifties.~~

*****SEND TO Denny Lowell, P. O. Box 2762, Sioux City, Iowa 51106. President Spirit of the Fifties.
You MAY register late when you arrive, but only those who have sent this form in with the fee,
will be able to show their car in the Show & Shine Judging, and receive a dash plaque. Please
let us know you are coming by pre-registering so that we may plan on you! This is a must!!

ENTRANTS AND GUESTS by signing this form release and discharge the CLASSIC CHEVY CLUB, SPIRIT of the FIFTIES, Marina Inn, City of Souix City, State of Iowa, and anyone else connected with the management of the Central Regional from any known or unknown damages, losses, injuries, judgments claims from any causes suffered to the entrant or his/her vehicles, or personal property.

SIGNATURE of all entrants and guests above: _____

June, 1977



Classic Chevy Car Club Archives

CLASSIC CHEVY CLUB OF SPRINGFIELD, MO NEWSLETTER

Volume II

Issue # 3

President - Joe McCracken 833-1100
Vice Pres - Paula Alford 869-8933
Secretary - Larry Clark 862-4796
Treasurer - Karl Close 759-2072
Sarge - Sam Randolph
Public Relations - Bill Huyett 887-3254
Newsletter Staff - Bob & Pam Goss, Dewayne McAllister, Paula
Alford, Earl Morgan and Joe McCracken
Club Sponsor - Reliable Chevrolet



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New Cars
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SMALL CAR SELL-A-THON NOW AT

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CHEVROLET**

3655 South Campbell Ph. 887-5800

GMAC
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MIC
Insurance

Dues:

Mandantory membership in Classic Chevy Club International at \$15.00 per year. Local club dues at \$10.00 per household family per year.

Classic Chevy Car Club Archives

EDITORIAL

You can sure tell that summertime has arrived, not only by the temperature, but the flurry of changing, updating, and renewing of some of the cars and trucks in our club.

If one had been tooling east on highway 60 between Springfield and Rogersville around the last week of May, and happened to look over into the Silver Bell Trailer court, you probably would have seen something that faintly resembled a '55 Chevy ragtop, minus the entire front end sheetmetal, engine, and once shiny black paint job.

A little closer look would have given you a peek at Bill Nimsick with a gallon of paint remover by his side, a putty knife in his hand and a look of determination on his face that said - COLUMBUS, OHIO OR BUST!

If you happened to be buzzing around the east part of town and drove down St. Charles street, you might have seen another shiny black '55 peeking out of the garage, also minus the entire front sheet metal, a paint job on the firewall and frame that you could comb your hair by from the shine, a completely disassembled engine, and a guy by the name of Don White standing over it, scratching his head, and trying to figure out why a 283 piston wouldn't fit into the block which turned out to be a 327!

Also, while on the east side, you might have caught Wendell Royster with his head under the hood of his Cameo pickup rebuilding the engine for the trip to Columbus next month.

While all of this was going on you could have seen me, if you were over in the SMSU area, working on my '56, installing a front bumper, new seats, both front and rear, repainting the firewall and fenderwells and a dozen other things I won't take time to mention.

Also, our Prez Joe McCracken was busy hanging freshly replated front and rear bumpers on his '55 and probably a few other little things that only he knew was wrong with his car.

All this work is being done not only because it needed to be done but mainly because the week of the convention in Columbus, Ohio is drawing nearer all the time and we want to be prepared for our cars to look and perform as well as possible.

EDITORIAL CONT.

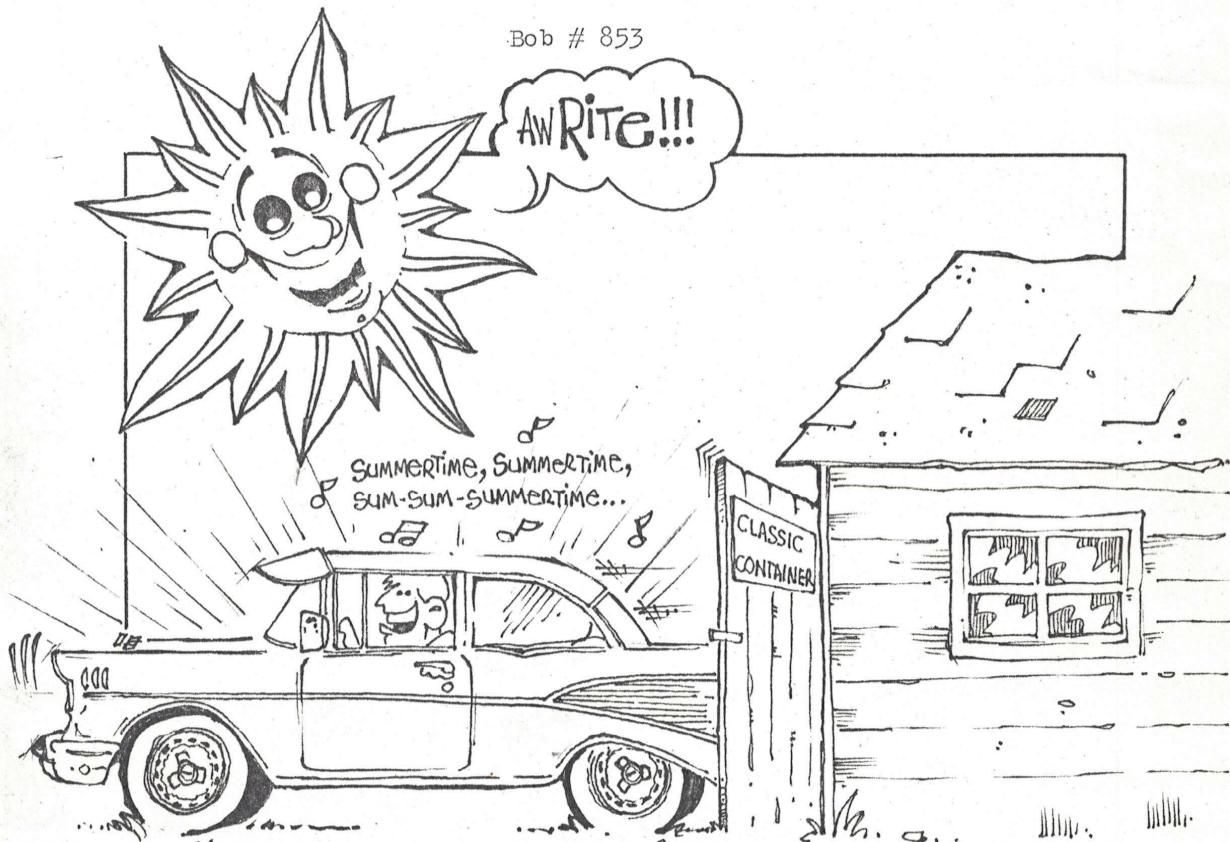
But it's not just the ones making it to the convention that are busy. Dewayne McAllister has recently installed a Turbo transmission in his Nomad and just got the car painted.

Vernon Leppert has done a lot of work on his '55 ragtop and has it looking good.

Kenny Hurley is slowly assembling his immaculate '55 2-door he purchased last winter, and there are probably several others in the club that are just as busy on their "Classics" getting them in the shape they will eventually be.

Yep, there's no doubt about it; summer's here, and I think we're all ready for it.

Keep 'em shinin'!!



Classic Chevy Car Club Archives

THE MEETING

Because of the Memorial Day weekend falling on our scheduled May 29th meeting, we moved it back one week so we actually had our meeting in June.

It was June 5th, to be exact, and it was also our first meeting to be held back in Phelps Grove Park.

The meeting started around 4:30 P.M. and was brought to order by Prez. Joe McCracken with the recognizing of visitors.

Next, our treasurer Karl Close reported a balance in the treasury of \$105.74, not counting what had been taken in at our road rally.

Larry Clark then read the minutes of the previous meeting.

Joe called for any discussion of old business, and Bill Huyett reported he was in the process of getting our road rally dash plaques made up, and expected to pass them out at our next meeting to those who participated.

Next, new business was brought up and Joe announced we had received our binders from the National Club for use by the officers and editor of the club and newsletter.

After that, Joe presented Paula Alford and Bob Goss each with a very nice wall plaque in appreciation of their efforts on the newsletter.

Following this, a discussion was held on a means of fund raising for our treasury and it was decided to have a garage sale with items donated by club members and proceeds going to the club treasury.

The Huyetts volunteered to have the sale at their residence at 2014 Holly Circle, ~~on Saturday June 18th from 8:00 A.M. to 5:00 P.M.~~

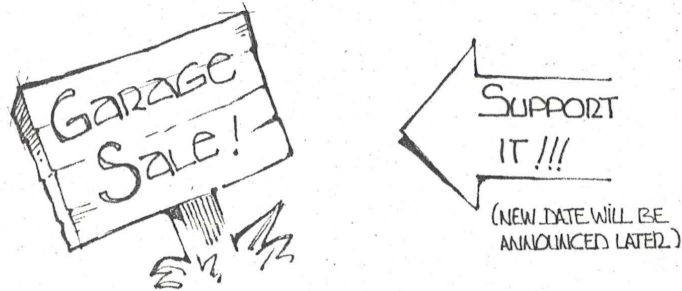
 *DATE CHANGED - NONE ON THIS LISTED...*

Classic Chevy Car Club Archives

THE MEETING, CONT.

It was also decided we would advertise the sale in the Springfield newspaper.

The meeting was adjourned at 5:00 P.M.



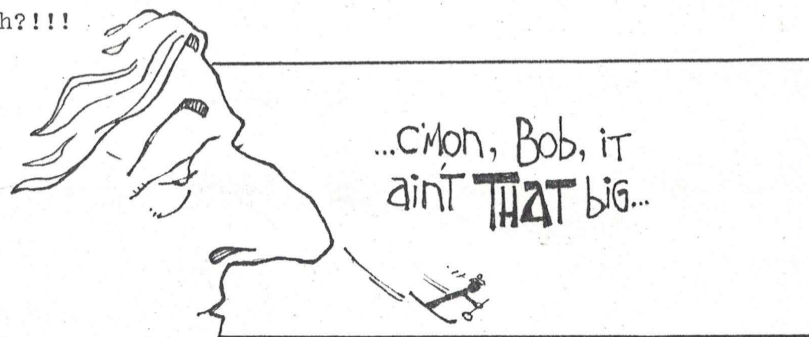
TIDBITS AND TRIVIA

We have in our club a very talented artist as you all know by the name of Earl Morgan. So talented in fact, that very shortly we should be seeing his work in Classic Chevy World, our national club magazine.

Harvey Clark, the National club Local Chapter Director receives our newsletters and was impressed by Earl's ability, and he notified President Doug Moorhead who apparently was equally impressed, so Earl will have some sort of cartoon in the National magazine every month.

Not bad for a tall kid from the hills with a big nose, huh gang?

Who knows, today; Classic Chevy World, tomorrow; maybe Hot Rod magazine, huh?!!!



Classic Chevy Car Club Archives

TIDBITS AND TRIVIA CONT.

I would like to take a couple of paragraphs to say thanks to Joe McCracken, and I think I can speak for Paula Alford too, for presenting us each with a very nice plaque for our walls noting the club appreciation for our work on this newsletter.

Although the plaques were made out only to Paula and myself I feel like they should also contain Earl's name for the terrific job he does on artwork, and Pam's name for her patience in me and her ability to turn the scribbles I give her into something everyone can read. Once again, thanks!



Gossip is that which goes in both ears and comes out of the mouth greatly enlarged.



...and then he said...

Our next club meeting will be in Phelps Grove Park, at 4:00 P.M. Sunday June 26th. Be there!



...DESERVED FOR YOU...



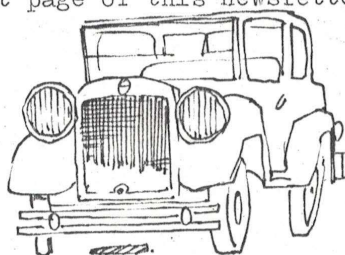
JUNE 26
4:00 PM
(SUNDAY)

Classic Chevy Car Club Archives

TIDBITS AND TRIVIA CONT.

The Ozark Antique Auto Club show & Tour will be held July 22 and 23rd at the Sheraton Inn. As I understand it, each entrant will be charged \$35.00 to help cover expenses.

If you are interested in showing your classic then contact the tour host, Joe Fisk, whose address, as well as other information, can be found on the last page of this newsletter.



CLASSIC OF THE MONTH

"Queen City Delivery" - Charley & Helen Hurley
1957 Sedan Delivery

Our '57 Sedan Delivery was purchased in January 1974 at Eldorado Springs, Missouri for \$250.00 and driven home without any problems. The speedometer showed 18,000 miles but the old man I bought it from (was fourth owner and he'd had it for 11 years) said it was on the third time around (218,000 miles.) I started planning and working on it soon after getting home. Upon closer inspection I almost forgot the whole thing, it had so much rust and bad parts. I drove it to work and around town for almost a year while I was gathering parts. I found a complete front end in a farmers barn at Oldfield, Missouri and in a cow pasture behind the barn I found a two door sedan that provided the two new front doors - after a lot of trouble from the rusted bolts and help from the friendly cows. The one piece front bumper came off a '57 four door that I found on a car lot. We were going to have a body shop do all the body work and painting, but after getting an estimate on the job - I decided to try and do it myself. The body work is not the best and the paint job leaves a lot to be desired - but considering this to be my first effort at a job of this size - it is not too bad.



Classic Chevy Car Club Archives

CLASSIC OF THE MONTH CONT.

The next time I paint it I think I can do a better job. And I can still say --- I did it all with the help of my wife, Helen, Kenny, and a good friend, Terry Brumley.

The engine is a stock 327 F.I. short block, that I balanced and blue printed, 300 h.p. heads, a 780 dual line Holley carb, a 400 Turbo hooked to the column; 3.55 gears, black Porcelainized stock headers, all new suspension front and rear, air shocks, Turbo mag wheels and Mickey Thompson series 60 tires, a combination of Chevelle and Camaro disc brakes on the front with stock brakes on the rear; power steering, using a stock slave cylinder and a late model pump.

The interior has a Chevelle tilt column; power windows that were purchased from fellow club member Dewayne McAllister, all new tinted glass except for the rear window. The wing vents were etched by the glass artist at Silver Dollar City. The seat is out of a 1974 Dodge Charger. The complete interior was designed and stitched up by my wife. I may be a little prejudiced, but I think she done a fantastic job on it. Be sure to note the unusual headlining.

The air conditioning is by way of a late model G.M. Compressor and a motor home evaporator unit that is concealed under the floor behind the drivers seat.

All the bright work was either replated by Acme Plating in K.C. or polished by myself.

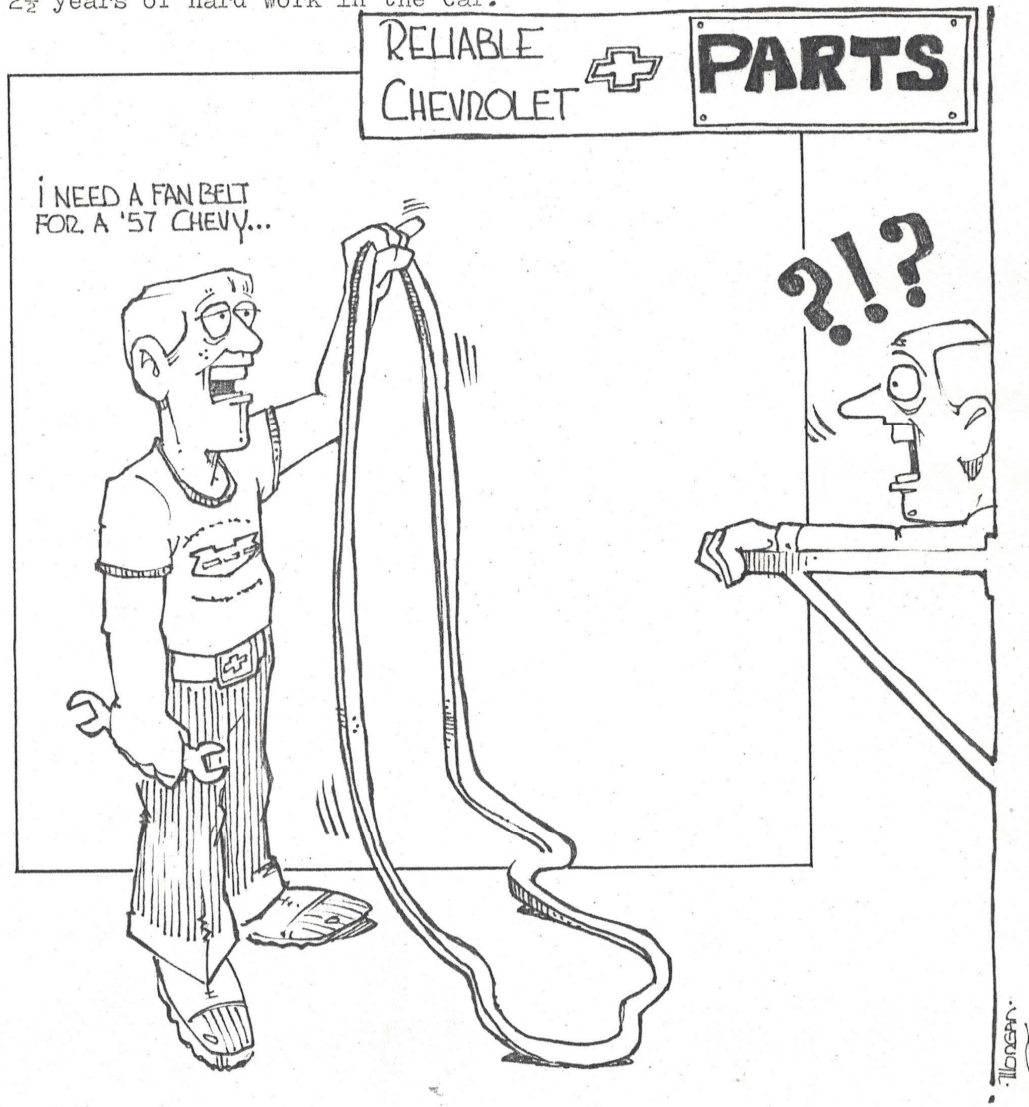
The paint is a '74 Ford Metallic brown lacquer, and all the suspension parts, frame, rear end and under hood parts are painted Black Imron.

The name on the side "Queen City Delivery" was applied by my wife. The maiden voyage for our delivery was to Tulsa for the Street Machine Nats; but that is another story and one I would like to forget.



CLASSIC OF THE MONTH CONT.

I believe the most unique asset of the whole car is the fan belt drive set up. It is a new concept that I have helped to work on at Dayco -- where I do mechanic work for the Research and Development Department. The belt is a 95" long Poly V - belt that drives all the accessories. We have approximately \$3,000.00 and 2½ years of hard work in the car.



Classic Chevy Car Club Archives

PARTS FOR SALE

One set of black '66 Buick Skylark bucket seats.
Identical in shape as '66 & '67 Chevelle seats
\$25.00. Bob Goss 869-5208

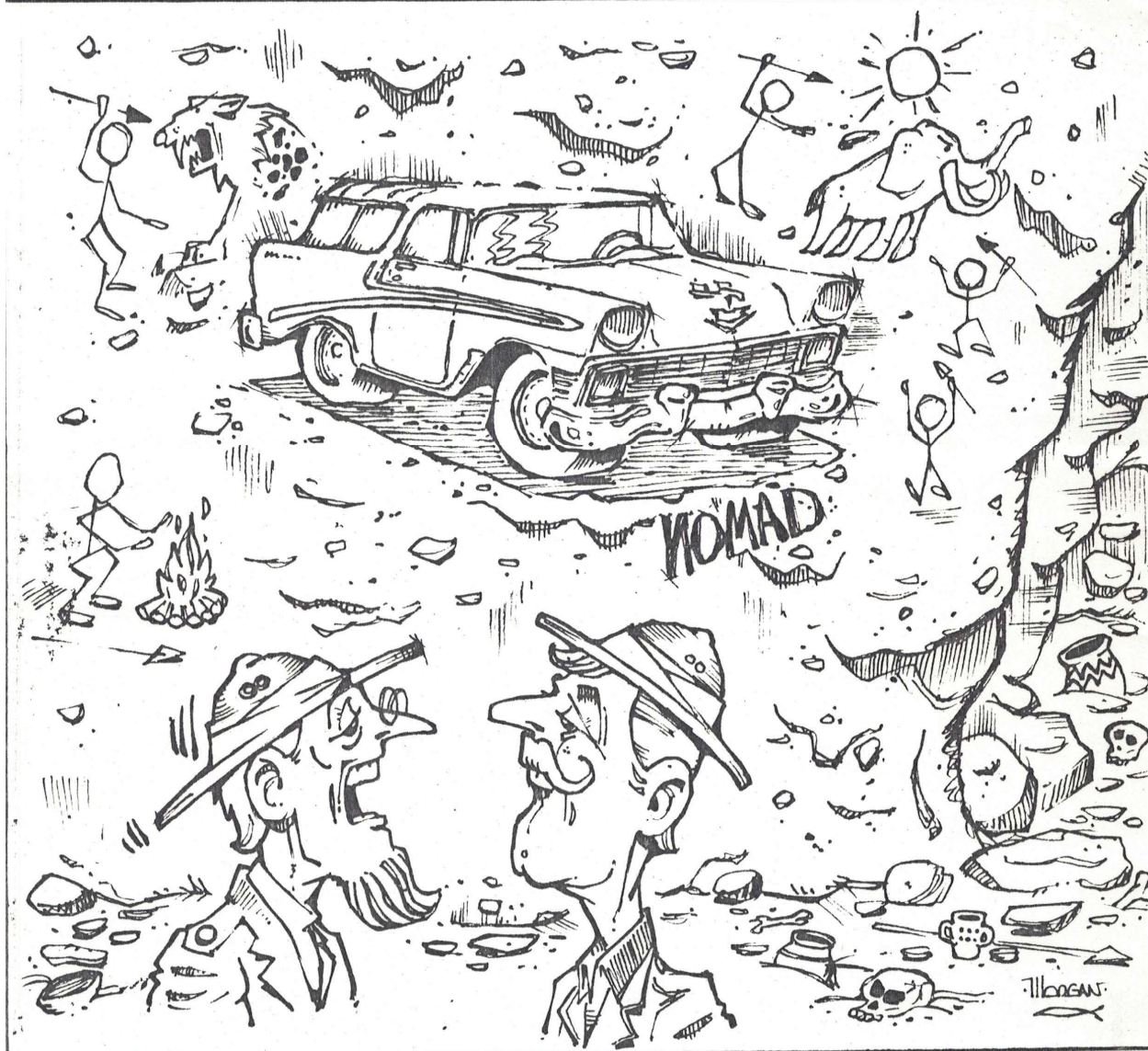
One '56 Chevy hood, no cross bracket or latch bracket.
Free for the taking. Bob Goss 869-5208.

One padded, and black shag carpeted platform and back
rest for 55-6-or 7 Chevy two door sedan. (Replaces rear
seat) Free for the taking. Bob Goss 869-5208.



COME and
GET IT....
PLEASE !!!

CLASSIC CORNER by earl morgan



...IT APPEARS THEY WERE MORE ADVANCED THAN WE REALIZED, SMEDLEY.

OZARK ANTIQUE AUTO CLUB SHOW & TOUR 8TH ANNUAL

BRASS, CLASSIC, SPECIAL INTEREST, COMMERCIAL, SPEEDSTERS

26 CLASSES TO 1957

MANY SPECIAL ACTIVITIES HAVE BEEN PLANNED FOR THIS EVENT

FRIDAY:

REGISTRATION
STYLE SHOW
RECEPTION
ENTERTAINMENT

SATURDAY:

MEN'S COFFEE AND CAR TALK
JUDGING
LADIES BRUNCH WITH PROGRAM
DRIVING TOUR AND LUNCH
POOLSIDE SOCIAL HOUR
BANQUET-SPEAKER-TROPHIES

TOUR HOST:

Joe Fisk
P. O. Box 1366, SSS
Springfield, Missouri 65805
Ph: 417-862-5641

JULY 22 & 23, 1977

Sheraton Inn, Springfield, Missouri