

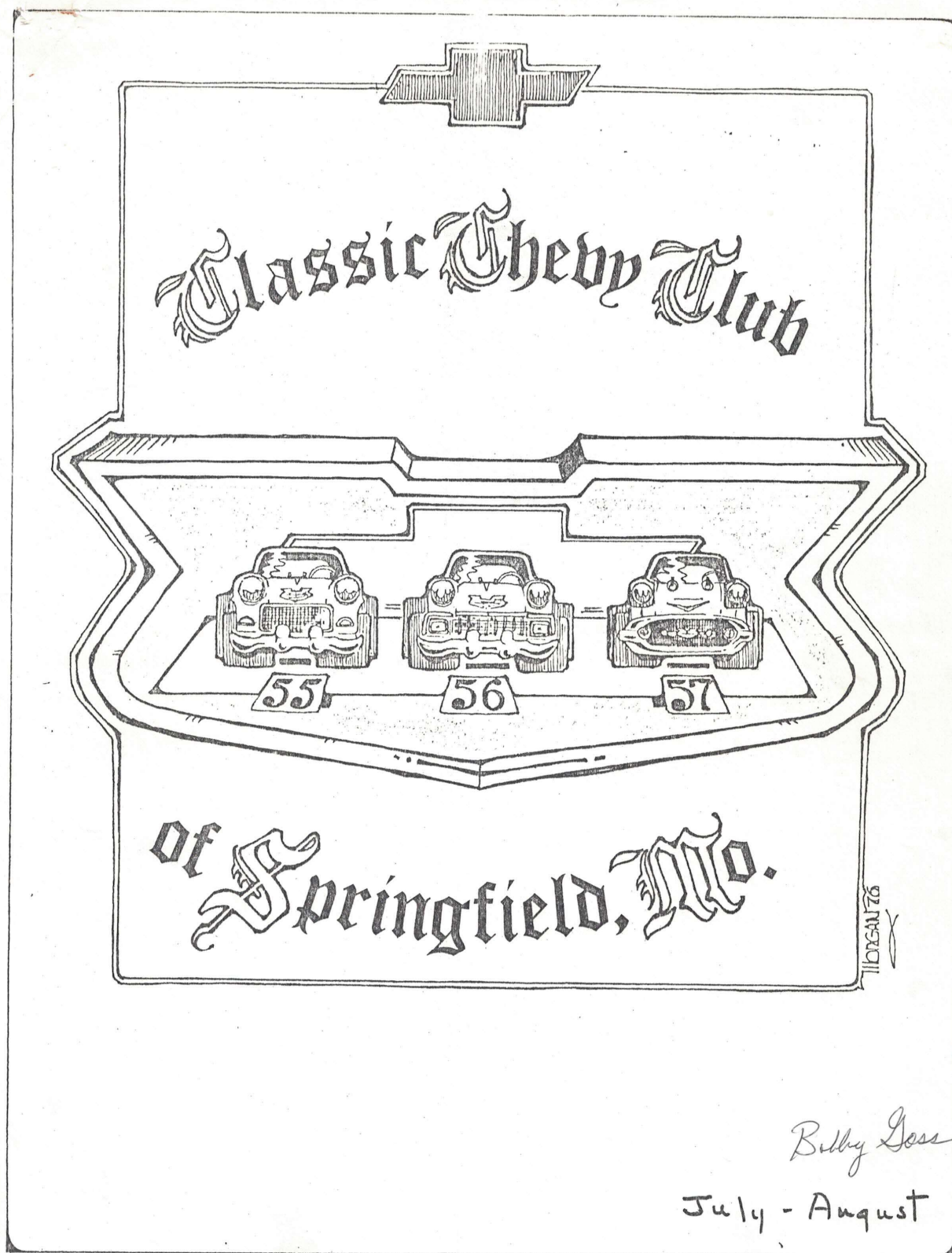
Classic Chevy Car Club Archives

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Classic Chevy Car Club Archives

CLASSIC CHEVY CLUB OF SPRINGFIELD, MO.

NEWSLETTER



Volume II

Issue # 4

July-August Issue

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



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



THE PRESIDENT'S PAGE

Is this the farwell address, absolutely not. You will be electing a new set of officers soon with new faces and new ideas. I hope they need a little orintation help from all the old officers and get it. I can say for myself that I will not hide under a leaf after this year is over. The club and officers will still need strong members and voices to operate smoothly and surely.

The old maroon and white sedan will be just as much a part of meetings, activities and rod runs as it is now and there will be no loss of support from this member.

I would like to thank every member, new and old, for their help and support of the year 1976 - 1977. It has been a great year for me experience wise, educational and for getting to know you people better.

I will be giving a two hour secession on "thank you's" at the banquet and what we can do next year. Be prepared to have a good time.

Good luck to you all
your friend

#3192

Classic Chevy Car Club Archives

HELP!!!

Our next meeting as you know will be Elections. The help from your officers of now, is over. It's time for your help for continuation. The fields where you could expand yourself are open. President, Vice President, Secretary, Treasurer, Public Relations, Newsletter Editor and two or three devoted assistants and last but not least our Sarge.

You must not rely upon someone else to keep carrying things forever; it's your turn to participate. It's also hard to nominate yourself, so if you have a good notion you would like to run for an office, let a friend know and let nature take it's course. If you're on the fence about this and on election night your name is placed in nomination, don't jump up like your seat's on fire and decline! Cool it, maybe you won't be elected anyway. This brings me to another thing, what's so bad in having been nominated and ~~lose~~ than never having been nominated at all. Just being considered by your peers is something that some members may never experience.

Requirements

What are the requirements, you say? The only requirement I feel necessary is devotion and the selfconscious will to better yourself, to improve yourself. You will be a more interesting person when in the drivers seat and off the bench. By participation you will become a more outspoken individual and develop into a doer. This is a real good opportunity for individual development that you carry everywhere, home, work and recreation.

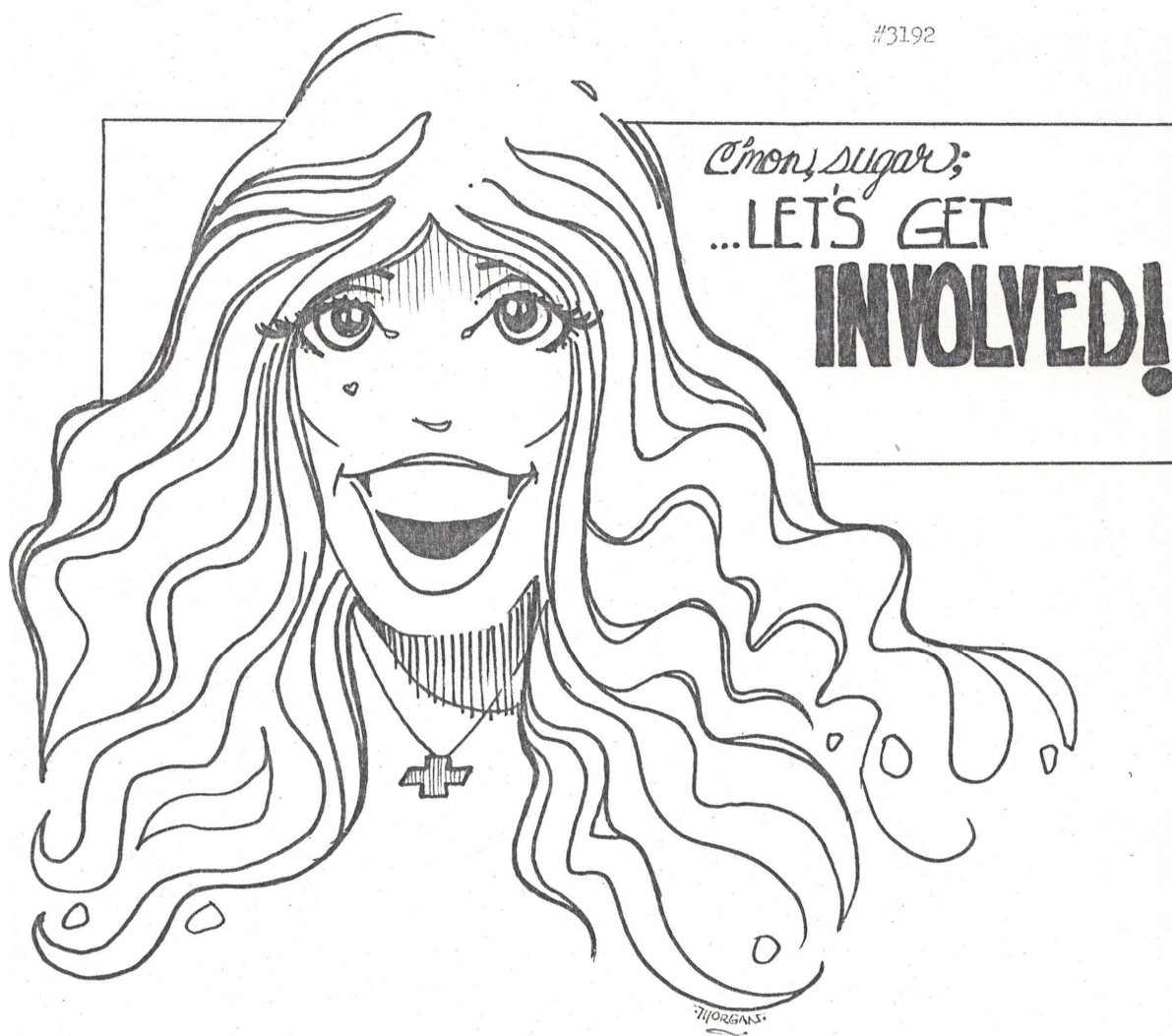
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I can write of things it will help you do all day long and the only way you can really find out is through experience. Lets keep a good thing going.

Pay your dues and vote!!!

Joe

#3192



—EDITORIAL—

I've put a lot of thought lately on just how I was going to go about writing this editorial and to tell everybody that this will be my last newsletter.

It saddens me somewhat to tell you this because in writing this newsletter I feel I have made a contribution to our club that most of you appreciate.

But, at the same time it saddens me, it also gives me great relief to know I won't have to worry about getting it out on time, or just getting it out, period!

I'll be the first to admit that I never figured we would be able to turn out 16 newsletters for this club, but we did it, and I only hope that newsletter number 16 isn't the last one. I hope someone in this club will take up where I'm leaving off and our club can continue to have the benefits of a newsletter.

There comes a time when a person can put just so much of his time into something he wants to do, that after a while it gets to be old stuff, and then it gets to be a hassle, and then the quality of his work starts to deteriorate. In my opinion, that's when it should stop, or be turned over to someone else to handle. Such is the case with this newsletter.

I feel that if I keep writing it any longer I wouldn't really be interested in doing it and the quality and length of the letter would soon start to decline. Rather than see this happen, I'm quitting while I'm ahead.

It is my opinion that when a newsletter is written by one person for a considerable length of time it is a little unfair to the club, because just as a club needs new officers every so often to bring in new and fresh ideas, they also need a new editor of the newsletter to bring in and write about new ideas and give it a new look.

As long as I'm giving opinions, I'll give you one more. I think it is unfair to delegate the responsibility of writing the entire newsletter to one person in the club unless that person is both able and willing to do so.

Practically all the newsletters I get from other clubs are written by several people in that club, and I think that's the way it ought to be. After all, the newsletter is meant to benefit the whole club so why shouldn't the whole club pitch in and help write it?

Speaking of help, it wouldn't be right for me to quit writing this article without thanking everybody who contributed to its being. To my wife Pam, who always consented to type it up for me; to Dwayne for helping me out with the pictures; to Earl, who has single handedly improved the looks of this newsletter 100% with his artwork and humor; to Joe, for helping me out by having a Presidents column from time to time; and certainly to Paula, who has the tremendous task of running off copies, sorting, addressing and mailing the newsletters.

Also, thanks goes out to everybody that contributed to the letter in any form and especially to Don White who was always coming up with something for me. Thanks everybody, and have a good summer!

Bob #853



—CONVENTION '77—

Well, here it is the last of August, and summer's fast coming to an end. Our club has had two meetings, a miniature golf and go-cart night, and a garage sale since I last wrote a newsletter.

But certainly the highlight of the summer for several Classic Chevy Clubbers was the International Convention held in Columbus, Ohio July 18 thru the 22nd and the story goes like this. ———

About 3:00 p.m. Saturday August 16th the McCrackens, Whites, Goss' and the Nimsicks all pulled out of Springfield, bound and determined to make it to Columbus, Ohio by 6:00 p.m. the following day.

Our first goal was to spend the night in Terre Haute, Indiana which is just past the Illinois, Indiana state line. After a couple of stops for gas and a bite to eat we finally made it to Terre Haute around midnight tired and sleepy, only to find every motel we stopped at booked up solid for the night.

So, tired and sleepy as we were, we decided to continue on to Indianapolis to spend what was left of the night there.

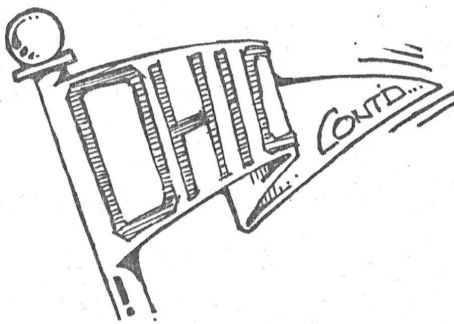
Upon arriving in Indy we ran into the same problem. It was getting to the point where we would've pitched a tent if we had brought one but we finally found a place to stay out near the airport. The time? Around 2:30 a.m.

Kenny Hurley also stayed in Indy Saturday night but he arrived several hours earlier because he left Springfield early Saturday morning.

After a late morning breakfast Sunday morning, the Nimsicks, Goss', White's, and McCrackens all drove over to Indianapolis Motor Speedway, the home of the Indy "500".

Kenny also toured the place, but again, he got an earlier start on us so we missed him.

If you're ever through Indy and you have the time to tour the speedway, it'll be well worth your time because you won't believe the size of that place. They have a car museum inside the track that'll knock your eyes out! Also, you can take a bus ride around the track for only \$.50 which is very interesting.



Convention Cont.

Around 2:00 p.m. we all mounted up and headed for Columbus which was still about 180 miles further east. Finally, about 5:45 p.m. we rolled into the Carrousel Inn parking lot and joined a large group of 55-6 and 57 Chevys already there for the convention.

After unloading and registering we ran into Kenny Hurley and Wendell and Marge Royster who had driven their Cameo pickup in earlier in the weekend.

Monday morning was the welcome announcements by the host chapter and national club officers. Monday afternoon, all the guys headed for the swap meet while some of the girls headed for the pool. It was a huge swap meet with lots of parts for lots of different prices. Some prices were bargains and some were just plain ridiculous.

Tuesday, Joe, Don, Wendell and myself were all up early to clean up our cars and truck for the show n' shine. Kenny decided not to enter his '57 and Nimsick tried to get his '69 Lincoln Mark III into the '55 modified class but the authorization committee turned him down! Can't understand why, can you? Na, he didn't really do that.

Tuesday night there was a live band and a wet bar for any of the members who wished to attend.

Wednesday was mostly devoted to the picnic and games held at one of the country's nicest dragstrips; National Trails Raceway just outside Columbus.

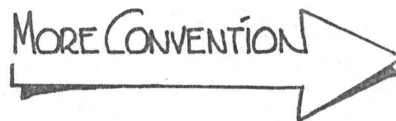
Later in the afternoon and that evening time trials and eliminations got under way for all members wishing to take their classics down the strip which is the home of the Springnationals.

I was the only member of our group who ventured out onto the track, but after four trips I had to give it up because of fuel starvation problems.

There were plenty of others who ran well though. In fact, over one hundred classics signed up and aimed it down the strip that day with very few breakdowns occurring. There were even a couple of eleven second wheelstanders. We were also given an extra thrill for the evening by one of Romeo Palamides rocket dragsters who showed up and made a six second pass for us just because the driver liked 55-6 and 7 Chevys, and decided to join the club that night. It seems he owns a '55 Chevy himself.

Thursday, the entire day was devoted to workshops and local chapter meetings while Thursday night was set aside for the big banquet and trophy presentations.

We're happy to report that Wendell and Marge Royster brought home the second place trophy in the truck class. Nice goin' Wendell and Marge!

MORE CONVENTION 

Convention Cont.

After only about $4\frac{1}{2}$ or 5 hours sleep Thursday night the Goss', Whites and McCrackens pulled out of Columbus at 5:00 a.m. Friday morning, Springfield, Missouri bound.

Kenny Hurley left on Wednesday to drive up to the Street Machine Nats in St. Paul, Minn.

Bill, Bob and Carol Nimsick left for home on Thursday in the big Lincoln, and Wendell and Marge stayed to have their pictures taken Friday morning.

It was a week of many experiences, and I can truly say I'm glad its over, but I wouldn't have missed it for anything and I hope we get to attend more conventions in the future.



— Tidbits and Trivia —

Well gang, by the time you read this, the M.D. auto show will be history, but if this newsletter gets to you before the 28th, the Joplin M.D. show won't be, so how about running down there and giving their show a look. Afterall, just like ours, its for Jerry's kids, so lets support it if we can and see what kind of show our fellow rodders and machines down Joplin way can put on.



As I understand it, plans are underway for a banquet and car show put on by our club, at Howard Johnsons on August 27th. Be expecting a phone call from Joe or Nancy with all the details soon.



I have just learned from Don White that he and Bill Nimsick are considering doing the club newsletter on a bi-monthly basis but they haven't decided yet for sure. How about all you other club members? Anybody interested in taking over the newsletter? If so, let everyone know at the next meeting.



NOMAD

For Sale

For Sale, '55 Nomad, 350 cu. in. with 350 Turbo Trans. \$2400. - Dewayne
McAllister - 866-2928.

Classic of the Month

'55 Chevy Convertible

Bill and Carol Nimsick

The fun began in May of 1971. I found my '55 convertible in a field after hunting more than six months for a good solid convertible. The few, and I do mean few that I ran across previously seemed to be more rust than metal. But finally, I got lucky and found a good one, and wouldn't you know it, less than three miles from my house.. By good I mean that the body's solid. The car had been heavily undercoated and thus saved from the ravages of (shudder) rust, but. someone had "borrowed" the engine, transmission, rear end, hood, and dash wiring harness, not to mention all the little items.

I spent the next year hunting parts so I could just get it running. I was also lucky that all the convertible parts were still on the car, so I didn't have too much trouble getting the rest of the parts that I needed.

After getting it rolling, I began on the body, pounding out the dents and scraping off the three paint jobs it had acquired over the years. I primed and block sanded until I thought my arm was going to fall off. The black lacquer was applied by Melvin Aleshire and it turned out pretty good considering it was my first try at body work.

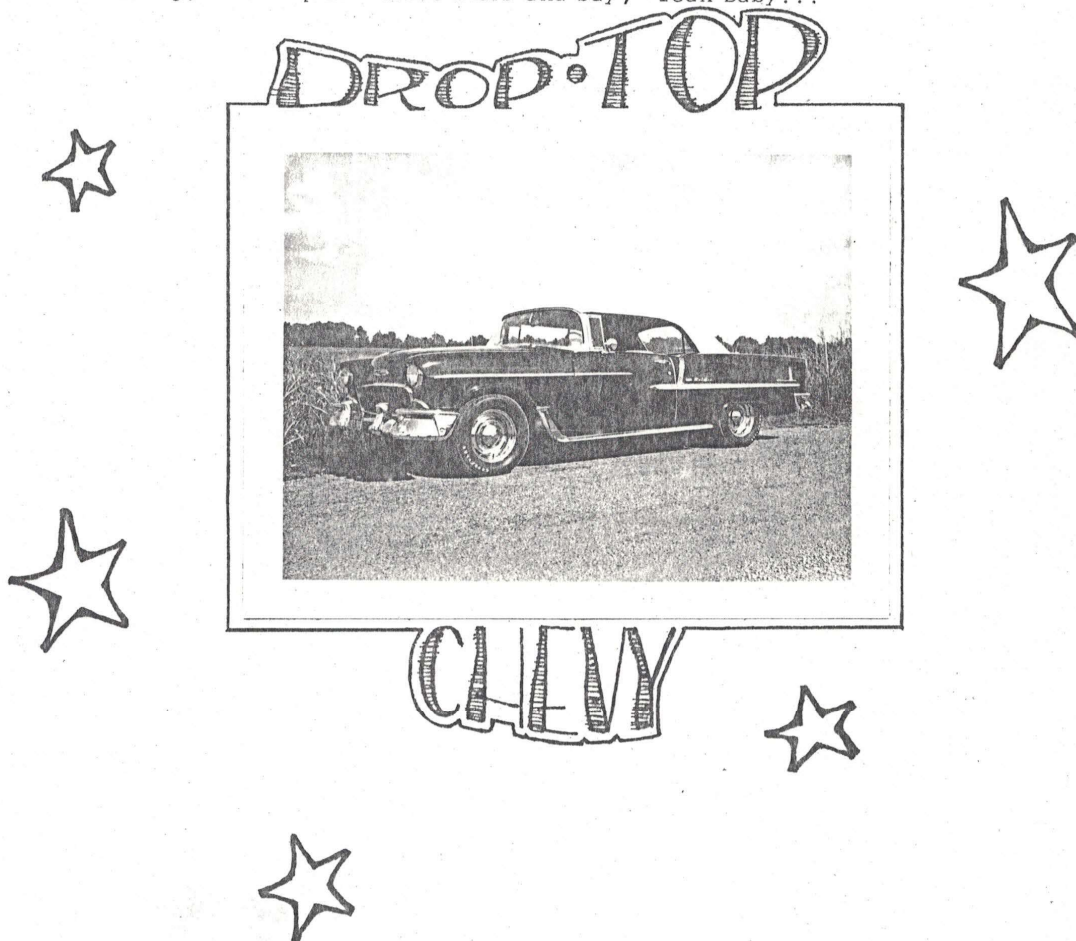
I first bought the car just for fun and summer cruising and to satisfy my dream of owning a convertible, so I had not given the top and interior too much thought until I joined the club and saw all the dazzling paint and interiors. The club gave me new incentive to restore my rag. So, this summer I started all over. I stripped the car completely, removing all the trim, front fenders, engine, and transmission.

I began with the frame, rebuilding the front suspension with new bearings, bushings, and ball joints. Then I sandblasted the front frame and firewall, I installed a stock rebuilt '55 265 hooked to a rebuilt powerglide transmission with the help of Don White one Friday evening. I stripped the body down to the metal and with the help of my wife Carol and brother Bob, we primed and block sanded the car to ready it for the black and clear lacquer which was applied by Bob Napode of Sherwin-Williams. After the paint job I polished the stainless trim and began to put the car back together having Columbus, Ohio in mind, but the Columbus date rolled by and I was unable to take my rag, thanks to a certain upholstery man.

Classic of the Month Cont.

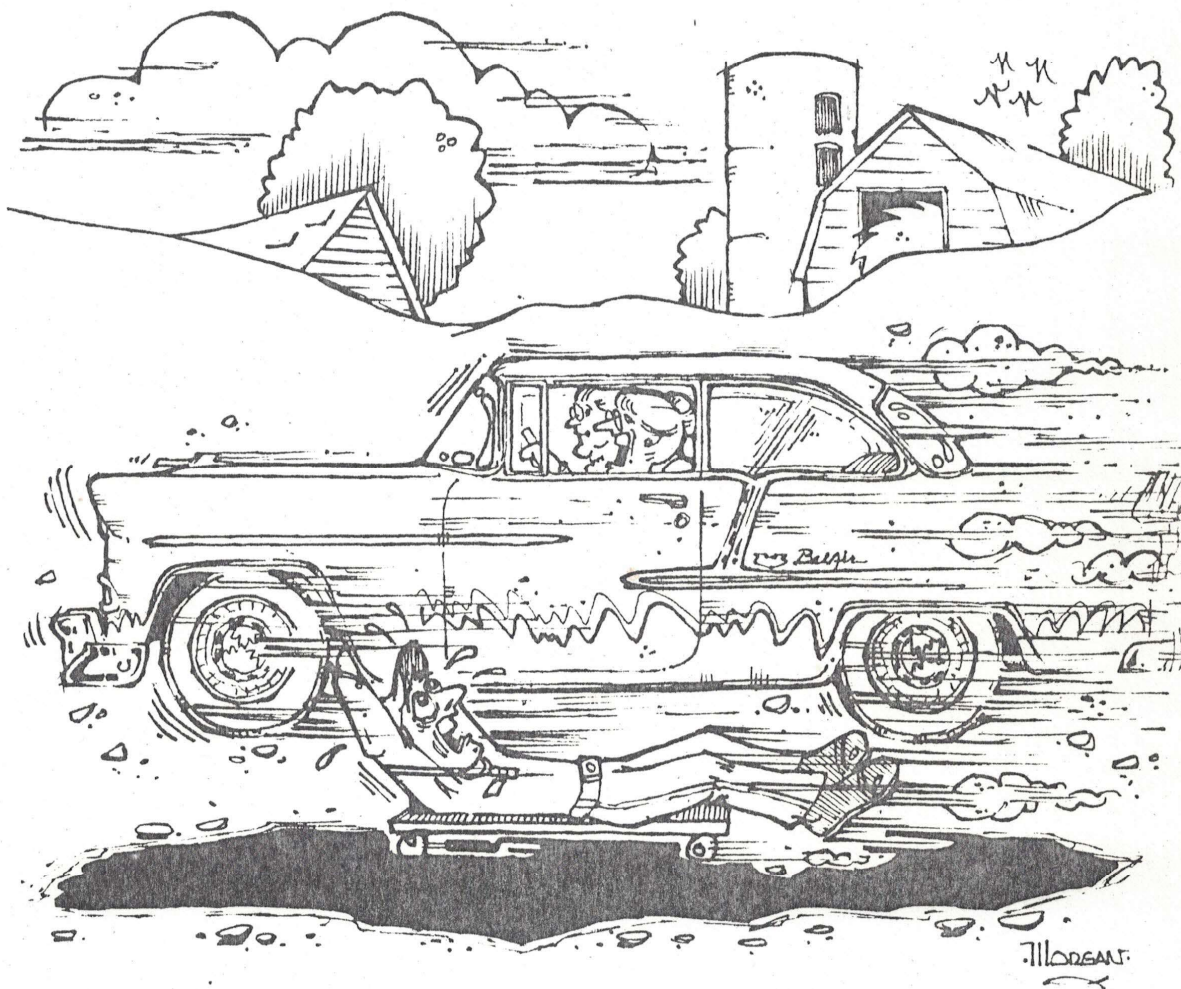
After I returned from the convention, newly inspired, I went back to work to finish the little things on the car for the M.D. show and to find another shop to do the interior.

After rebuilding or replacing practically all mechanical parts on the car, it runs and drives beautifully and gets pretty good gas mileage. By the time you read this article I hope it will be in Carthage, having a new red and white stock interior installed. While working on the car this summer I sometimes wondered if it was worth all the work but every time Carol and I take the car cruising with the top down on a clear and warm summer evening, I look up at those stars and say, "Yeah Baby!!!"



CLASSIC CORNER

by
earl morgan



THERE'S THAT AWFUL SCREAMING NOISE AGAIN, MAUDIE. THE MECHANIC
THAT TUNED THIS UP TODAY MUST HAVE DONE SOMETHING WRONG.

Classic Chevy Car Club Archives

Classic Chevy Club of Springfield
August 28, 1977
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Don White will be the editor of the newsletter with the help of all members.

The officers for the year ending August 31, 1978 are:

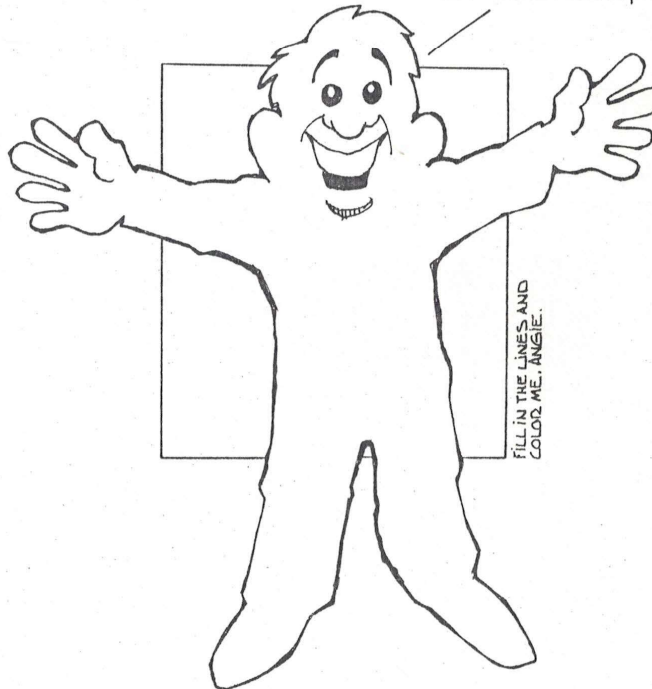
President - Bob Alford
Vice President - Bob Goss
Secretary - Cindy Clark
Treasurer - Bill Nimsick
Public Relations - Joe McCracken
Sargent of Arms - Pat Sears

The floor was opened for any other business.

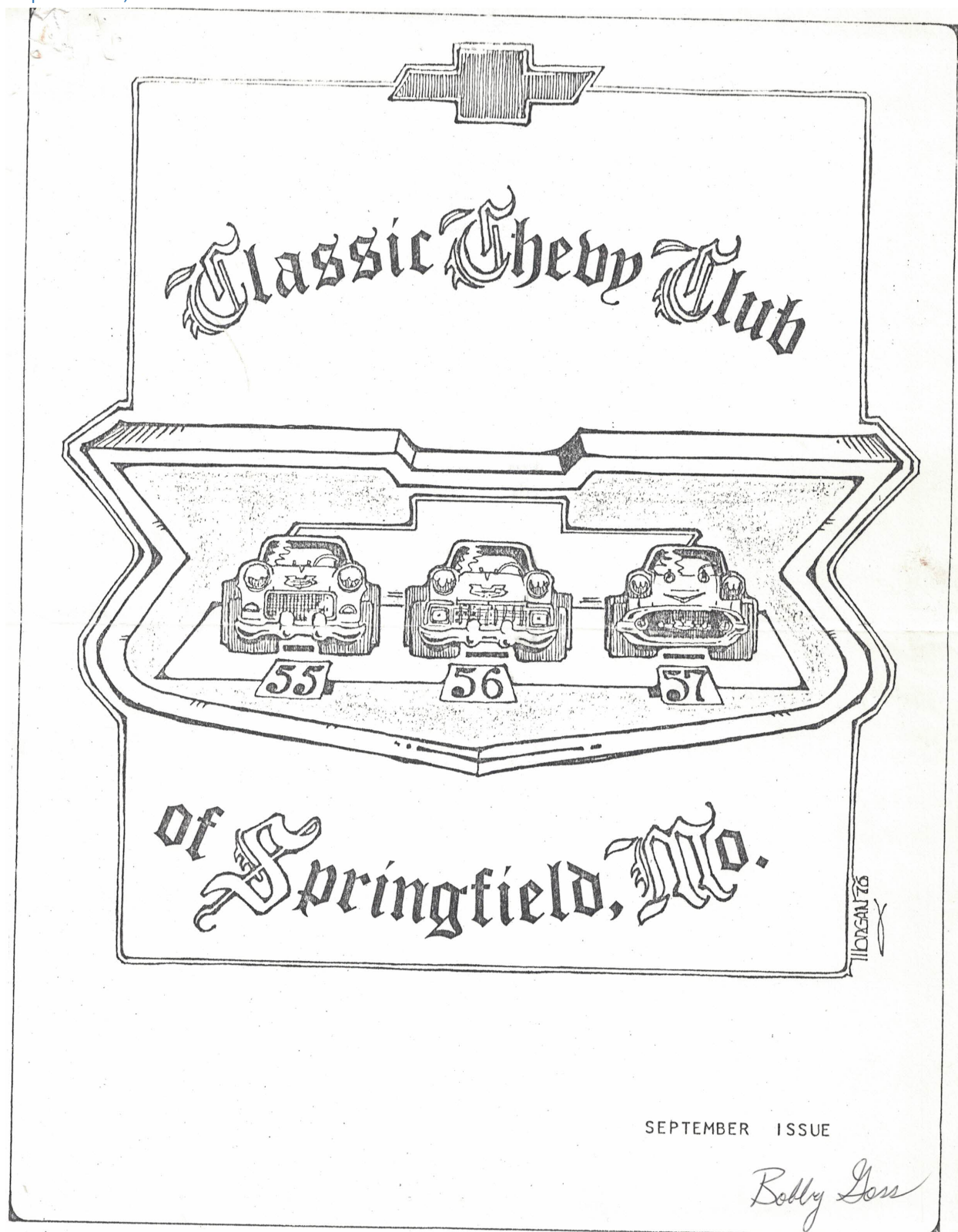
Bill Huyett had a registration form for the Council Bluffs and Omaha Car show over Labor Day weekend for anyone interested.

A motion was made and seconded for the meeting to adjourn.

...THEN WE ALL WENT HOME & LIVED HAPPILY EVER AFTER.



September, 1977



Classic Chevy Car Club Archives

CLASSIC CHEVY CLUB OF SPRINGFIELD, MO. NEWSLETTER

Volume I

Issue #1

Officers

President	-	Bob Alford	869-8933
Vice President	-	Bob Goss	869-5208
Secretary	-	Cindy Clark	862-4796
Treasurer	-	Bill Nimsick	753-2717
Sarge	-	Pat Sears	485-6262
Public Relations	-	Joe McCracken	833-1100

Newsletter Staff

Don White	-	Editor
Dewayne McAllister	-	Photo Editor
Paula Alford	-	Copy Editor
Earl Morgan	-	Illustrator
Nancy McCracken	-	Typist

Club Sponsor - Reliable Chevrolet

RELIABLE CHEVROLET

3655 South Campbell

Ph. 887-5800

Dues:

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

EDITORIAL

As Editor in charge of this publication, I am responsible for what goes in and what comes out of this newsletter. Not just part, but the complete newsletter.

I plan to keep the newsletter basically the same in appearance. Although I'm going to add a few extra things. One I think very important is "Members Comments".

In this section please feel free to write about anything or ask any questions concerning the club. Letters or oral comments intended for publication must meet a standard of policy. They must be of benefit to the club and or its members. Always keep this in mind. This newsletter is sent to many various clubs. Most important, it goes to the National Club headquarters.

Members who feel they have something to offer, sit down and write it out then mail it or give it to me at the next meeting. Remember, this section belongs to you members only. It will be written solely by you the members.

Only one other thing to say in closing, our past year was very successful and satisfying only because of good leadership and devoted members. Since our club started the uphill climb (about this time last year) let's keep it going. Why level off now? I'm looking forward to working with and helping the new officers. I'm sure everyone is. Let's all get in there and help. We can do it.



THE PRESIDENT'S PAGE



Well folks, as you all know we have just finished a great year in the Classic Chevy Club. Now we are ready to start a new one.

First, I would like to congratulate all the members of the club on their interest and participation in the club. Next, I would like to thank all the officers who have just finished a great year. I might add you have done a wonderful job. A special "Thanks" goes to our past President, Joe McCracken, who has done a great job. THANKS JOE.....

That brings us up to the officers for this year. I would like to congratulate all the new ones, Vice President; Bobby Goss, Secretary; Cindy Clark, Treasurer; Bill Nimsick, Sargent of Arms; Pat Sears, Public Relations; Joe McCracken and Newsletter; Don White. As you all probably know by now, you are stuck with me, Bob Alford, for President for the next year (if you don't kick me out before then).

This is all new to me, so you all will have to help me out all you can. I will be calling for help from all of you before the year is over, that way no one will be overworked, then next year everyone will want to be an officer. Because if I can last out the year not knowing anything about it, anyone can do it.

As for this article, it is the first one I have ever tried to write, so next month, let it be your first one to write and help Don out, even if it is only one paragraph.

Well members, I will expect to see all of you at this months meeting, and will also expect to see alot of 55's, 56's and 57's there, because as you all know this is what this club is all about.

Bob
#1980

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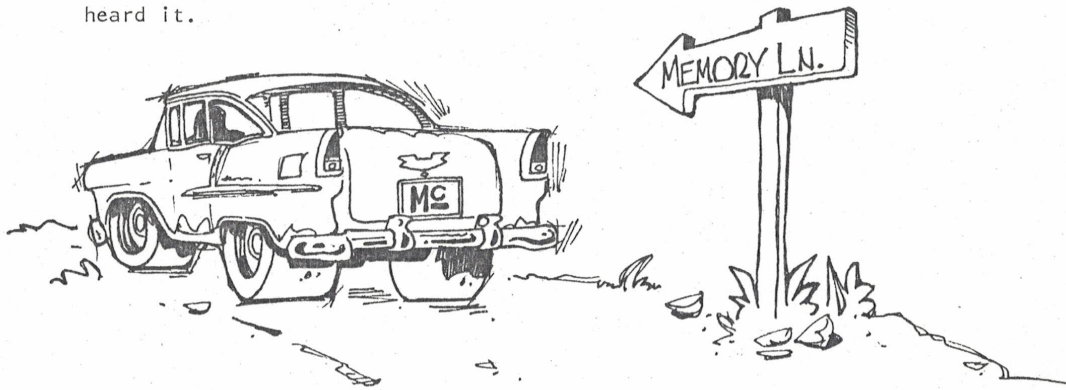
A CLASSIC SHOW, SHINE and DINE

On the 27th day of August, 1977, the Classic Chevy Club held its very first banquet and auto show. It was held at Howard Johnson's. There was in attendance ten very impressive Classic Chevy's and thirty members.

Before the banquet the cars were judged by each member, choosing their favorite Classic. This was a very difficult job, since all the cars there could be winners at any car show.

The meal began with an appetizer then was followed by the main course of chicken kiev, which ended with dessert of chocolate parfait. um um good....

After the meal, Joe led us on a cruise down memory lane while summarizing on our past years events. It was very interesting. I wish everyone could have heard it.



Then came the awards: presentation trophies were presented by Earl Morgan and

Bill Huyett to:

1st place - Larry and Cindy Clark- 55' 2 door sedan
2nd place - Donnie and Sylvia White- 55' 2 door sedan
3rd place - Bill and Jeannie Huyett- 56' 2 door hardtop
tie - Vernon and Charlotte Leppert-55' 2 door convertible

Classic Chevy Car Club Archives

Show, Shine and Dine cont...

Special "Thanks" goes to those members who worked so hard to make our first banquet such a great success.

Everyone there had a great time. I hope you all enjoyed it as much as I did.

To all the members and officers, I would like to say a special "Thank You" for the great plaque which you presented to me at the banquet. Without your help and support through 1976 and 1977 I could not have made it. Good Luck to Bob and all the new officers and I will always lend a helping hand in anyway I can.

Your friend

JOE

Joe
#3192



Classic Chevy Car Club Archives

MD CAR SHOW

On Sunday, August 20, 1977, at the Merchantile Bank parking garage, Springfield Mo. was once again treated to one of the most outstanding car shows in the Southwest Mo. area, the car show for Muscular Dystrophy. Once again, the car clubs of Springfield showed they could work together for a good cause. A good cause it was, we collected in excess of \$3,800.00 dollars. Although not as good as last year, but its great anyway. There were 170 cars shown. That figures to about \$22.00 per car. Ever think about that? Your car sitting there for just one day and collected about \$22.00 for the MDA!

The clubs who participated in the show were: The Vette Sette Corvette Club; Rod-N-Relics; Sho-Me Vans LTD; Nostalgia Rods; Trans-Am Club; Sho-Me Dune Buggies; Shelby Mustang Club; Porsch Club and of course the Classic Chevy Club of Springfield, Mo.. Plus added attractions of the Kilties, a Karate demonstration, square dancers and twilers. There was also a KTTS Road show, and of course door prizes.

After finding out how many people worked to put this thing together, I decided there was no-way we could say thanks to everyone without writing a book. The best way I thought to hand it is simply to say the Classic Chevy Club of Springfield says "THANKS" to everyone who helped make this show possible.

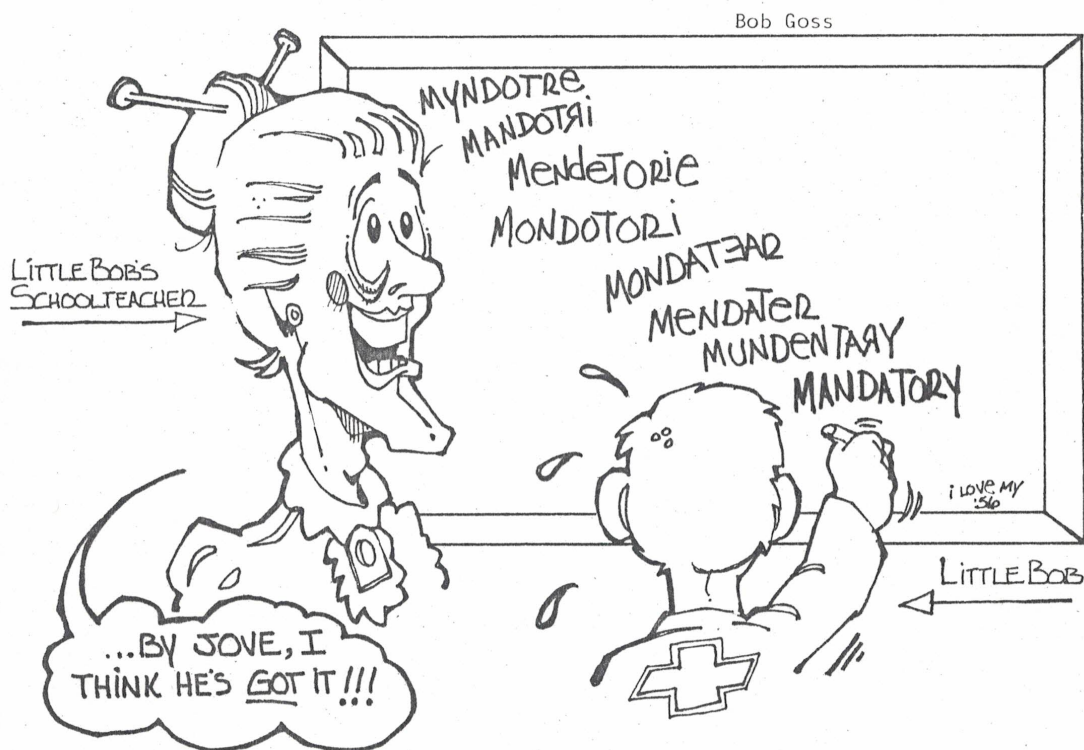


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MEMBERS COMMENTS

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Mandantory	--	Mandatory	Volume 1	" #9
Mandantory	--	Mandatory	Volume 1	" #10
Mandantory	--	Mandatory	Volume 1	" #11
Mandantory	--	Mandatory	Volume 1	" #12
Mandantory	--	Mandatory	Volume 2	" #1
Mandantory	--	Mandatory	Volume 2	" #2
Mandantory	--	Mandatory	Volume 2	" #3
Mandantory	--	Mandatory	Volume 2	" #4

How about that, gang? I finally learned how to spell mandatory, so never let it be said by Earl Morgan and Joe McCracken that I didn't correct my mistakes for the last 10 newsletters!!!



Classic Chevy Car Club Archives

MEMBERS' COMMENTS

by LARRY ROBERTSON

Since this is the first of the articles that I plan to write, I guess I should start out the first one by giving a rundown on my past experience with the sport of automobiles.

Being one of the "over 30" crowd, I sort of cut my teeth, so to speak, on Classic Chevy's. Through high school I drove my Mom's '55 two-door hardtop with a rompin' stompin' 235" six cylinder. Believe me, that car had to be tough to take those column shifted power-shifts!

Upon graduation, I looked for almost six months before I found my first love; a red '57 two-door hardtop. It was a one-owner car with about 30,000 miles the best I can remember. The 283 was in excellent condition, with a two barrel carb it got great gas mileage. That was when gas was 25¢ a gallon! There were many miles put on the old '57 cruisin' between McDonald's on Kearney and Steak and Shake and Fisher's HiBoy on Glenstone. For the younger members who ask - Fisher's what? I'll explain. On the sight of the present day Plaza Tower high-rise, Fisher's was "the place" to check out the latest fads connected with the car craze. It was Springfield's answer to "American Graffiti." Just about any night, but especially Friday and Saturday, you could cruise through and check out some of the meanest looking 55' through 57' Chevy's you've ever seen. Of course there were some of those "other" brands of cars there too, but nobody really paid any attention to them!

After a few years of freedom after high school, it seems a man named SAM called, and he said he wanted me. Well.... with no place to put the '57, I had to sell it while I went to serve God and Country.

MORE →

Classic Chevy Car Club Archives

MEMBERS' COMMENTS cont...

After spending 2½ years in probably the roughest place the Army can send you, (downtown Tokyo!), I returned to the Queen City looking for another Classic. After a short bout with a '67 Camaro, I bought a '55 step-side pickup. (I also got my wife Ann about the same time I bought the pickup).

Well, we sold the pickup after some time and we got involved in Street Rodding for about 3 years. We had a cherry '41 Chevy coupe with a 327 and powerglide trans. With the '41 we attended the Street Rod Nationals in Memphis in '75 and the Nats in Tulsa in '76.

While attending the Rod Run at Eagle Rock in '76, I got the Classic Chevy bug again and shortly after the MD Car Show, I was approached about selling the '41. I said, "sure, on one condition; I've got to find a Nomad before I sell it". After a hectic search, we found our '56 sitting beside a garage in Joplin. There were three more Nomads there, but the others were basket cases.

Well, it's been almost a year now that we've owned it and we feel it's come a long ways. Of course, with the interior yet to be done, we've got a lot to go. It may not be "show" quality even when it's done, but I'll tell you one thing, we'll be proud of it!

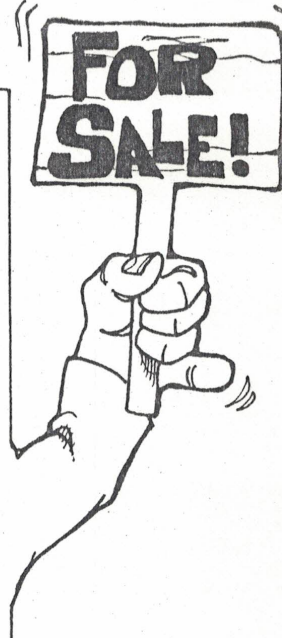
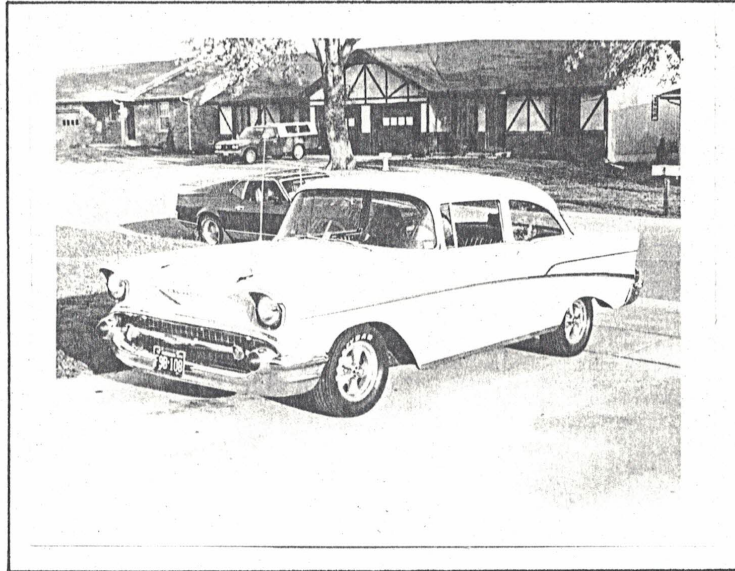
In the coming issues, I hope to talk about some things you may agree with, or disagree with, whatever, I'll be open for your comments.

Larry Robertson
#6116

P.S. I almost forgot to add. Since we acquired the Nomad, we also acquired our son, Kelly. I just hope there's gas around when he's sixteen so he can enjoy cruisin' too!



CAR OF THE MONTH



OWNER: KENNY HURLEY

My 1957, 210 Chevrolet, 2 door sedan is sort of a heirloom. It has been in the family since 1964, when my Dad bought it for my sister to drive to school.

It is on its 3rd rebuild and paint job. My Mother got me a new "out of the crate" 1972, 350 V-8 engine which is stock except for a 750 Holley speed bore, 4 barrel carb and a little chrome. This is hooked to a 350 turbo trans and a 3.55 positraction. All of the front suspension has been replaced or rebuilt and has air shocks at the rear.

It rolls around town and to Rod Runs on Goodyear Polyglass G/70 -14 tires mounted on American Mag wheels. The body features of my reliable 1957 include a one piece California front bumper that my Dad found in the scrap pile at Performance Parts. All the bright parts have been replated or polished, with most of the plating done in

Classic Chevy Car Club Archives

Kansas City. All of the glass has been replaced with New tinted glass. The Corvette Yellow lacquer paint was applied by Loveland Body Shop.

The interior has Chevelle, high back, swivel bucket seats, with the rest of the interior finished to match the seats. The console came from the same Chevelle. The steering wheel and column from a Camaro. For listening pleasure on long trips, it has an in-dash stereo-tape AM - FM and also has a Johnson 123 CB radio.

The car was completed just barley in time to make it's first trip to the Street Machine Nationals at Memphis in 1974. We (my 1957 and me) have been to all the Nats' each year since, plus alot of Rod Runs, Car Shows and Club events. The only time the car has ever let me down was on the way to Columbus, Ohio to the Classic Chevy Convention and that was a fuel-filter problem. It gets 17 to 18 miles per gallon on the road and is a pleasure to drive. As much as I hate to do it, I am going to try and sell it..... My Dad needs the room for other projects and I need the money to finish my 55' Belair.

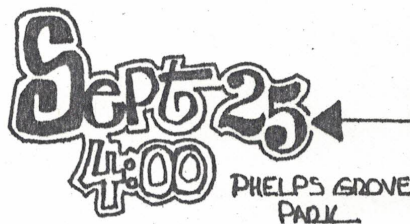
Kenny Hurley



Classic Chevy Car Club Archives

TIDBITS AND TRIVIA

1. September 25, 1977 next meeting date at 4:00 pm at Phelps Grove Park. Plan to be there.
2. Membership to date is 44
3. Notice to ALL MEMBERS, all classified ads and comments must be in by the 15th of each month.
4. Please notify the club if you have a change of address or phone number.
5. Mailing address of this editor is:
Don White
1566 St. Charles
Springfield, Missouri 65802
Phone - 887-4750



FOR SALE DEPARTMENT.....

CARS: Feature car of the Month is for sale. 57' 2 door 210 sedan
Contact Kenny Hurley, 2542 South Ferguson, Springfield, Mo.
Phone: 883-4986

PARTS: 57' H.T. Left door
55' Paint dividers (2 pair)
55' Rear seat speaker switch
55 Temperature control lever
Cowl Tags:
57' Convertible - Lemon color
56' 2 door H.T. Belair-Green & White
55' 2 door sedan Belair- Pine & Gray
55' 2 door sedan 210 - Black and White

Phone Don White : 887-4750

Parts for sale or trade for 56' Chevy parts:
Weind aluminum high rise - small block near new \$50.00
650 Holley spread bore carbtorator used one month \$50.00

Phone Larry Robertson : 865-8129



Classic Chevy Car Club Archives

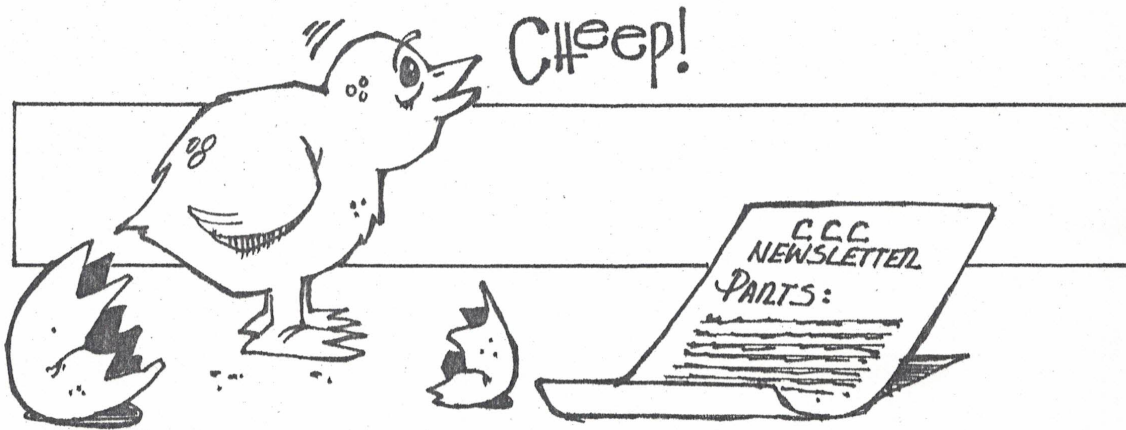
FOR SALE DEPARTMENT CONT.....

Parts wanted: One set of appliance wire mags 15x7 Chevy
Phone: Larry Robertson 865-8129

PARTS: 2-55' front bumpers - one 1 piece
1-55' rear bumper
55' fenders, no rust both sides
56' Belair left front fender, perfect
55' hood with bird and emblem
4-57' full hub caps - mint
56' fender extensions - both sides
56' park light panels - 2 rights
56' V8 hood emblem NOS
56' rear 1 piece bumper
56' front bumper guards - New re-chromes
57' tail light lenses - guide NOS
57' back up lenses - guide NOS
1 - 12 bolt 331 single track
1 - 427 complete 4 bolt mains
1 - pair open chamber heads - big block Chevy oval port.
1 - 55' trunk mat

Phone: Joe McCracken - 833-1100

Editor's Note: Members, I need some help in this department. If you have parts not needed or wanted, you can't advertise them any cheaper...



Classic Chevy Car Club Archives



Classic Chevy Club
of Springfield
August 28, 1977

The meeting at Phelps Grove Park was called to order by President Joe McCracken.

Vistor John Porter was welcomed to the meeting.

Karl Close gave the treasury report of \$169.12

President Joe McCracken gave certificates to the past year officers and the newsletter staff for their outstanding service and support of the club.

Old Business:

All club members that attended the banquet agreed unanimously it was very good and should be done every year.

The club participation in the M.D. Car Show was very good and even though the amount collected for M.D. was below last year the show was outstanding.

New Business:

Election of officers.

The office of President was open for nominations

Nominated: Larry Clark - Declined

Bob Alford

Bob Alford was elected by unanimous vote.

Nominees for Vice-President

Wendell Royster

Bob Goss

Bob Goss elected to the office of Vice President

Nominees for Secretary

Cindy Clark

Bill Huyett

Cindy Clark elected to the office of Secretary

Nominees for Treasurer

Dorcas Sears

Bill Nimsick

Bill Nimsick elected to the office of Treasurer

Nominees for Public Relations

Pam Goss

Joe McCracken

Sharlet Leppert

Joe McCracken elected to the office of Public Relations

Nominees for Sargent of Arms

Wendell Royster

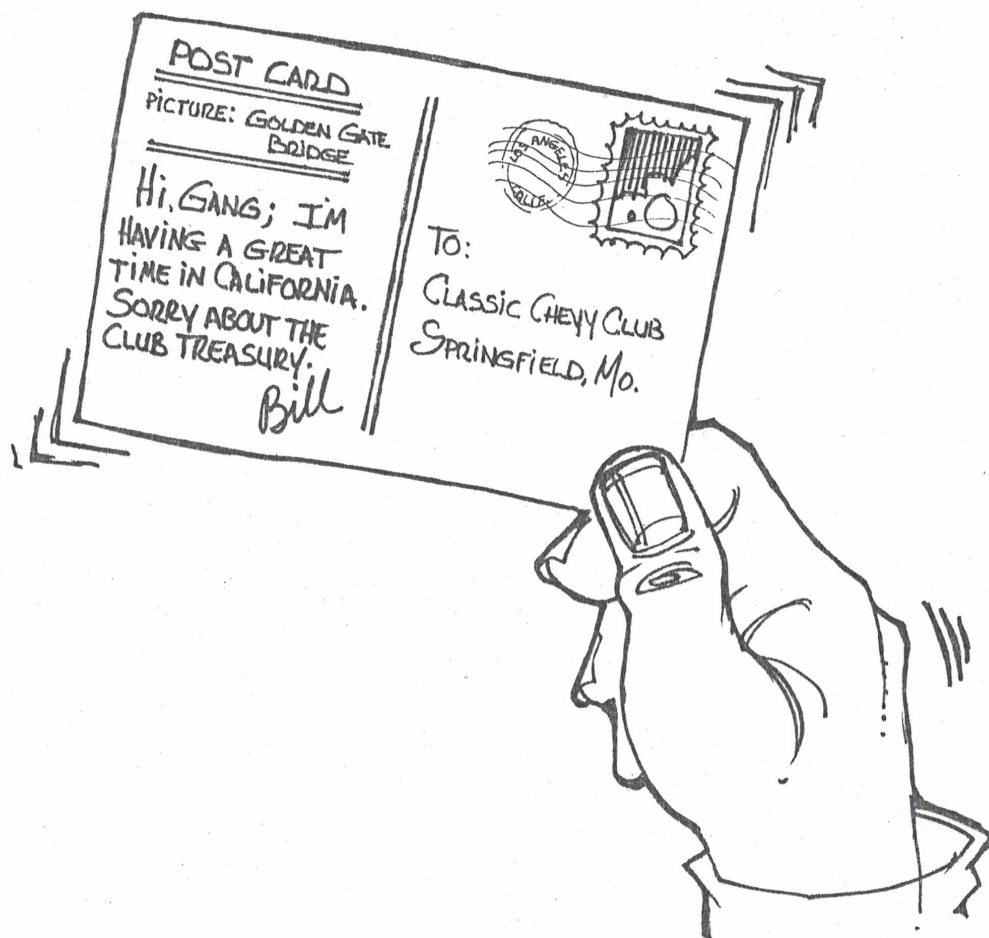
Pat Sears

Pat Sears elected to the office of Sargent of Arms

Classic Chevy Car Club Archives

Due to the lack of information, we won't have a treasurers report for the newsletter this month. Once the new treasurer, Bill Nimsick gets everything straight, we'll have a complete report on club finances in each following newsletter.

Don



FROM THE EDITOR:

Well members, that's it; my first newsletter. What do you think? I hope you've enjoyed reading it as much as I've enjoyed writing and putting it together.

I'd like to say "thanks" to Earl Morgan for continuing his great illustrations and Nancy McCracken for typing this first publication. Paula Alford for continuing to have it copied and Dewayne McAllister for continuing to take photos for the Car of the Month column. And thanks to the rest of you members who helped me in any way with this newsletter.

Don White
#5070

