

Classic Chevy Car Club Archives

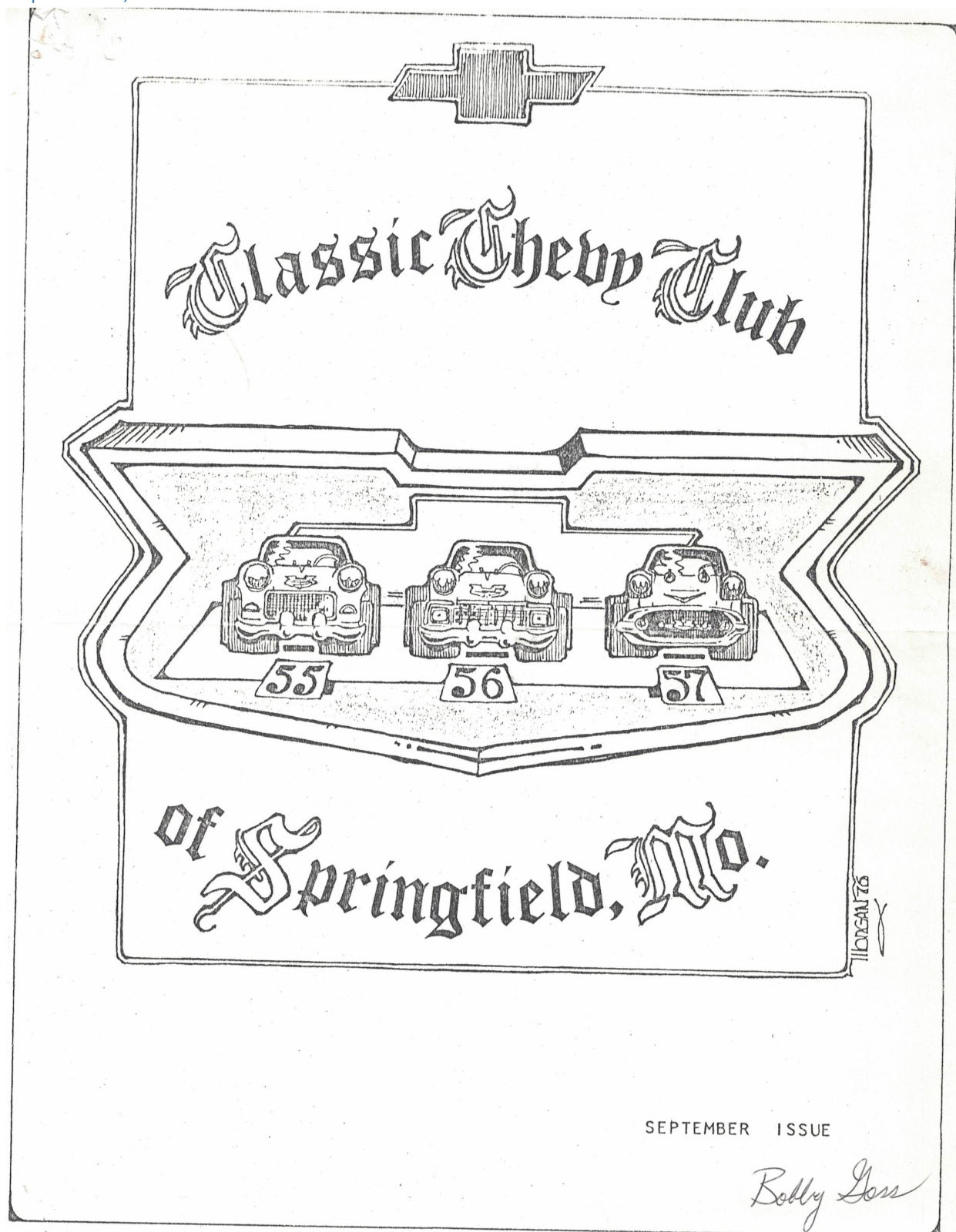
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CLASSIC CHEVY CLUB OF SPRINGFIELD, MO. NEWSLETTER

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.

Classic Chevy Car Club Archives

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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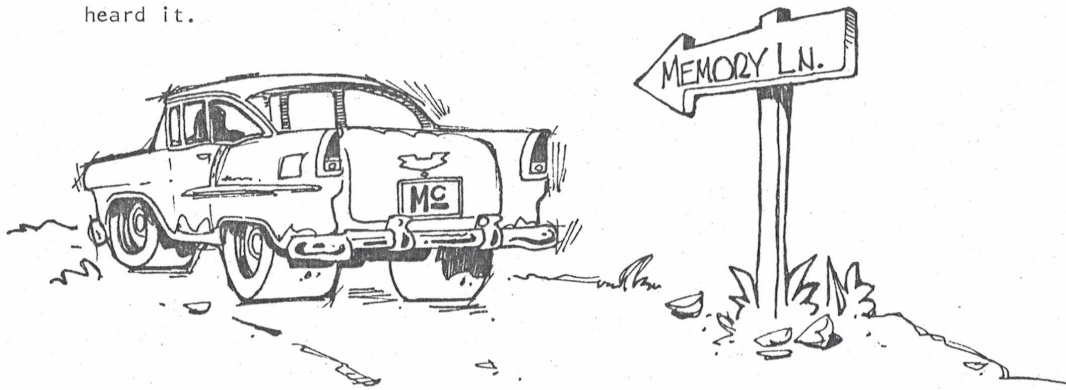
A CLASSIC SHOW, SHINE and DINE

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

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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.

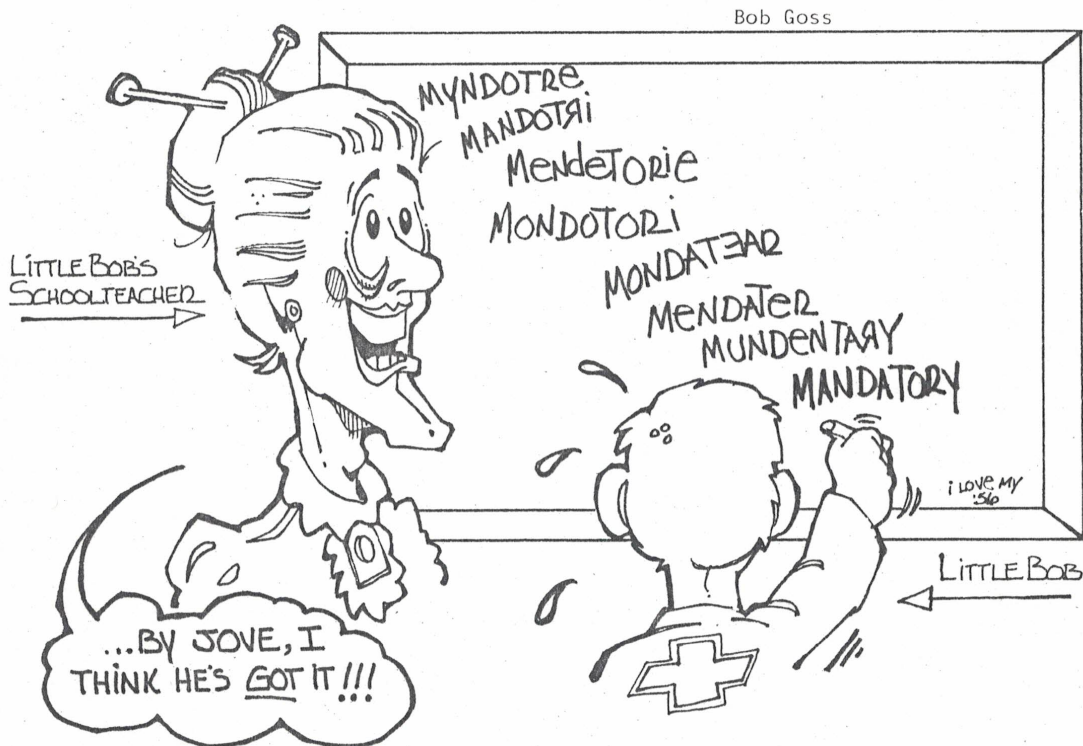


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MEMBERS COMMENTS

Mandantory	--	Mandatory	Volume 1	Issue #7
Mandantory	--	Mandatory	Volume 1	" #8
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!

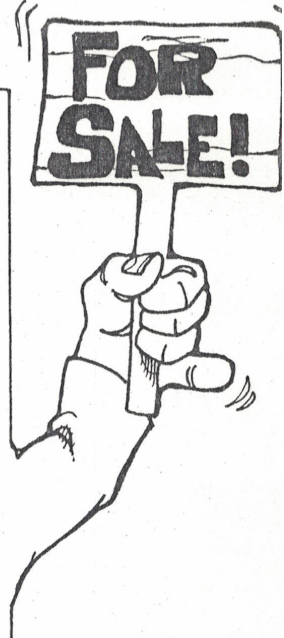
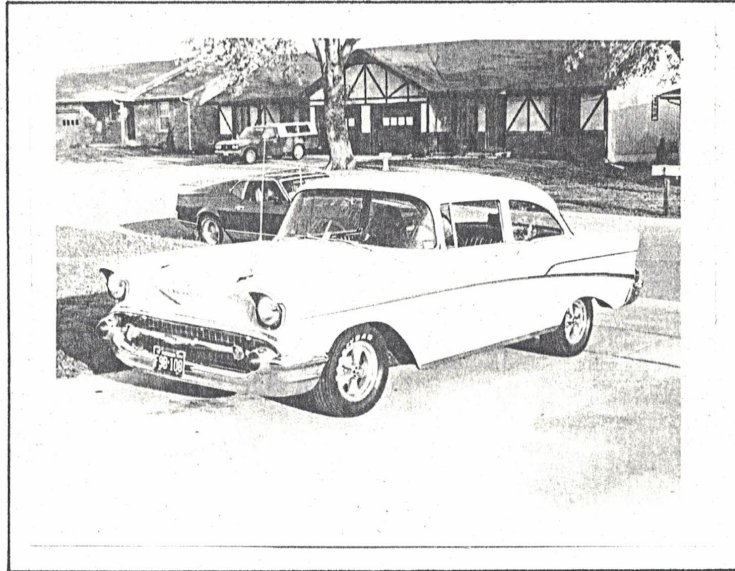
In the coming issues, I hope to talk about some things you may agree with, or disagree with, whatever, I'll be open for your comments.

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.

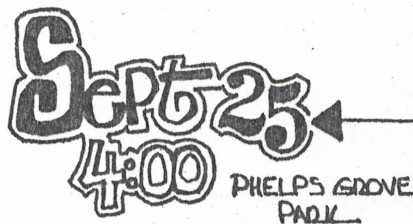
Kenny Hurley



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



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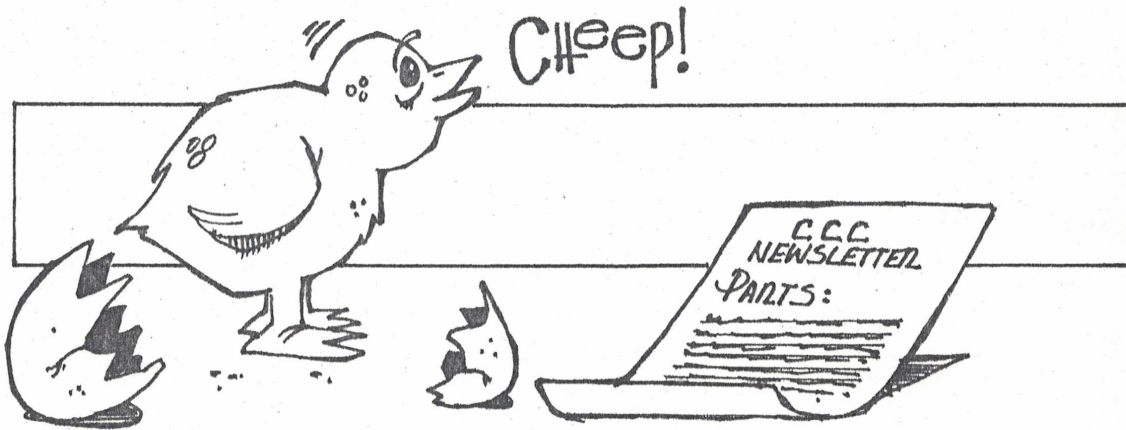
FOR SALE DEPARTMENT CONT.....

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...



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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

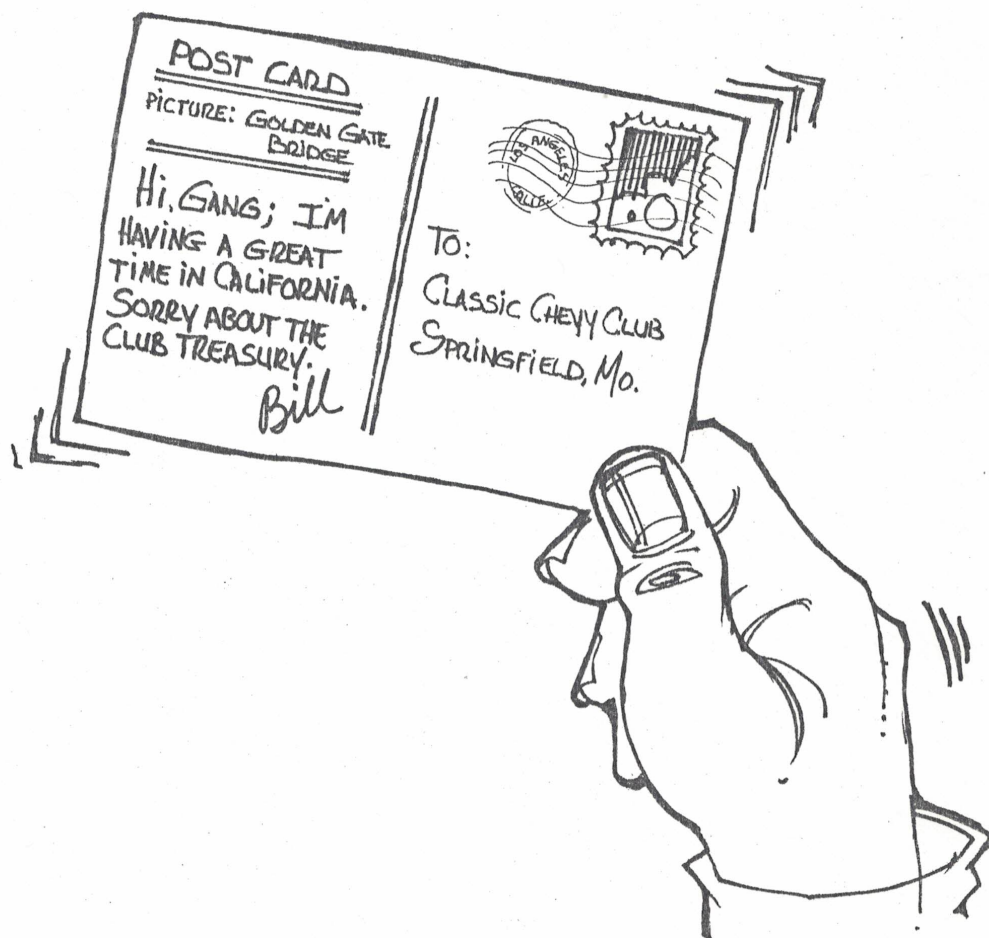
Pat Sears

Pat Sears elected to the office of Sargent of Arms

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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



October, 1977



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CLASSIC CHEVY CLUB OF SPRINGFIELD, MO. NEWSLETTER

Volume 1

Issue # 2

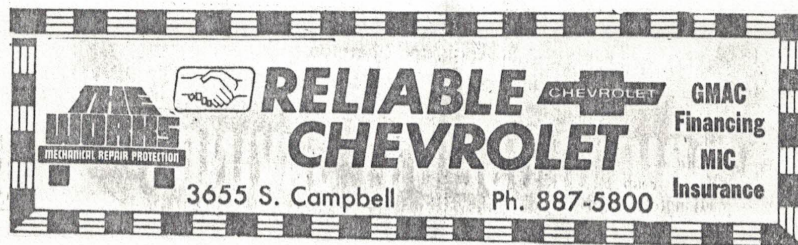
Officers

President	-	Bob Alford	869-8933
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Newsletter Staff

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

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.

Presidents Page

HOW TO RUIN AN ORGANIZATION
IN SIXTEEN EASY MOVES.....

(Reprinted from the Wellington Ave. United Church of Christ
Newsletter)

YOU CAN RUIN ANY ORGANIZATION IF YOU FOLLOW THE FOLLOWING GUIDE:

1. Do not come to the meetings.
2. But if you come.... come late.
3. If you do attend a meeting, find fault with the work of everyone else.
4. Never accept an office as it is easier to criticize than to do things.
5. Nevertheless, get sore if you are not appointed to a committee. If you are, don't attend the meetings.
6. If you are asked by the chairperson to give your opinion, tell him you have nothing to add. Then add it afterwards...Tell everyone but the chairperson what ought to be done.
7. Do nothing more than you absolutely have to, but when other members roll up their sleeves and work, unselfishly to get things done, start a murmur...or a howl...that the "clique" runs everything.
8. Hold back your dues...or pledge...as long as possible or don't pay at all.
9. Do not bother about getting new members. Let someone else do it.
10. When a banquet or social event is being given, tell everyone that we're "wasting money."
11. When no banquet or social event is given, say that the organization is "no fun anymore" and needs life.
12. Do not tell the organization how it can help you, but if it does not help you...resign.
13. Agree with everything said at a meeting and disagree later-outside.
14. Get everything you can from the group...but don't give anything back.
15. Expect everyone else to cooperate.
16. When everything else fails, blame the executive committee!!!

I ran across this article in the Tri Chevy Association Newsletter this month. It has sixteen very good rules I hope our club does not practice. I thought it was good enough, that instead of writing an article this month, I would have this printed instead.

Bob

1980

Classic Chevy Car Club Archives

CLASSIC CHEVY CLUB
of Springfield
September 25, 1977

Secretary Report

The meeting was called to order by president, Bob Alford, at Phelps Grove Park with 19 members present.

Bill Nimsick gave the treasury report of \$169.13.

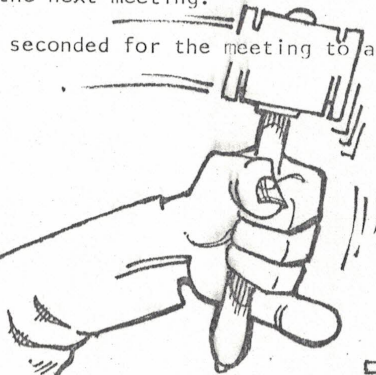
The meeting was opened for discussion of old or new business.

President, Bob Alford, asked the members to support the club and to feel free to speak their mind as he planned too.

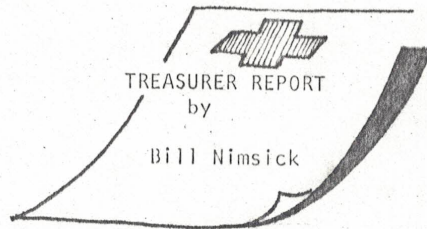
A hay ride was brought up for discussion by Shirly Close. A sixty to ninety minute ride with a bon fire furnished at the end of the ride for \$1.50 per person. A motion was made and passed for a hay ride on October 29th at 7:00 P.M., alternate date of October 22nd, with Marge Royster notifying members by phone the date.

Sylvia White suggested the club may be interested in a club money making project offered by Stanley Home Products. For every 10 bottles of degreaser sold by the club \$8.00 would be returned to the club. It was suggested the members consider the project and make a decision at the next meeting.

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



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Members, looks like just about everyone's local dues are due. I guess everyone who's on Bill's list should show up at the next meeting and pay up!!

1977 Dues not paid.....

Bob Alford
Randy Allison
Dallas Cheffee
John Foley
Bob Goss
Bob Gilpin
Bill Huyett
Vernon Leppert
Dewayn McAllister
Greg Oliver
Sam Randolph
Burney Nimmo
Joe McCracken
Earl Morgan
Larry Robertson

...AT \$10⁰⁰ EACH

150.00 Local Club dues unpaid.

Members, how about starting a special savings account for the money needed for our next banquet?

The treasurer to date is \$161.47

If some of the people on my list are no longer in the club, let me know and I will get them off the books!

Bill Nimsick
#4848

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**** TIDBITS & TRIVIA ****

1. October 30, 1977 will be our next meeting date at 4:00 at Phelps Grove Park.
2. Membership to date is 44.
3. 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. Members, we need 100% attendance next meeting because we are going to change our meeting location. (Winter is coming).
6. Mailing address of this editor is: Don White
1566 St. Charles
Springfield, Mo.
Phone: 887-4750



Classic Chevy Car Club Archives

What does the Classic Chevy Club mean to you? That's a question I asked a few of our female members. This is their answers.....

Sandy McAllister - Doing things with friends and getting involved.

Carol Nimsick - It means friendship.

Pam Goss - Togetherness

Susie Morgan - Its a time for a husband and wife to get together with other people that share a common interest.

Marge Royster - Meeting nice people and being with people I enjoy.

Ann Robertson - I like the get togethers, the socializing. I believe there are alot of good people in our club, and I also enjoy riding and owning our Classic.

Nancy McCracken - Making all the new friends that we have over the past year. And of course getting to ride in the '55.



*"...BEING ABLE TO FLIRT WITH ALL THE
GUYS LOOKING AT ME - WHILE MY HUSBAND
THINKS THEY'RE ADMIRING HIS '55."*

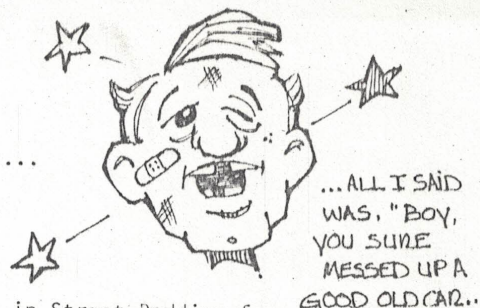
Classic Chevy Car Club Archives

MEMBERS COMMENTS

TO ROD OR NOT TO ROD.....

by

Larry Robertson



As I said in my first article, I was involved in Street Rodding for about three years. Probably the biggest barb that would excite a rodder was someone coming up and saying "boy you sure messed up a good old car." Immediately you could see the red rising to the rodders eye! After many hours under, in and around an old car, the last thing you want to hear is some clown saying you messed up a car.

Well... mistakenly I was of the opinion that the put-down of modified cars was confined to street rods (pre '49). Boy, was I wrong!! Since coming over to the Classic Chevy crowd, I was really pleased the way people made each other feel really proud of their cars. It seems they really care and appreciate the time, trouble, and of the course the money, that goes into the building of a sharp car. Not everyone was as appreciative of a car that had been modified as I was though.

Recently, while attending the Ozark Antique Auto Club swap meet, I was walking around looking and wishing. While browsing through the goodies, I struck up a conversation with a man that had a '57 Chevy for sale. As we approached some of our club members, whom I consider good friends, and have 3 of the sharpest cars in the Midwest, there came that old phrase, "boy they sure messed up some good cars". Immediately I sprung into an oratory letting him know that there was a lot of time and money put into those cars, and even though they didn't belong to me, I was proud of them.

I appreciate an original car as well as the next man. I enjoy going to the antique museums also, and really appreciate the time put into the restorations. However, I don't ever recall telling a person with an original car, it would be so much better modified in some way. If a man wants to leave his car original, or do a full-tilt custom job on it, it's fine with me, as long as I don't have to pay for it! I feel, though, that the man with the original should give me the option of fixing up my car as I please, because a car to me, is really an extension of a man's personality.

Lets live and let live, and give each others cars the respect and admiration they really deserve, whether they are original or modified.

Larry
#6116

From the Editor

From time to time, I plan to have an article on a project car. If any of you members have a project car, and would like to see it in the newsletter, let me know about it. We will make arrangements for it to appear. This months project car belongs to Bob & Pam Goss. Now that Bobby has not used his journalistic abilities for a couple months he decided to write us a book. I think you'll like it.....

Classic Chevy Car Club Archives

Members Comments

by Bob Goss

One day, back in January of 1976, while cruising out of Westport Auto Salvage, I noticed they had a '57 Chevy 2 door sitting out in front of their business, so I stopped to see if maybe there were any good parts on it I might be able to buy.

After closer inspection, I found that the car was totally complete with the exception of the motor and transmission. The body seemed to be straighter than average, there was hardly any rust, and it even had an electric wiper motor on it.

After inquiring about the price of a few of the items on the car, the salvage owner said he would take \$65.00 for it. So after I made arrangements for a place to keep it, I decided to buy the whole car and try to fix it up.

When I got the car stored away, I began discovering some of the idiotic things the former owner had done to the car, which is probably why it was sold to a salvage yard in the first place, because nobody in their right mind would want to buy it to drive on the street, the way it was.

For instance, things like wooden blocks stuck into the coil springs for spacers, tin foil wrapped around some of the fuses in the fuse box to keep them from blowing them, black electrical tape wound around the instrument cluster where it comes down to the steering column and was broken. Things like busted rear shock towers, and a battery box that was welded to the fenderwell. Things like brake shoes and drums with deep ruts worn in them, and a hole in the floorboard for the shifter that was big enough to put the whole transmission through, let alone the shifter handle.

There was even a hole in the middle of the firewall right behind where the distributor goes that looks like it was made with a chopping axe.

Someone had taken a spray can of flat black hot rod primer and sprayed spots all over the body so it looks like a pinto pony.

All this and 20 years worth of grease and dirt under the hood and body is certainly a challenge to say the least.

The sad part about seeing this car in this condition is the fact that the car was evidently a sharp car at one time, because it has a complete black rolled and pleated interior which is now shot, chrome inside window moldings, and a metallic gold paint job. Why anybody let it get into this kind of condition is beyond me, but then I guess everyone doesn't appreciate Classic Chevy's as much as I do.

After owning the car for about a year and 9 months now, I really haven't had the time or money to work on it the way I want to, but at least I've made a start and saved from the crusher.

So far, I've gathered a lot of parts for it and completely rebuilt the front brakes and suspension including coil springs.

Classic Chevy Car Club Archives

Member comments cont.

I've removed all the sheet metal up to the firewall, cleaned, repaired, and primed the firewall and front portion of the frame and cleaned and painted all the underhood parts.

The whole car will have to be rewired, repainted, reupholstered, and an engine and transmission dropped in so I've got a long, long way to go.

My present plans for the car aren't definite, but right now I'm thinking I would like to install a small block Chevy engine, preferably a 350, a turbo transmission, and paint the car 1977 Cadillac metallic gold, with either a brown or a white interior.

If I ever get the time, and if I ever get the money, and if I don't decide to sell it to some other sucker like myself, I'll finish it, and it should be a fine car.

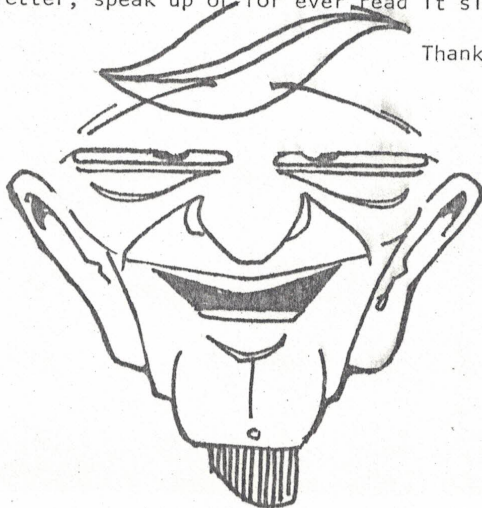
Atleast one thing is for sure, at \$65.00 I couldn't hardly go wrong if it set for another 10 years!!



Member Comments cont.

For all of you that eagle eyes, I was wondering if you minded the newsletter being single spaced rather than double spaced, as it always has been in the past. This may save us a little time in making copies and on postage. If anyone dislikes or feels they would rather have doubled spaced newsletter, speak up or for ever read it single.

Thanks - Nancy



I DON'T HAVE NO
TROUBLE READING IT
SINGLE SPACED.

Classic Chevy Car Club Archives

FROM THE EDITOR

Members I thought it would be nice to have a story about what I believe is a very rare and impressive Classic. I hope you enjoy it even though the owner is not a member of our club.



LITTLE JEWEL

Ever hear the story about a car that was owned by a little ole' lady that was only driven to church on Sunday. Well, how about hearing it again. The fact is the car I'm referring to is an all white '56 Chevy Belair, tudor hardtop owned by a lady named Mrs. Long. Now, I'm sure many of you have seen the car from time to time as I have. Actually, I got to look at it very close because I helped do some repair work for her on her home. This gave me the opportunity to interview her about the car.

First of all, I must say it is a very beautiful automobile, and its probably the most impressive Classic Chevy in the state. Now about the car.... Mrs. Long bought it new in Mt. Vernon for about \$3,200.00. The car came equipped with plenty of options. There are power steering, power brakes, air conditioning, automatic transmission, wonder bar radio, electric wipers, wonder bar radio, rear seat speakers and switch, tissue dispenser, V8 engine, clock, day-night mirror, emergency brake flashers, gravel guards, knuckle guards, door edge guards, and dual exhaust whew !!!! Hows that for options? Can you imagine all this and sitting on a set of original 6.70x15 white wall tires to boot!

The car has only go 26,000 original miles on it. Of course theres been many efforts by many people to buy the car, but all of them have failed. Mrs. Long will not sell the car. She tells me she'd sell her house before she'd sell her (as it is called) her "little jewel".

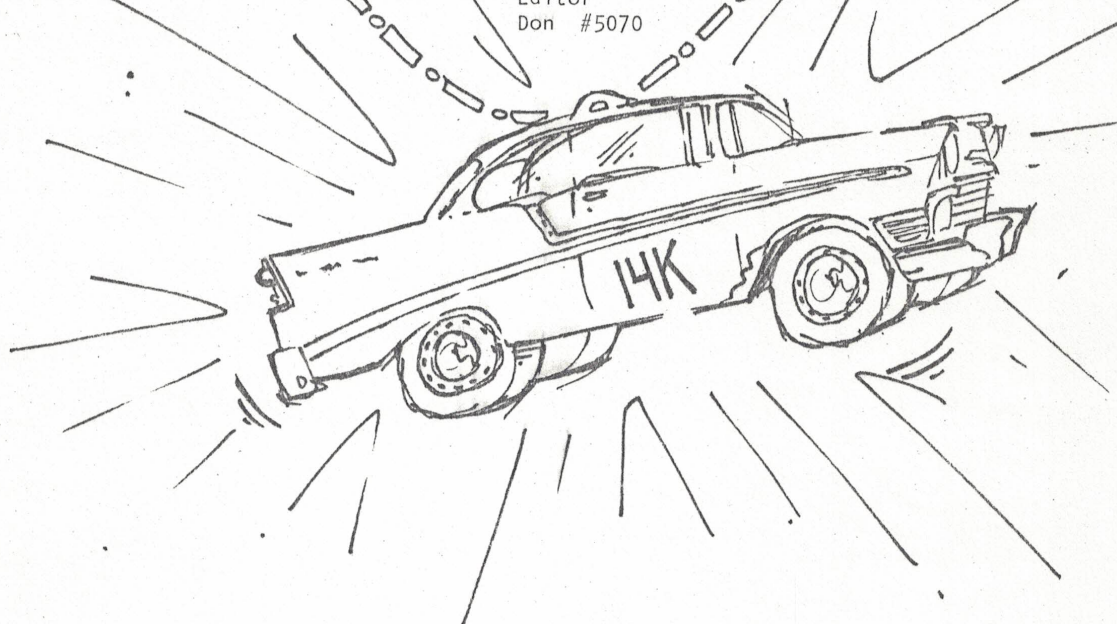
Classic Chevy Car Club Archives

Little Jewel cont

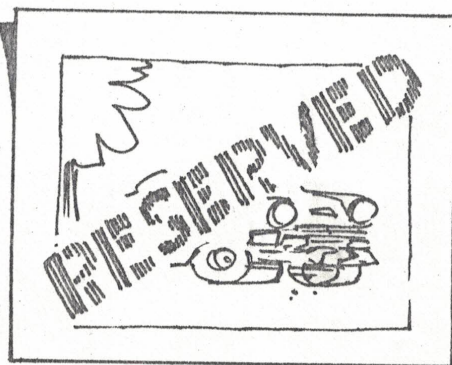
I don't blame her. Oh, about the house, its an easy \$200,000 home. So forget about buying that Chevy!!

By the way, I also got to drive the car. Dewayne McAllister and Bobby Goss were lucky enough to be around so they got to ride in it also. I think they were equally impressed as was I.

Editor
Don #5070



After reading this article, who would want to follow up with a cover car, this is easily a cover car even though it doesn't belong to one of our members. Next month we will have one of our members Classic Chevys.



FROM THE EDITOR

Well, Chevy fans its hard to believe that our summer is nearly over, isn't it? Where did it go so fast, I asked myself. Then I thought about that ole' saying, "time flys when your having fun". Thats just what happened, we were so busy enjoying ourselves we didn't notice that summer had slipped away. Yes, our beloved warm weather roddin' season is almost over.

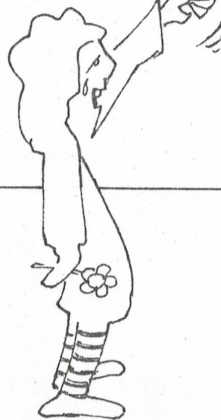
Sad isn't it. Once again, ole' man winter will be making his annual cruise through the Ozarks. I can almost see those snow flakes now. Again, our Classics will be bombarded by freezing cold temperatures, snow, slush, and that dreaded street salt! Which rust your fenders in what seems like overnight.

I just hope many of you Chevy fans enjoyed your summer of roddin' and cruisin' as much as I did. It was very busy and interesting summer for the Classic Chevy Club of Springfield. Attending first the Twin Bridges Rod Run, in Oklahoma, hosted by the Chevy's Limited of Southwest, Missouri. They always have a very good turn out for their runs, I know, I have always enjoyed them. Our big run was making that long journey to Columbus, Ohio, to attend the National Chevy Convention. Very impressive!! If you are a Chevy Club member, you should try and attend one of these sometime. You'll surely enjoy it. It was my first this summer and I learned quite alot.

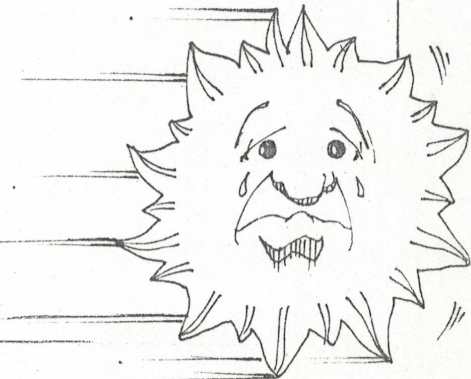
Our second M-D car show was enjoyable as the was the first. I think most everyone enjoyed getting together with the other local car clubs, especially since its for such a good cause.

Of course, one club function I personally enjoyed as well as any I attended was our first banquet - auto show. This was a real enthusiasm booster for me. And from speaking to several members, it was also for the bulk of the club. Anyway, there is plenty more to come, so stay tuned.....

bye,
summer...



Don
#5070



PARTS FOR SALE

One set of 1955 fender skirts - \$40.00
Four Goodyear 60 series tires - used
New set of Lakewood traction bars 55 - 57 - \$25.00
1955 Rechromed Hoodbird - \$15.00
1955 Grill used good shape.

Phone: Kenny Hurley - 833-4986

57 H.T. left door - \$10.00
55 paint dividers - 2 pair - \$5.00 each
55 rear seat speaker switch - \$15.00
55 tempature control lever - \$7.00

Cowl Tags

57 Convertible - Lemon color
56 2 door H.T. Belair - Green & White
55 2 door Sedan Belair - Pink & Grey
55 2 door Sedan 210 - Black & White

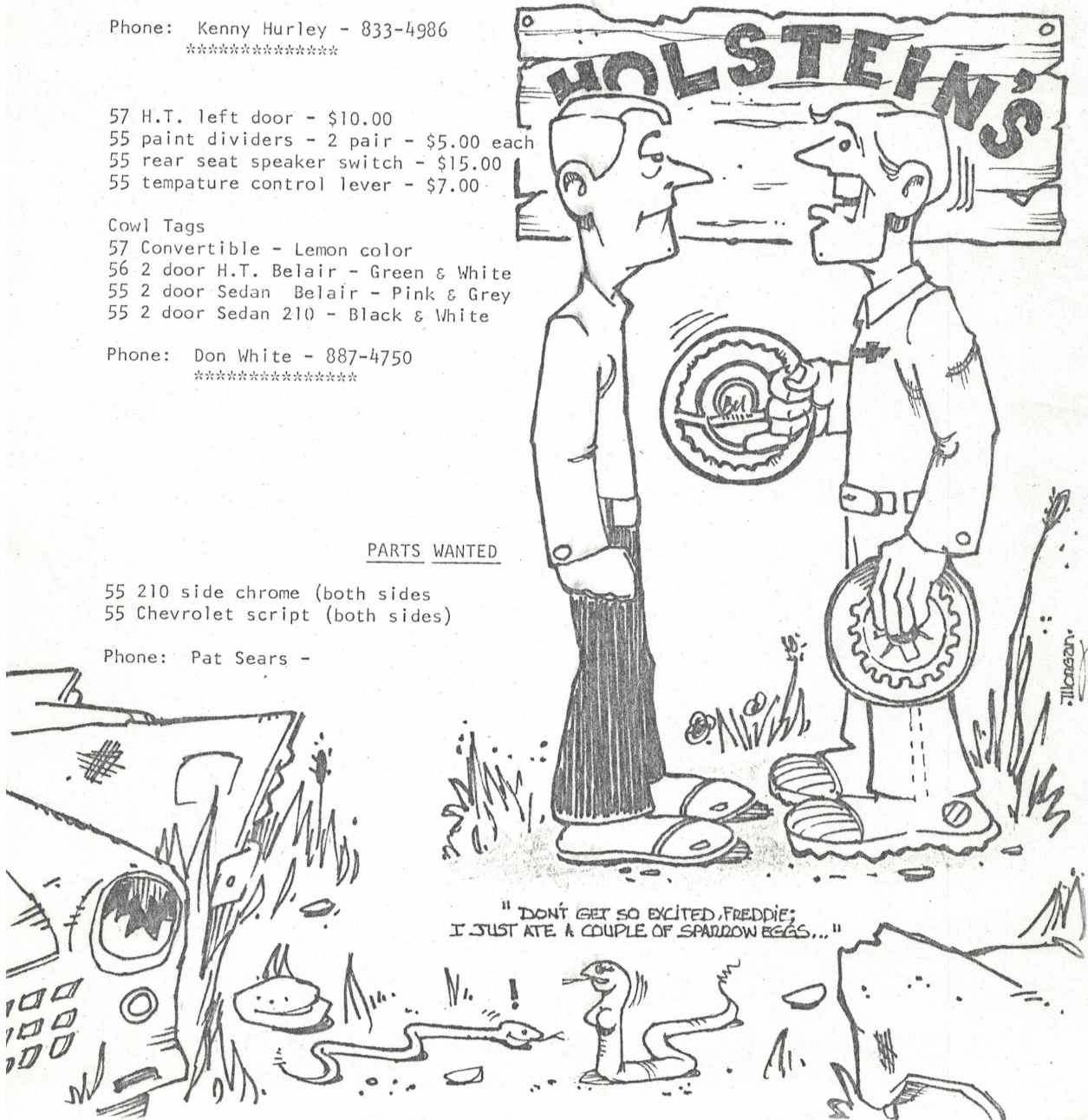
Phone: Don White - 887-4750

PARTS WANTED

55 210 side chrome (both sides)
55 Chevrolet script (both sides)

Phone: Pat Sears -

"I DROVE MY '57 DOWN HERE
TO LOOK FOR PARTS AND WHEN I
CAME BACK TO MY CAR, THIS WAS
ALL THAT WAS LEFT..."



December, 1977



Classic Chevy Car Club Archives

CLASSIC CHEVY CLUB OF SPRINGFIELD, MO. NEWSLETTER

Volume I

Issue #

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

Club Sponsor - Reliable Chevrolet

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3655 South Campbell

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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



EDITORIAL

As I started this months editorial, a few subjects came to my mind in which to express my opinion. Of course, this newsletter its self will be a surprise to some of you because I had planned to terminate my affiliation with the newsletter. Mainly because of a few untackful, off times really unnecessary, not appreciated one bit gripes concerning the time the newsletter finally got in the hands of you the members.

The newsletter is probably the most, if the not the most difficult job within our club. It requires alot of patience to write, and a task which will take some times a week and a half, to two weeks. Typing it is a job done very well with no complaints even though, lord knows I make alot of mistakes. Nancy corrects them all and I appreciate this immensely. The illustrations Earl adds, really lightens up this whole publication. What would it be like to read this newsletter and not see something done by Earl that makes us laugh or atleast smile a little. Having it copied is probably a job thats not really thought enough of. Did you know that if this newsletter is fifteen pages long, and if it is sent to 30 people, that takes 450 pages to be run off! Thats figuring small. Dewayne McAllister performs a duty that is much appreciated also. His taking pictures of the Classic of the month saves me a little leg work. He calls me to find out who is next and then gets the job done.

This newsletter does take some time, maybe a little more than I figured it would when I started, but none the less, all I can say is that if we are going to have a monthly newsletter, late or early, and produced by the current newsletter staff, a few of you members are going to have to be a little more patient. Our intentions are of course, to have it completed, mailed and into the hands of the members before the meeting. Members, I can't promise when you'll get your newsletter. There is as you know, several people involved in the newsletter and if anyone of us has any difficulty, it will cause it to be late. Thats all I can say.

All of the hours it takes to make this publication possible are all voluntary. Done only because the newsletter staff wants to, not because we have to. Members, if we the newsletter staff, hadn't picked up this newsletter when Bobby Goss retired his term as Editor, there would be no newsletter. I saw or heard no one else volunteer to do it every month. What would it be like if we had no newsletter at all. I don't believe the club would be near the same without it, do you?

Members, I would like to challenge each and everyone of you to write me a short article on what you think about the newsletter and what the Classic Chevy Club means to you. If you would just send one short comment on the club, this could make up the bulk of our newsletter which will be again coming out shortly. I'll be expecting to hear from you. Please mail them before December 15th, to me at 1566 St. Charles, Springfield, Mo. 65802.

Classic Chevy Car Club Archives

Editorial, cont.

I would also like to say, as long as I am in charge of this newsletter it will not be controlled or regulated by anyone other than the newsletter staff, PERIOD!!

Editor
Don #5070



Classic Chevy Car Club Archives

TREASURER REPORT

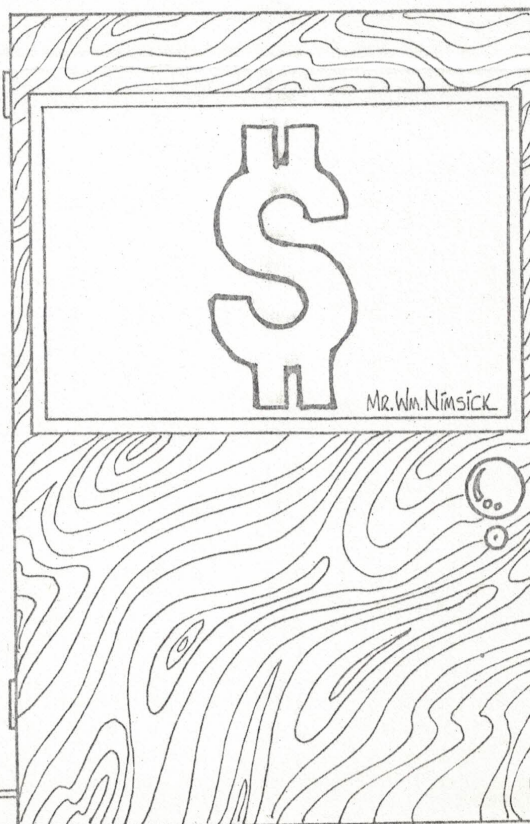
The following checks were written this month:

Check #28 - Schaffitzels Greenhouse - \$54.66
Check #29 - Harbell Athletic (trophies) - \$29.04

\$70.00 was collected from dues this month brings the club's treasury to \$202.43

Don't forget to think about a savings account for the annual banquet. A decision should be made at the next meeting.

Bill Nimsick
\$4848



Classic Chevy Car Club Archives

Report of Club Events by:
Bobby Goss

"HAYRIDE 77"

Probably the best thing I can tell you about the hayride is that if you missed it, you missed alot of fun.

It was the first hayride I had been on since I was fresh out of high school and it was just as much fun the second time as it was back then.

The hayride itself lasted about an hour or so with about 28 people attending.

It was a perfect night for a hayride and the only thing the members had to bring was what they wanted to drink. The rest was either furnished by the club or by Mr. & Mrs. Young, who put on the ride.

A couple of members decided we needed a little entertainment, so someone brought a portable tape player, while the other one (Larry Robertson) brought a pocketful of kazoos.

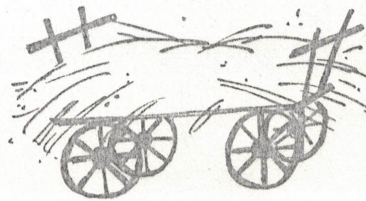
Larry and I tried to compete with the tape player by playing the kazoos but I think the majority of members appreciated the tape player more. They just don't appreciate talent when they here it do they Larry?

About middle ways throught the hayride, the beer and cool temperature necessitated a pit stop in some farmers field for a few of the gang, but other than that it went pretty smooth.

After the ride we were taken down into a vally below Mr. Young's farm house where he had a big bonfire already waiting for us to roast weiners and marshmallows on, which I personally enjoyed even more than the hayride.

Like I said before, it was a lot of good old fashion fun at a good old fashioned price, and I hope we can do it again sometime.

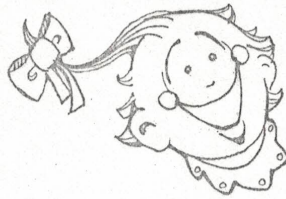
Bob
#853



Classic Chevy Car Club Archives

ATTENTION ALL MEMBERS V.I.P.

The Morgans are now the very, very, very, happy, happy, happy, happy parents of a bubbling, bouncy, baby girl. Her name is Sarah Beth. Sarah is the newest member of the Classic Chevy Club.



...I CAN'T WAIT TO DRIVE MY '56.

I asked Susie how she felt about this, and all she said was, "it's a girl," it's a girl." I think that she's pretty happy, don't you?

* * * * *

A few bits of information for each of you. There will be no meeting in December. We also discussed at our meeting on November 29th, that we would change our meeting place, perhaps to the Westport Center, but each of you will be contacted by phone in this regard.

Also, we will not have a Christmas party this year. Perhaps, after the holidays we can have some type of get together to make up for this occasion.

* * * * *

I would like to apologize for the newsletter being late this month. I am sure that it is my fault this time. I only worked 3 days last week so when I returned to work this Monday, I was behind in my own work. I try and type this newsletter on my lunch and breaks, but that doesn't always work out. So next month, I will try and get my part finished a little quicker so Earl will have ample time to do his part. Sorry, again.

Nancy

Classic Chevy Car Club Archives

Members comments:

For those of you that missed this article in our Springfield newspaper, I thought I would share this with you.

Although, Joe and I didn't make the Christmas parade this year, I surely wish we could have. After reading this article, I am glad that several of you drove your cars.

Maybe next year in the Christmas parade we will rent a team of deer and pull our cars through the parade. Or maybe we could dress up like Santa and Mrs. Clause. And oh yes, we should be sure and call Mr. Hollandsworth (alias, Fairy Donald Duck) and make sure he is there!

Nancy

P.S. Aren't you glad that you drove a Classic instead of a Trans-AM.

Christmas parade too commercial

If the Christmas Parade was an indication of what a Christmas parade is supposed to be for children, then I'm a Fairy Donald Duck. I'm in no way connected with SMS University, but I must say the Homecoming parade that they had last month was what most people would consider to be a parade.

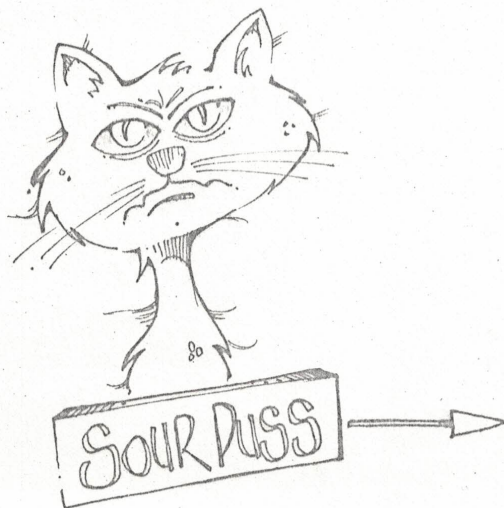
The parade was so commercialized that it stank. After the long line of Trans AM's that passed by, I expected to see the other car companies of this fair city sending their wares along, but

evidently they didn't get the word. But I see that Classic Chevrolet and a tractor company got to get on the bandwagon. At one point I felt like going to get my new car and fill in a blank spot.

I certainly appreciate the few floats, bands and other people that sincerely thought they were putting on a parade for the children. I commend you; for the advertisers, I condemn you. It is very possible that in a couple of years there won't be anyone to go and take their children to see all the business-like parade. In fact, if my wife doesn't take my children next year, she likes to watch a parade about as much as I enjoyed this past one, I'm quite sure someone will and can have our spot to observe.

It is a shame when a city the size of ours can't put on a decent parade for our young generation, and as far as that goes, the old. This should be backed by the merchants, as a parade like this draws the people out from their snug environment to be close to their place of business, and of course, by having the public on hand, they observe their store fronts and mentally note where they will buy certain items, if they at that time don't buy it. In fact, I took notice where I might buy several items before Christmas, and if I hadn't taken my children to see this parade, I never would have known the places I will eventually get these items from had them.

R. L. HOLLANDSWORTH
Springfield



Classic Chevy Car Club Archives

FOURTH CHEVY CONVENTION JULY 17th - 21st

For all of you members who don't already know, the fourth annual Classic Chevy Club convention will be held in Memphis, Tennessee on July 17th through 21st this year.

Since Memphis is only about a five to six hour drive from here, it would be nice if more of us could attend this year. The only way we could have a good turn out for this convention is to start planning our vacations now. I guarantee you'll enjoy it.

* * * * *

You know the idea of our club hosting a rod run has been floating around since we first became a club about two years now. After attending the Nationals in Columbus, Ohio, and seeing just about what it takes to host a rod run, I really believe we could handle it. Only if we didn't mind a little work. It only took about 10 devoted people to handle the Nationals! Surely we could handle a small rod run. This could be a good winter project for us. We could contact some of the area Chevy Clubs and see if they were interested. Why not!!

* * * * *

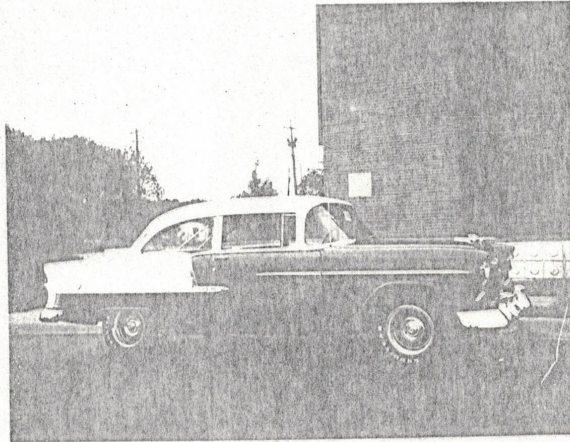
Members, I received a phone call from Mrs. Long, the owner of last months Classic of the month. She told me how much she appreciated and enjoyed us having her car in our newsletter. She also wanted to know how much money she owed us!! How about that for appreciation.



...Little ol' Ladies
(and babies)
are SO CUTE!!!

Classic Chevy Car Club Archives

CLASSIC CHEVY OF THE MONTH



This month is an old familiar car I hope most everyone knows. It has participated in most activities locally and to a certain extent, state wide.

This Dusk Rose Poly and India Ivory 1955 Belair tudor sedan has been owned four years by Joe and Nancy McCracken at 1614 Putman Drive.

The first time I saw the car, I was driving a crimson red/off white 1955 Belair tudor and parked right behind it in a driveway in Southern Springfield. The car was purchased new in Asbury, Kansas, and still retains the dealers emblem under the NOS rear emblem. It was an uncle to a nephew hand down and four weeks after the nephew bought it, he lost his job and as a result, I was able to become the third owner.

Sitting by my three big block Chevy's, I feel this six cylinder power glide is still the most reliable and dependable car I have. I wouldn't be hesitant to go around the world in it. As of this winter, Nancy and I have been in seven states in this car on Rod Runs.

I have replaced most outside trim (except side chrome-spears) with NOS equipment. Tulsa Custom Chrome did the bumpers. The car has two personalities and changes with the twist of a four way; a Rod with the Corvette Rallys or a stocker with the original tires and full hubcaps.

The car will be ours, as I see it now, from now on, even though we have had some substantial offers. Its future although it is incomplete, I feel the need to build a truck (1955 vintage of course).

The liceses have expired and I don't believe that I will renew them, but let it set for antique plates in 1980!

Joe
#3192

Classic Chevy Car Club Archives

Members comments..

The History of Car Clubs or.....
You've Come A Long Way Baby!!!

Have you ever given any thought to how car clubs have changed over the past 20 years?

If you've been around long enough to remember how they were back in the late 50's and early 60's, compared to how the majority of them are now, then I am sure you'll agree there's been quite a few changes made.

Car Clubs of the 50's and early 60's era as I remember them consisted of mostly all single & young guys who seemed to have only three things on their minds: outrageous cars, outrageous girls, and just generally raising hell!

There were no so-called "social" activities planned, except to maybe get together on Friday or Saturday night, get drunk, and cruise up and down the boulevard and being obnoxious.

A typical car club member could be generally described as being 17 to 22 years old, with a flat top haircut, and combed back on the sides into the famous D.A. style, using about a jar of butch wax and Brylcreem a week to make sure it stayed that way. The shirttail was worn outside the pants and the collar was turned up in the back so he would "look cool"!! A pair of Levi's rolled up at the bottom with white socks and black loafers completed the style.

Although by today's standard, he looked stupid like that, it was certainly the only way to dress at that time. And although the dress style left something to be desired, the cars these guys drove were usually spotless and very well kept up in top condition.

Even the names of the clubs back then were more simple and reflected their sport in such a way as to leave no doubt to anyone about what they were interested in.

Names like, The Shifters, The Hi-lobes, The Untouchables, The Street Dragons. All these names hinted they were the performance cars around, and if you were wise you didn't give them any grief.

Being a member of a car club was a very prestigious thing among the younger set that had an interest in cars. He was especially cool if the club he was in could scrape enough money together to buy all the members plaques, with the club name and insignia etched on them, so they could hang them on the front bumper or stand it up in the back window of their cars. That way there was no doubt left to anyone that he was a full fledged member of the "Dragons, etc.", and was to be respected as such.

Classic Chevy Car Club Archives

.... Along Way Baby cont.

Then, as the 60's rolled by, car clubs sort of faded away and nobody was really interested in them because there seemed to be many other things happening to occupy everyone's time. Things like the Beatles, protests, and the thing that most everyone was protesting about; the Viet-Nam war! The war seemed to snatch up about every 18 year old guy that came down the pike, so there really wasn't that many guys with cars left around to have a club anyway.

Most of the guys that had belonged to a club in the late 50's and early 60's were growing up and raising families, and were no longer interested in being in a car club as they once were.

Then, along came the middle 70's, the war was over, then suddenly auto clubs of all kinds are popping up all over the place again, but with a big difference.

The car clubs of today seem to be more specialized, like ours for instance. That is to say most of today's clubs are interested only in certain types of automobiles. Vanners naturally only want vans in their club, we only want '55 thru '57 Chevy's in our club, etc., etc..

This approach differs very much from the old car clubs which were interested in all models as long as they were sharp looking and ran good.

Today's clubs are made up of both men and women and the majority of them are in the age 20 and up bracket. Some of the members may even have been in the 50's clubs, only their goals and intentions are much better now (thank goodness).

The car clubs of today are much more socially inclined and respected by the community more. They're not just thought of as "those dang hotrodders".

They're into doing good for the community and helping others as well as promoting their sport.

To sum it all up, car clubs have changed very much in 20 years as well as the cars themselves and the people who drive them. But when you get right down to it, the whole idea behind a car club is to have fun with cars. That's the way it was 20 years ago. That's the way it is now, and I hope it never changes.

Bob Goss
#853

