

Classic Chevy Car Club Archives

Contents

October, 1976 2

November, 1976 9

December, 1976..... 18

Classic Chevy Car Club Archives

October, 1976

CLASSIC CHEVY CLUB OF SPRINGFIELD, MISSOURI NEWSLETTER

Volume I

Issue #7

Officers

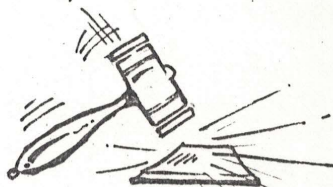
President - Joe McCracken
Vice Pres - Paula Alford
Secretary - Larry Clark
Treasurer - Karl Close
Sarge - Sam Randolph
Public Relations - Bill Huyett & Tom Miller
Newsletter Staff - Bob and Pam Goss, Dewayne McAllister, Paula Alford
and Earl Morgan

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

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The Presidents Page



The Classic Chevy Club of Springfield is on an uphill climb to bigger and better things. I might add this is only accomplished by the enthusiasm, interest and active participation by the club members.

Our last regular meeting proved to me the desire by the majority to grow and develop. The passing of the motion to become a 100% National Chapter will help all of us individually and very definitely as a club. Individually speaking, I know being affiliated with the Springfield club as well as the National Club makes my old car seem so much more special and unique to me and to others as well. The new members are coming and some cars are being built and completed (such as the car of the month.) In my opinion, all the people are going to reap these kinds of benefits, and in the end is this not what we are all looking

Classic Chevy Car Club Archives

Page 7

for in the basic function of the Chevy Club? We want to make our cars stand out and be recognized by the general public, as the 55-56-57 Chevy has been special to the rodders heart for the past 20 years. The club is now smoothing out to an efficient operation. With this in hand, membership will come knocking on our door, as there are many nice cars in the springfield area. When they see our accomplishments (like at Reliable Saturday) they too will want to become involved.

Any questions or any ideas you might have, feel free to contact me or any other officer as we all must donate something to do still further yet.

Joe McCracken
President

P.S. I would like to thank the Secretary, Mr. Larry Clark for the use of his and Cindy's home for our business meeting.

* * * * *

The Meeting



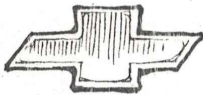
Sunday, September 26th, marked the date of a meeting held by our club at our sponsor's new facility at 3655 South Campbell. Reliable Chevrolet has provided us with a very nice meeting place and we should be thankful for that. The meeting was called to order by President Joe McCracken and the minutes of the last meeting were read by Larry Clark, and Treasurer Karl Close reported a balance of \$281.46 in the treasury.

Next a vote was taken to see if our membership would like to participate in the Muscular Dystrophy auto show again next year if one is held and the vote carried almost unanimously in favor of doing so.

After a request by Joe McCracken for more discussion on whether or not our club should be 100% members of the National Club, a lengthy discussion was held on that subject. After much pro and con on the subject a motion was made that it be required to join the National Club in order to be a member of our local club. The motion was seconded and

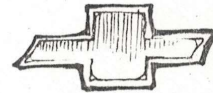
voted on by the membership with a total of 19 for and 3 against the 100% membership requirement.

As I understand it, if you are already in the National Club then all you pay is your \$10.00 yearly dues for the local club on your anniversary date. However, if you are not in the National Club then your \$15.00 fee to join that organization is due immediately and your \$10.00 local club dues will be due 6 months later. You may join the National Club through our local club Treasurer by sending your check directly to him. This will also help the Treasurer keep track of when your membership expires. If you are in the National club already, be sure to let Karl know when your membership expires so he can make note of it.



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--- Reliable Chevrolet Grand ---
-----Opening-----



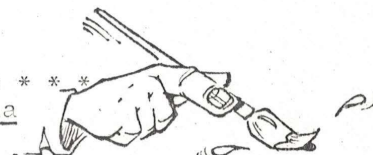
Our sponsor, Reliable Chevrolet, climaxed there five week long grand opening by inviting KWTO, Classic Chevy Club, and hundreds of spectators out to look things over at their new facility on South Campbell on Saturday, October 16th.

Sixteen members expressed their intent to be there on Saturday with their cars from one p.m. to 5 p.m. but only 11 out of the 16 showed up. They were as follows: Bob and Gwen Gilpin with their sharp flip front L-88 '55 two door hardtop; Joe McCracken and Nancy in their always nice '55 Belair two door; Larry and Cindy Clark in their freshly painted '55 two door; Earl and Susie Morgan in their two tone blue '56 two door; Bob and Pam Goss in ole "Yellow Fever," their '56 two door; Wendell Royster in the nicest Cameo pickup around; Charlie Hurley with his fantastically engineered '57 sedan delivery; Kenny Hurley and his trophy winning yellow '57 two door; Bill Nimsick and his nice black '55 convertible; Bill Huyett and his double sharp '56 two door hardtop; and Kathy Oliver rolling in with her and Gregs original '57 two door hardtop.

Had it not been such a chilly day things would have been perfect because the sun was shining brite, KWTO was broadcasting live from the scene (and giving our club some good coverage I might add), two bands played during the afternoon, Reliable was giving away some nice prizes and everybody was having a good time. The old cars seemed to attract a lot of attention and things went off real well. A big thanks goes out to everyone that showed their cars and also to Reliable for giving us that opportunity. After the show was over about 5 p.m. seven or eight of the cars caravanned to Steak n Shake on Glenstone to sip a coke or two and shoot the bull some more.

* * * * *

Tidbits and Trivia



Those of you who received a newsletter last month probably noticed an addition to it that helped the visual part of the newsletter which was the artwork laid on by none other than Mr. Earl Morgan himself. As far as I'm concerned this is a very welcome addition and we plan to have it every month if possible thanks to Earl volunteering his talents. Earl is a very good artist and we're lucky to have him available to do this for us each month which he probably would have done anyway even if I hadn't threatened to throw rocks at his car. Nice work Earl!

Sign seen in a truck stop gift shop not long ago: "Just when you think you're at the end of your rope, tie a knot in the end of it and hang on!"

A Short Course in Human Relations

The Six Most Important Words: "I admit I made a mistake."

The Five Most Important Words: "You did a good job."

The Four Most Important Words: "What is your opinion."

The Three Most Important Words: "If you please."

The Two Most Important Words: "Thank You."

The One Most Important Word: " We."

The Least Important Word: "I"

that this car was once a piece of junk setting out in a farmers field near Lebanon, Missouri but thats where they found it and after purchasing the car for a whopping \$20.00 back in January of 1970 they brought it home and started working on it. It just goes to show you that unless you are wealthy and have all kinds of time and money to spend that nice cars aren't built overnight but take months and even years to complete. Such is the case with Larry and Cindy as they have spent almost seven years reaching the point they have with their '55 as it is now. But the wait was worth it because they have a very nice car that is both dependable and very good looking to boot as well as growing in value everyday.



When they bought their car they had to replace the whole front end and then proceeded to strip all the paint off down to the bare metal, a task which to say the least is not much fun. Larry then rebuilt the entire suspension front and rear as well as doing all the mechanical work himself. Being a parts man for Lee Roberts Chevrolet didn't hurt him in that department we're sure.



The interior was purchased out of another '55 Chevy that was owned by Bob Massey and among the nice features of that interior is an AM-FM stereo tape player installed by Larry.

Larry had the bumpers rechromed by Springfield Plating Co. and 1975 Ford dark chestnut mahogany paint laid on by John Hill of Hill's Auto Body here in Springfield. The car is topped off by a set of E-T mag wheels and is powered by a stock 1974 350 cubic inch engine run through a 4-speed transmission and 3:55 rear end gears.

Future plans for the car include a set of disc brakes for the front and a set of headers to let the engine breathe a little better.

As I've said before the car is awfully nice and an asset to our club and I'll bet you if that farmer in Lebanon could see it now he just might want it back, but for \$20.00? Well-----.

* * * * *

Ten Ways to Kill A Club



1. Don't go to the meetings.
2. If you do go, go late.
3. If the weather doesn't suit you, don't think of going.
4. If you do attend a meeting, find fault with the work of the officers and members.
5. Never accept office, as it is far easier to criticize than to do things.
6. Get sore if you are not appointed to a committee, but if you are, do not attend committee meetings.
7. If asked by the President to give you opinion on some matter, tell him you have nothing to say.
8. After the meeting tell everyone how things should have been done.
9. Do nothing more than absolutely necessary, but when others use their ability to help matters along, howl out that organization is run by a clique.
10. Hold back your dues or don't pay at all.

* * * * *

Parts for Sale

Four 1957 full wheel covers, perfect condition \$20.00.
Call Bill Huyett 887-3254.

'57 Chevy 283 Bel-Air two door hardtop. Kenneth Bandy, 909
Central Monett, Missouri, phone # 235-5841 (non-member)

One good complete speedometer head - 55-56.

Two paint dividers - '55

Complete dash chrome - '55

Front Emblem for 56 or 58 (good)

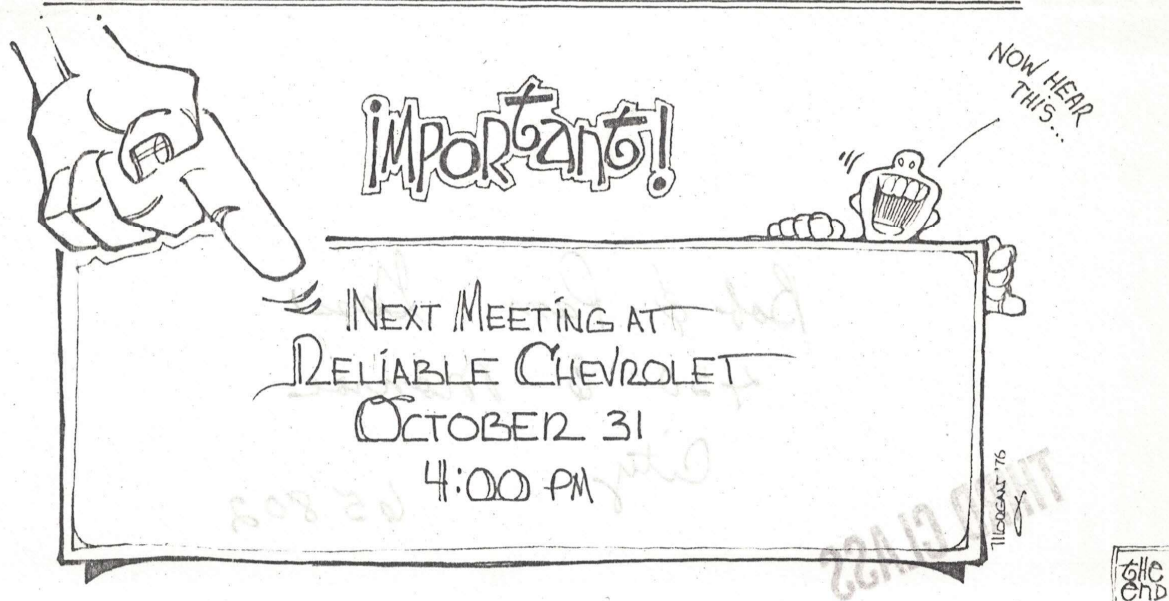
These parts for sale or trade.

Left door for '57 Chevy two door hardtop.

Don White 887-4750.

Wanted:

235 six cylinder Chevy engine and powerglide transmission.
Larry Robertson 865-8129 (non-member).



Classic Chevy Car Club Archives

November, 1976

Page 1

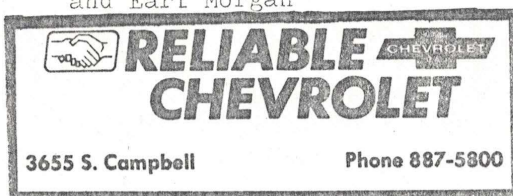
CLASSIC CHEVY CLUB OF SPRINGFIELD, MISSOURI NEWSLETTER

Volume 1

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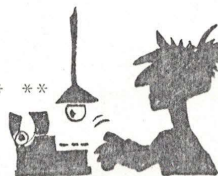


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Editorial



Well, here it is, time for another newsletter and her I sit trying
to think of something to put into it that may make it a little different
than the last one was. It kinda reminds me of when I was a senior in
high school in English IV. The teacher was fond of handing out assignments
to us for a 1000 or maybe 2000 word themes. I would be sitting in study
hall with my elbow on the table and my hand propping up my chin deep in
thought (much like I am doing right now) thinking to myself, "my gawd,
how am I ever gonna squeeze that many words out of my head on to this

Classic Chevy Car Club Archives

Page 2

piece of paper?" But, somehow I passed English IV and went on to bigger and better things like writing newsletters for a car club that worships 55-56 and 57 Chevrolets. The pay isn't too great but at least I get to see my name in print once a month!

Right now you're probably wondering what all this garbage has to do with our car club. Right? Well, the answer is, nothing really. You see, I was just sitting here with my elbow on the table and my hand propping up my chin and etc. etc. etc.

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The Presidents Page



As you all should be aware of, we have changed our meeting date to the last Thursday of the month, 8:00 p.m. With this late hour in mind, it is necessary the meetings start promptly at 8:00 p.m.. After a long day at the office we are all anxious to head home at the earliest possible opportunity. This is the case involved with the personnel at Reliable. To not inconvenience them our meetings should be coming to a close around 9:00 or very shortly there after. I would also like to say we should all inspire business for our sponsor Reliable Chevrolet. A helping hand for them could mean a good return for the Classic Chevy Club, which is then a good return for you and your car. When selling a new Chevrolet such as the 1977 Impala, there is no better example of the quality in the '77 than the history of the 55-56-57 Chevy. Your car is

one of the best salesmen General Motors has. As this months coming attraction, I hope we have a good turn out for the Christmas parade with the weather permitting. With our car activities at a very minimum these few humdrum winter months ahead. If you have any ideas for some social entertainment, please come forth at the next regular meeting.

May the Sunrise always be your friend.
Joe

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The Meeting



Our latest meeting was held on Sunday October 31st at 4:00 p.m. at Reliable Chevrolet and it was called to order by President Joe McCracken knocking on the table with his fist since he forgot to bring his gavel. A treasurers report was read by Karl Close and minutes of the previous meeting were read by Larry Clark. Next, a letter was read to the members by Joe from Arvil Beckerdite who is the Chairman for Muscular Dystrophy in Springfield thanking us for our part in the M D auto show held in August. After the letter was read a discussion was called for on whether we would change our meeting dates or move our meeting place. Since Reliable is closed on Sundays they asked us if we could change our meeting times to another day or night and it was voted on and passed that rather than move our meeting place we would change our meetings to the last Thursday in each month with the exception of this month which will be the third Thursday because of Thanksgiving falling on

Classic Chevy Car Club Archives

Page 4

the last one. From now on our meetings will be at 8:00 p.m. sharp! Joe would like to emphasize 8:00 p.m. sharp because we will need to be out of there by 9:00 p.m. or shortly after so Reliable can close up.

After this discussion it was brought up that those wishing to participate in the Christmas parade on November 20th with their cars do so in order to represent our club. Joe is seeking permission on this.

Next a prospective member brought up the fact that he wishes to join our club but he has to work nights and wondered if we could vote absentee votes on matters up for discussion at our next meetings. This seemed like a good idea so the club decided to do this. All the member has to do is phone one of the officers and cast his vote one way or the other on issues that we know will be voted on. Of course there is no way we can know about everything that will be voted on at the meetings in advance but at least the members that can't make it to the meetings can vote on some of the issues.

Next Joe asked for suggestions on some things to do during the winter months and two suggestions were made. One was to have a 50's style party and the other suggestion was to have another roller skating party. Then it was suggested to try and rent the skating rink for ourselves and combine the two functions for a roller skating party dressed 50's style. This was voted on and passed but the date was tabled until Bob Alford finds out when we can rent the rink.

Classic Chevy Car Club Archives

Page 5

Last on the agenda the club decided once again to sponsor a needy family for Christmas in the Share your Christmas program the Dept. of Family Services holds each year. An amount of \$50.00 was pledged by the club to be taken from the treasury and Vernon Leppert volunteered to be the host for the needy family chosen.

The meeting was then adjourned with the agreement to hold our next meeting on Thursday November 18, 1976 at 8:00 p. m.

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Tidbits and Trivia



For you statistics buffs out there we are happy to announce that Paula has sent out 269 newsletters since the newsletter was started last Spring ^{NOT} counting this months! _{oops!}

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TOGETHERNESS

Xvxn though my typxwritxr is an old modxl, it works quitx wxll xxxcpt for onx of thx kxys. I wishxd many timxs that it workxd pxrfxctly. It is trux that thxrx arx forty-onx kxys that function wxll xnough, but just onx kxy not working makxs thx diffxrxncx.

Classic Chevy Car Club Archives

Page 6

Somxtimxs it exxms to mx that our club is somxwhat likx my typxwritxr: not all thx mxmbxrs arx working togxthxr.

You may say to yoursxlf, "Wxll, I am only onx mxmbxr, I won't makx or brxak a club." But it doxs makx a diffxxnxx brcausx any club to bx xffxctivx, nxxds thx activx participation of xvxy mxmbxr.

So thx nxxt timx you think you arx only onx mxmbxr and that your xfforts arx not nxxdxd, rxmxmbxr my typxwritxr and day to yoursxlf, "I am a kxy mxmbxr in my club and I am nxxdxd vxry much."

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A Word to the wise: The November issue of Classic Chevy World, our national club magazine, has published in it a list of 140 parts for 55-56 and 57 Chevys still available through you local Chevy dealer. It also has a list of about 15 parts which have been discontinued within the past year or so. If you don't have this list yourself then find someone who does and look it over carefully to see if there is anything you need and can still get while its available from Chevrolet. These parts are discontinued frequently so if you want to buy something for your classic while it is still being sold at a reasonable price then get on down to Chevrolet and order those parts NOW!!!



Classic Chevy Car Club Archives

Page 7

By the way if you're wondering where the car of the month column is I'm sorry but there just wasn't enough time this month to work it up. We'll have one next month if at all possible.

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Members Comments



I guess President Joe got tired of me not doing anything. I now have the job of keeping our club scrapbook up to date. However, I have one problem and that is a record of our past events. If anyone has a picture they would like to sell to the club or a negative we could borrow we would appreciate it. We could use anything from the first road rally on. If you have anything we could use please call me or see me at a meeting. Bill Huyett 887-3254.

ATTENTION: The last two pages of this newsletter are the bylaws of our club as they now stand. Everyone should keep these last two pages for reference when needed.

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FOR SALE

4 1957 full wheel covers, perfect condition. \$20.00. Fit 14" wheels. Contact Bill Huyett 887-3254.

↳ NEXT CLUB MEETING - NOV. 18 @ 8⁰⁰ PM - RELIABLE CHEVROLET.

Classic Chevy Car Club Archives

November 11, 1976

CLASSIC CHEVY CLUB OF SPRINGFIELD, MISSOURI

REVISED BY LAMS

REQUIREMENTS FOR MEMBERSHIP:

1. You must own or intend to purchase a 1955-56-57 Chevrolet any model, car or truck.
2. You must be a National Classic Chevy Club member.
3. One membership required per household.

DUES:

1. The Springfield Chapter dues are \$10.00 annually.
2. The National dues are \$15.00 annually.
 - A. Upon membership, the \$15.00 National fee is due. The \$10.00 local fee is not required immediately but due within six months of anniversary date.

RULES FOR MEMBERS:

1. It should also be each members duty (through their enjoyment of their cars and club) to actively encourage membership to all prospective members seen on the street.
2. Men and women votes are equal.
3. Members may vote by absentee, by contacting the President or any officer before the meeting on any up coming motion.
4. All by laws standing and or admendments to by laws require 2/3 majority vote. All other motions require simple majority.

MEETING PROCEDURE - PARLIAMENTARY PROCEDURE:

1. Call meeting to order.
2. Recognition of visitors.
3. Treasurer report.
4. Secretary report.

Classic Chevy Car Club Archives

Meeting Procedure cont.
Page 2

5. The floor is now open for discussion of any old business.
6. The floor is now open for discussion of any new business.
7. Adjournment, only after all motions during the meeting have been either defeated - passed or tabled.

OFFICERS DUTIES:

PRESIDENT

1. Conduct meeting in business like manner.
2. Must show good representation of Classic Chevy Club.

VICE PRESIDENT

1. Conduct meeting during absence of President.
2. Help advise all officers.

SECRETARY

1. Keep accurate minutes of all meetings.
2. Should work collectively with Public Relations and Editor handling all correspondence.
3. Keep records of all club activities.

TREASURER

1. Collect dues.
2. Keep an accurate record of all finances and expenses.

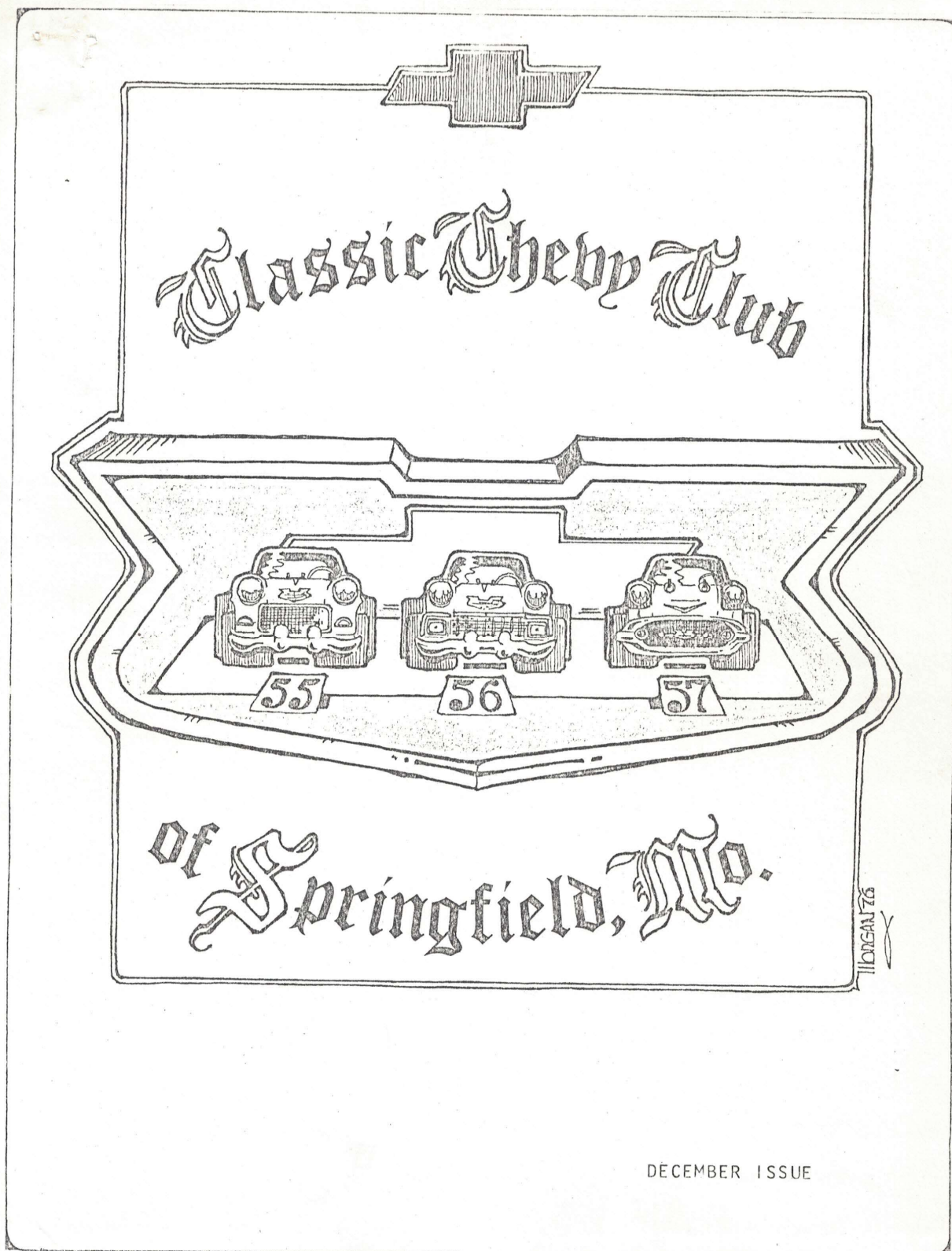
SARGENT OF ARMS

1. Keep order during all club functions.

PUBLIC RELATIONS

1. Should work collectively with Secretary and Editor handling all correspondence.
2. Keep scrap book up to date of all club activities.

December, 1976



Classic Chevy Car Club Archives

ASSEMBLY LINE OF A CLASSIC NEWSLETTER

12-15-76

This article is trying in a small way to show thanks to the dedicated members of the Classic Chevy Club of Springfield, who build this becoming fantastic newsletter.

The newsletter is born every month in very much the same way we restore one of our cars - from the ground up. Except for a few basic rules, the articles and information in each newsletter is gathered and compiled by the competent Editor, Bobby Goss.

If there was any one person responsible for the beginning and continued growth of the newsletter, it is unquestionably Bobby, with his spouse, Pam, by his side with typewriter. Bobby usually does all the foot work and phone calling for all the information to adequately cover any one given article, whether it be the car of the month, the parts column, information covering past meetings, to club activities and who's participating to his own "Tidbits and Trivia". Pam then conforms all his hand written information into zero error, easy to read type-written pages. To complete this process thus far usually takes from 7 to 10 days, or should I add, and nights.

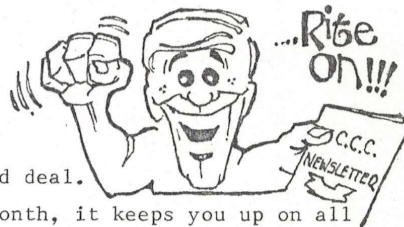
The next shift is started as the fresh inked pages are forwarded to the magician, Earl Morgan, to add his magic touches by enhancing and outlining the appearance of the newsletter. Earl is a new-comer on the assembly line of the newsletter. I think everyone agrees it is an added welcome the way he puts a certain gleam on the outside. This process usually takes a maximum of 3 days.

The next shift dedicates real manual labor as Paula Alford receives the freshly painted newsletter for copying. Paula is essential to the copying process in a way I don't believe anyone else in the club could be. She is right at home stamping out copies as this coincides with a fraction of her daily routine at the office. Usually one does not appreciate anything until it is gone, but now is the time to appreciate this cycle because she says it could end anytime. Paula's inside scoop is saving the club money each month. Never the less - carting home 5 or 6 hundred pages of the newsletter is a real chore. Her next step is putting the pages together and addressing. Then the newsletter is complete and off to the post office. This final process usually accumulates a maximum of 4 or 5 days.

Classic Chevy Car Club Archives

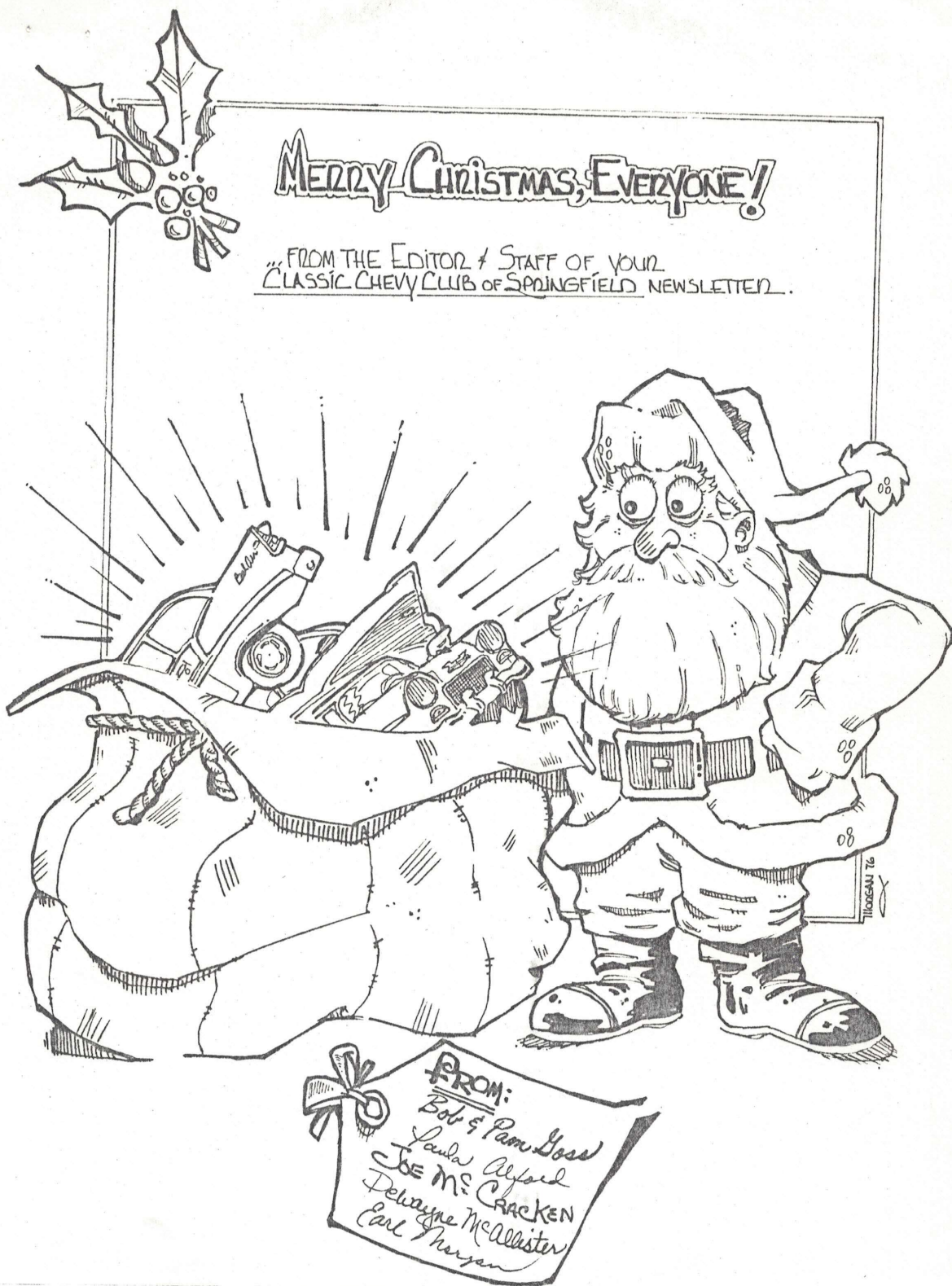
Page 2

Now, open your mail box and there you have it. I believe our newsletter is one of the best in our six state region and the very best - bar none - in Southwest Missouri. Also, each addition gets better and more expanding. It is mailed out to all area clubs and as wide as 2 or 3 states - as far north as Glenbula, Wisconsin. This newsletter does not sacrifice cost for its great quality. It is so efficient our only cost, outside of labor, is postage per newsletter. It's hard for others to compete with that. So you now see why and how the newsletter is as good as it is. It's the people themselves, they are 100% Classic Chevy Club members and participants dedicated through the fondness of their cars, as you are about to see, I, Joe McCracken, am not the only one who thinks so.....



- Kenny Hurley: A super job.
- Carol Nymstick: Nice and informal, real good.
- Don White: A good one man effort - a good deal.
- Earl Morgan: With club meetings once per month, it keeps you up on all activities and who participated.
- Carl Close: Keeps people informed especially ones who can't attend our meetings regularly.
- Vernon Leppert: A super job, with the exception of the color pages, I look forward to it more than the National Magazine.
- Dewain McAllister: Bobby does a good job - he adds life and color to all the stories.
- Jeanie Huyett: Always enjoy it and always look forward to it. Bill and I both fight over who reads it first.
- Nancy McCracken: Joe and I don't have to fight over who reads it first, because I know I will always be last.

With Christmas season upon us, these are the only people we could reach at home for comments. Merry Christmas everyone, and best wishes for the New Year.



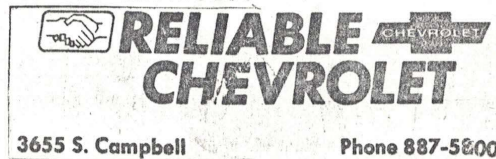
CLASSIC CHEVY CLUB OF SPRINGFIELD, MISSOURI
NEWSLETTER

Volume 1

Issue # 9

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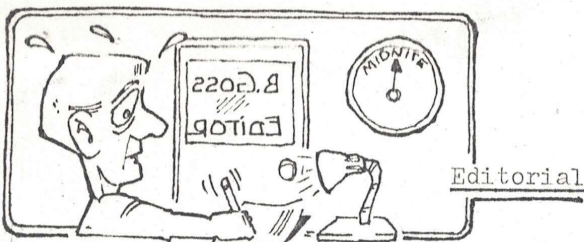


NEXT MEETING - DEC 30 @ 8:00 PM

AT RELIABLE CHEVROLET!

... PLEASE PLAN TO BE THERE!

Classic Chevy Car Club Archives



Page 2

In searching for a topic for this month's editorial I came across a story which I am going to borrow from the Chevy Owner's News, which is the newsletter put out by the Heart of America Classic Chevy Club in Kansas City. According to their newsletter the article was taken from "The People's Almanac" by David Wallechinsky and Irving Wallace.

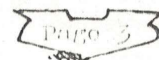
I make no claim to whether this story is actually true or just a figment of somebody's wild imagination. However, it is a very interesting story and if it is true then that little '57 Chevy you own or maybe once owned could be just a well done fake! Read on - - - -

The 1957 Chevrolet was introduced by General Motors in late 1956 as part of their special Labor Day Sneak Preview of New Cars. The '57 Chevy sported nonfunctional tail fins and excess side trim like most American cars of that era, and it would have passed into obscurity except for the amazing popularity of the design in the years that followed. While the Chevy's competitors disappeared into the junkyards of the nation, the '57 thrived, particularly the 2-door Bel-Air model. The car became a favorite of customizers in Southern California, and its popularity spread across the nation. The '57 Chevy has been almost as visible on the highways of America as the Volkswagen, particularly in California and the Midwest.

In 1965, the California Dept. of Motor Vehicles listed 35,000 '57 Chevies on the road -- an astounding survival rate for an American car (although in 1957, Chevrolet enjoyed total sales of 750,000 units). No other American automobile has survived the years with equal fortitude.

(Continued)

Classic Chevy Car Club Archives



However, no other American automobile with the exception of the limited-production Studebaker Avanti, has enjoyed the unique production facilities of the '57 Chevy. There have been subsequent design for subsequent Chevrolet model years, but the '57, unlike any other American car and contrary to American industrial practice, enjoyed a manufacturer's run of 10 years.

A dedicated group of ex-Chevrolet stylists and franchised used-car salesmen continued to turn out close to 200,000 1957 Chevrolets focusing on the 2-door Bel-Air model, between the years 1957 and 1967, in a small auto assembly plant located outside Jacksonville, Illinois.

The enthusiasts, led by ex-General Motors stylist Ardell Malowick, quit GM in mid-1957 when it was learned, to nobody's surprise, that the 1957 design was to be scrapped in favor of the longer, lower, wider '58 Chevy, which replaced the '57's peaked fins with contoured sublimated fins.

Malowick and his associates quickly decamped and purchased their own auto assembly facilities in southern Illinois. However, Malowick was unable to finance the die molds and giant steel presses which GM and Fisher Auto Body used to construct the basic body; rather, Malowick relied on the proved European coach-building technique of pounding the body shape out by hand over wooden molds, formed from fiber-glass replicas of the real thing. In this way, some of the imperfections of Fisher's mass production were eliminated.

Malowick and associates knew that Chevrolet, which held all legal rights to the design, would not consent to the manufacture of '57 Chevies to compete with their '58s and subsequent models. Perhaps GM was aware, as Malowick now contends, that subsequent models could never compete with the '57 Chevies built by Malowick that were sold as remarkably well-preserved used cars in car lots across the U.S.

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In the sale of these cars, Malowick enjoyed the clandestine cooperation of countless used-car merchants throughout the nation who were in sympathy with his cause. Certainly, used-car dealers sought Malowick's creations with a fervor they have not displayed for any other American vehicle before or since.

Malowick was able to survive financially by his relatively high wholesale price, and a low overhead provided in part by engines and chassis pirated from Chrysler warehouses in northern Illinois (accounting partially for Chryslers bewildering stock nose dive during and immediately after their "Forward Look" phase), and from sales to special collectors and customizers, mostly in California, who were willing to pay anything for a '57 Chevy in good condition.

By far Malowick's most successful model was, of course, the 2-door Bel-Air with the metallic plum paint, many of which can be seen on the streets of most American cities today.

In 1967, Malowick was forced to close down shop because of rising costs and the rumors that General Motors was wise to his operation and was preparing legal action.

Malowick has since gone into the business of manufacturing denim boots and book bags, but he is considering another automobile operation if he can locate favorable factory conditions, possibly in Germany. There is a rumor that the giant Volkswagen Corporation, which has thought about opening a factory in the U.S., has made overtures to Malowick regarding the 1973 Buick Riviera, another classic of American design.

Classic Chevy Car Club Archives



Page 5

QUESTION: What is our Purpose and Goals, Why did we begin, and what is a Classic?

On your way to the car wash, or at Steak N' Shake for a hamburger or on your way to a club function or club meeting, has anyone ever asked you, what is a Classic Chevy? How do you determine what is a classic and what is not? Is there a way to determine whether something is a weekend fad or a life long symbol?

With Doug Moorhead's help, President of the National Classic Chevy Club, I will make an honest effort to answer these questions thoroughly and completely.

Websters definition of a Classic is: Superior, of the highest class, most representative of the excellence of its kind, having recognized worth, abbreviated class.

Who makes a classic a "Classic?" You do! (not the manufacturer). What makes a Classic a Classic?" No. 1. The style must be innovative and pleasing to the eye ---something special. It should be advanced for its time in many aspects of engineering.

A Classic must be popular among all types of people. It must be sought after by museums, collectors, and people to preserve and own.

A Classic must always be increasing in value, never decreasing.

And A Classic must weather the test of time to insure that it will continue to be all of the above in order to maintain its Classic standing for generations to come.

Now, where do our 55-56-57 Chevys register here? 100% in every category of a Classic. It might appear the word Classic was first conceived in 1955 with the birth of the first Classic Chevrolet.

(continued)

Classic Chevy Car Club Archives

Page 6

The style of the 55-56-57 is not only innovating and pleasing but also unique. Its advanced engineering is recognized worldwide in many ways, from the introduction of Chevrolets first 265 cubic inch V8 down to the spherical ball joints, and to the first factory (dealer installed) 4 speed transmission, to the new Fuel Injected 283.

The 5-6-7 is definitely popular among people of all walks of life and is one of the most sought after cars today. We all know that its value is on the rise from last years first offers to next years selling price three times over.

Twenty years is enough time to make sure that the above criteria have been well established in our cars. All hard facts remain, the 55-56 and 57 Chevrolet is a Classic if there ever was one!!!

People from all over are springing to life with burning interest and desire to own a Classic of one category or another, whether it be -- -- unrestored original -- restored original -- semi-modified to completely modified. With all that 55-56 and 57 Chevrolets have going for them, why not plan to keep and preserve your Classic for a long, long time. It's a plan you'll never regret.

With all this fresh in your mind, I will touch lightly on the answer to one more important question. What is the Classic Chevy Club??

It is a club organized for the purpose of advancing interests in the preservation and restoration of 55-56-57 Chevrolets -- and to provide recreational and social activities for members of the club.

I truly believe this article contains the very foremost fundamental basic ground rules that prompted the very beginning of any club locally, state, or nationwide that will substantially hold all parts of the Classic Chevy Club International together for many, many years to come. These very ideas are where our interest and growth will come from to achieve more recognition nationally.

Your President - Joe McCracken
#3192

The Meeting

Our latest monthly meeting was held on November 18th at 8:00 P.M. at Reliable Chevrolet with Vice President Paula Alford presiding in Joe's absence.

First, all visitors were recognized and there were five visitors present.

Next, treasurer Karl Close gave the financial report with a bank balance of \$267.46 in the treasury.

Secretary Larry Clark read the minutes of the previous meeting and then discussion began on the skating party with a decision to hold it on Sunday night, December 5th at Skateland North. It was learned that a minimum amount of \$75.00 would be required to reserve the rink. It was decided that if we didn't get the 50 people required to pay out the \$75.00 that the balance needed would be taken from the treasury.

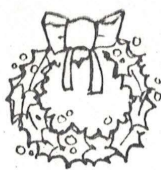
Next Larry Clark reported on the Inter City Club Council meeting held in November. August 28th has been set as the date for the next ICCC car show for Muscular Dystrophy. Larry reported that the next ICCC meeting will be on February 9th and anyone who wishes to attend may and is encouraged to do so.

Our club was presented a certificate from Muscular Dystrophy Assn. in appreciation for our efforts in the last Show-A-Thon.

Next, discussion was held on obtaining some business cards for club members and it was voted on and passed to authorize Earl Morgan to check into and purchase these cards.

The meeting was adjourned around 9:00 p.m. with agreement to hold the next meeting on Dec. 30th at 8:00 P.M.





Christmas Parade

Springfield held its annual Christmas parade on Saturday, November 20th and the Classic Chevy Club was right in the middle of things with seven fine looking automobiles representing our club. They were: Earl Morgan's '56, Joe McCracken's '55, Wendell Royster's Cameo pickup, Bill Huyett's '56, Larry Clark's '55, Bob Alford's '55 and Bill Nimsick's '55 convertible.

I'm sure that if Santa could have gotten his reindeer and sleigh in one of those 55 or 56's he would have enjoyed it much more than riding on top of that fire truck, huh guys?

A big thanks goes out to those who participated.



Skating Party

Sore feet, twisted ankles and lots of bruises. Sounds almost like what one of today's rock groups might name themselves doesn't it? Well, there just may be a rock group with that name that I haven't heard about but the description I'm giving refers to 26 members and guests of the Classic Chevy Club on Monday, Dec. 6th after the skating party 50's style held the night before at Skateland.

The attire was rolled up blue jeans, white socks, turned up collars, cigarette packages rolled up in shirtsleeves and greasy ducktail hair styles as we got underway.

I don't know how many girls fell down that night. Probably not too many because they have enough sense to go slow and not take any chances, but with the guys it's like some sort of grand prix race or something. The faster the better! Thus, more crashes and wipe outs among the men. Bob Alford was one of the few who had sense enough to

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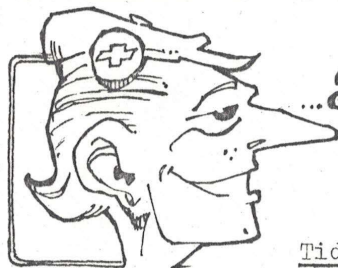
keep a safe pace but then when he got off the skating floor onto the carpeted area next to the seats, KA-WHOMP! flat on his back!

Pat Sears and I were engaged in a heated race down the stretch when I wiped out going into turn one. Curse you Pat Sears! I wouldn't have said that but he was grinning from ear to ear the next time he came around.

Bob and Paula's son, Chris, looked like he was born with roller skates on as he was whizzing by everyone with great ease. He can skate faster backwards than most of us can forward.

One of the games the operator of the rink has you play is with three people skating single file while holding onto each other forming sort of a train. The object of the game was to turn and skate in the opposite direction each time the music stopped. I was unfortunate enough to be teamed with Earl and Joe. I don't want to say we had a bad sense of direction but once when the music stopped we turned alright, right into the wall. BAM! It's a good thing we don't drive our cars like we skate, huh, guys?

But despite all the trips and falls I think everyone enjoyed themselves and if you missed it, you were probably lucky.



...Street IS neat!

Tidbits and Trivia

Looking ahead to next summer, (and just in case you want to know) the Street Rod and Street Machine Nationals will again be held on consecutive weekends but this time in St. Paul, Minnesota. This year the Street Rods go first and will invade St. Paul on July 21, 22, 23 and 24th and the Street Machines will move in on July 29, 30 and 31st.

For those of you who haven't begun getting the National club magazine yet this information is for you.

The National club has located a supplier of replacement panels for rusted out areas on your 55-56-57's. Practically any part that has a tendency to rust out on 55-6-and 7's can be repaired with these replacement panels except the floorboards. These panels can be ordered directly from the National club and are rated AAA, which means they are excellent in quality, originality and price. Pictures of all available panels and their prices are listed in the December issue of Classic Chevy World. So if you're thinking about filling up those rust holes with bondo and hoping it will stay, think again. Why not order the replacement panels and do it right?

 F I A S H! It has just been reported through a very informed source that the next Classic Chevy Club national convention will be held the third week of July in Columbus, Ohio. So start saving those coins and scheduling those vacations because I'm sure this one will be even bigger and better than last year's convention and that isn't easy to do.

We have also learned that the Central regionals will take place sometime in May in Sioux City, Iowa. The exact dates are not known by us at this time but we will let you know as soon as we find out.

Christmas Project

At the meeting before last our club decided to sponsor a needy family for Christmas again this year and authorized Vernon and Sharlett Leppert to spend \$50.00 of the club's money on whatever the family desired to buy.

The Department of Family Services supplied the needy family for us which turned out to be a divorced lady by the name of Linda Lott and her three children. Vernon and Sharlett took them on the shopping tour

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and the lady decided to buy her children clothing with the money. Since \$50.00 really doesn't go very far when four people are involved Vernon and Sharlett thought it would be a good idea to publish the three childrens sizes and if anyone has any clothing they would like to give this family I'm sure they would be more than happy to receive it. So dig through your closet and see if we can help out some people who are less fortunate than we are. If you have something to give please bring it to the next meeting to give to Vernon and he will see that the Lott family receives it. The childrens ages and sizes are as follows:

Girl - Age 11

Pants - size 12

blouse - size 12

socks - 6 thru 11

shoes - 5½ to 6 in womens

dress - 10 thru 12

Girl - Age 14

dress - size 6 misses

pants - size 6 or 26 to 32 in boys

blouse - 5 to 6 juniors or 32 in womens

socks - 6 thru 11

shoes - 6½ to 7

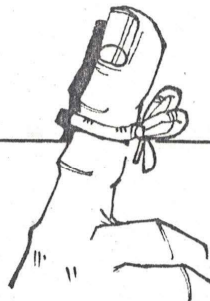
Boy - Age 13

Jeans - size 14 to 16

shirt - 14

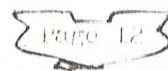
socks - 6 to 11

shoes 8 to 8½ mens



...DON'T FORGET- BRING THOSE CLOTHES
TO OUR NEXT MEETING!

Classic Chevy Car Club Archives



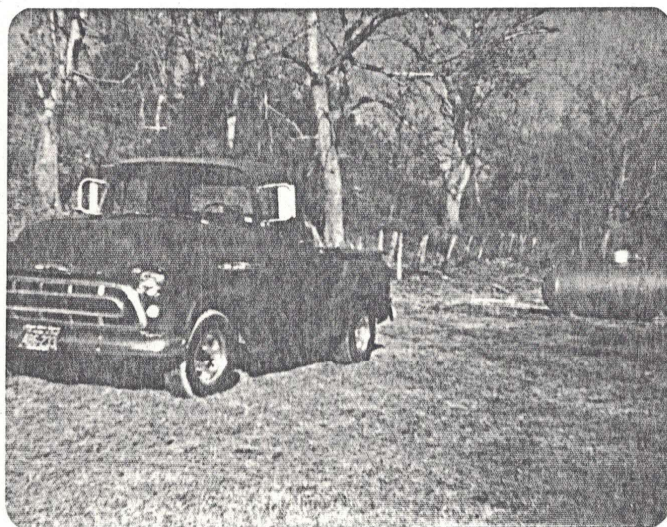
Well, the car of the month this month as you can plainly see is not a car but a truck. This truck is owned and driven by Pat and Dorcas Sears from down around Ozark town. The one time farm dairy truck is a '57 model custom cab which is now well on its way to becoming a street machine, courtesy of Pat's efforts in the department.

The Sears' pick-up motivates on down the road with a little help from a 235 cu. in. six in a row hooked to a three speed transmission which was all pirated from a 60 Chevy.

Pat bought the pick-up in the fall of 1973 for \$275.00 and since that time has added a set of bucket seats, an AM-FM radio, grille and front bumper chrome, American slotted mags on H78 tires, completely rebuilt the front suspension, and primed the body.

As is the case many times, Pat is having trouble deciding just what color he wants to paint his truck but he is thinking about a burgundy color at this time, with a matching burgundy interior.

Pat's plans on retaining the tried and true six cylinder unless something happens to it in which case he will probably install a small block.



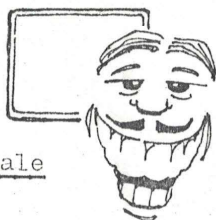
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At the time I was interviewing Pat for information about their truck he was hoping to have it painted next summer but since that time Pat and Dorcas have purchased the '55 Chevy formerly owned by Keith Watson.

Pay says he still plans to keep the pick-up and finish it someday but right now he thinks he'll probably start working on their '55 first.

Good luck to you Pat and Dorcas and which ever classic you decide to fix up first I'm sure it'll be a winner.

For Sale



...ALL OF THIS STUFF WAS
OWNED BY A LITTLE OL' LADY
IN PASADENA WHO STOLE
NOS PARTS TO SUPPORT A
GERIGOL HABIT....

4 - '57 Chevy hubcaps - very good condition with no repainting necessary -- \$25.00.

Complete set of dash trim for '55 Chevy - very good condition \$10.00.

3 sets of paint dividers for '55 - \$5.00/set.

'55 Hardtop interior, needs only front seat simulated roll & pleat \$45.00

1 set brake lite lens for '55 - \$5.00/pair.

2 - six cylinder hood emblems for '56 both fair condition.

1 - trunk emblem for '55 - fair

1 - instrument cluster for '55 - very good - set at 0 miles.

1 - '57 hardtop door - \$15.00.

1 - '66 Chevy 4 speed console good condition - \$10.00.

These parts for sale or trade. Don White - 887-4750.

* * * * *

4 - 14x7 Shelby mag wheels for Chevrolet mounted on F70-14 Goodyear Polyglas tires - brand new.

1 set used step still plates for 55-6-7 very good condition.

1 rechromed hood bird for '55

1 good used rear bumper center section for '55.

Kenny Hurley 883-4986.

* * * * *

Will trade recently rebuilt 780 dual line Holley carburetor and chrome gas line for Carter AFB in good condition. Bob Goss 869-5208

Classic Chevy Car Club Archives

Page 14

Parts for Sale

- 1 - 56 1 piece rear bumper, perfect rechrome \$100.00
- 1 - 55 front bumper, 5 piece complete
- 1 - 55 rear bumper, 5 piece complete, both perfect and recently rechromed \$125.00 pair.
- 1 - 55 trunk mat new NOS \$35.00
- 1 - pair 55 front fenders - right and left (no rust) \$50.00 pair.
- 1 - pair 56 tail light lens - guides NOS \$5.00 pair.
- 1 - pair 57 tail light lens - guides NOS \$15.00
- 1 - pair 57 back up lens - guides NOS \$15.00
- 1 - 57 park light lens - guide NOS \$15.00
- 1 - 56 V8 hood emblem NOS \$50.00
- 1 - 55 gas door guard - NOS \$15.00
- 1 - 55 belair spear - 4 dr. right rear. NOS \$5.00
- 1 - 55 or 56 AC - gas gauge - still in box NOS \$15.00
- 1 - set of 4 57 full wheel covers, mint \$15.00
- 1 - 55 front bumper (center) new rechrome \$20.00
- 1 - 55 park light lens - guide NOS \$15.00
- 1 - set 56 front fender extensions, mint \$30.00
- 1 - pair 56 park light panels, mint \$40.00
- 1 - 56 tail light housing, right side, exceptional mint \$25.00
- 1 - pair 55 park light housings, mint \$30.00
- Horn rings complete - 55 or 56 all good, no cracks, belair or 210;
- V8 or 6 cylinder center caps any color \$15.00@

Joe McCracken 833-1100

