

MID-AMERICA

Chevvelle

CLUB

JANUARY 2024



**“NUMBERS MATCHING” DEFINED
AND AFTERMARKET AC
INSTALLATION ARTICLES!**

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General Information

The club is a not-for-profit Kansas corporation, dedicated to the preservation and enjoyment of all Chevelles and El Caminos. Ownership of a Chevelle or associated vehicle is not required. Club newsletters which include minutes of meetings, upcoming events, and technical articles are sent directly to members and can also be found on the club’s website at <http://midamericachevelles.com>. Business meetings are convened on the last Thursday of each month, with the possible exceptions of November and December, for the purpose of discussing and planning future club events. The meetings begin at 7:00 p.m., at Minsky’s Pizza at 7198 Renner Road in Shawnee, Ks. unless otherwise noted in the newsletter or on the club’s website. Members may advertise vehicles/parts for sale, trade, or wanted in the newsletter for no charge. Contact the editor (Kirby Demott) at 913/269-4351 or khdemott@gmail.com.

Board Information

- Chair:** Roger Verstraete
- Co-Chair:** Brian Findley
- Secretary:** Debbie Gragg
- Treasurer:** Eugene Hallouer
- At Large:** Randy Cummins
- At Large:** John Gragg

- Newsletter Editor:** Kirby Demott



Monthly Meeting Agenda

Call to Order

- 1) Introductions
- 2) Reports/Discussion
- 3) Upcoming Events
- 4) Report of Treasurer
- 5) Additional Items
- 6) Adjournment

Dues

Annual club dues (\$35) are to be submitted by April 30th. If you have not renewed your membership by this date, there is a three-month grace period. You can mail your dues to:

Mid America Chevelle Club
c/o Eugene Hallouer
12318 W. 61st Street
Shawnee, KS 66216

You can also renew your dues by Credit / Debit card on the club website at http://www.midamericachevelles.com/members/join_form.html. When you renew online you can also use the form to make any updates or changes to your Membership info. (if you don't know your membership number that's OK). Please note that a \$2.00 convenience fee will apply when using this option.

Lastly, you can of course still join or renew by Cash or Check by simply getting with Eugene at the monthly meeting.

Meeting Minutes

MID-AMERICA CHEVELLE CLUB
SUBSTITUTE LOCATION: MINSKY'S PIZZA
October 26, 2023
MINUTES

The meeting was called to order at 7:01 p.m. by President Verstraete. Shannon Pickworth, the new member, was present. Mr. Pickworth has a 1972 convertible. Introductions followed.

The Minutes, as published in the newsletter, were accepted.

Mr. Verstraete thanked the Prouty's for hosting the October First Friday event. He also thanked John Freeman for hosting the Fall Party, and it was noted that next year there may be a live band.

The 2024 car show location was overviewed. The date may be moved in order to have the show at the Embassy Suites located in Olathe, Ks at Ridgeview and K-10. The date may need rescheduling after reviewing the Kansas



University football schedule due to their use of the hotel during activities. More discussion regarding this event will be in January, 2024 at the monthly meeting.

There was a reminder of the holiday party at the Thompson Barn, adding the cost per person would be \$20.00.

Mr. Gragg made a motion for the club to donate \$250.00 to the Wreaths Across America, location being Leavenworth National Cemetery. Other donations by club members raised the amount to \$1000.00 (club remained at \$250.00).

Mr. Hallouer overviewed revenues and expenditures, noting current membership is 109.

Upcoming event, World of Wheels, was discussed. The event is scheduled for the first week of February, with registration by December 1, 2023.

Mr. Demott requested information for the newsletter. He is requesting car information regarding members' experiences in obtaining cars, projects, etc.

Mr. Hallouer won the \$25.00 drawing.

There being no further business, the meeting adjourned at 7:34 p.m.

Submitted by:

Debra S. Gragg, Secretary

MACC Committees

MACC has several committees in place to help with planning all the activities that take place during the year. The committees and their members are listed below. Committees are always seeking help from the MACC membership. If you see a committee you would like to support, feel free to reach out to any of the committee members, letting them know.

Car Show Committee:

Ed Smoot. Chairman
Eugene Hallouer
Mike Stites
Kent Scott
John Gragg
Jon Clark
Tim Cunningham

Car Show Graphics Designer:

Lynn Clark

Events Committee:

Steve Calder chairman
John Prouty
Russ Peters
Brian Findley



Ray Harper

Christmas Party Staff:

Tim Cunningham
Jeff Long

Charitable Organization Committee:

John & Debra Gragg
John Freeman

Facebook Administrators:

Roger Verstraete
Ed Smoot
Dean Call

Chevelle Mechanical Advisory Committee:

John Freeman
Jeff Long

Chevelle Appraisal Committee:

Brian Findley
Roger Verstraete
Jeff Long

Events attended by MACC last month

December 2: MACC Christmas Party, Tompkins Barn, Lenexa KS

A good time was had by all. Thank you to everyone who helped put on this event and to John Freeman for being a very entertaining MC. Unfortunately, we don't have any photos of this year's event (I apologize for my negligence!). However, if you would like to view the slide presentation that was scrolling during the event, you can find it here on our website.

<http://midamericachevelles.com/news/index.html>

You can view it online in .PDF format or download and view it in Microsoft PowerPoint.

Calendar of Upcoming Events 2024

This is a partial list as the committee has not been able to have our planning meeting because of members illness and adverse weather. A complete list will be in the February Newsletter. If you have a suggestion, please contact any committee member.

February 2-4 - World of Wheels Show Bartle Hall Kansas City
Move-in date January 31. Four members cars are registered.

April 27 - Featured club at Gateway Classic Cars Caffeine and Chrome



May 3 - First Friday Cruise In - Hosted by Randy Cummins

May 31-June 1 - 37th Annual Midwest Chevelle Regional Car Show

Wichita State University Braeburn Square, 21st Street and
Oliver, Wichita Host hotel Hyatt Place at Wichita State University
4703 E 19th Street North Wichita, KS Phone 888-743-0350

June 7 - First Friday Cruise In - Host needed

July 5 - First Friday Cruise In - Host needed

July 5-7 - Goodguys Car Show Des Moines, IA

August 2 - First Friday Cruise In - Host needed

September 6 - First Friday Cruise In - Host needed

September 14 - Turkey Creek Car Show Merriam, KS

September 15 - Shawnee Town Wheels and Dreams Car Show

September 21- Ol' Marias River Run Ottawa, KS

September 28 - MACC Chevelle Show

Olathe Conference Center at Embassy Suites
10401 Ridgeview Road Olathe, KS

October 4 - First Friday Cruise In - Host needed

November 22-23 - Muscle Car and Corvette Nationals Rosemont, IL

December 14 - MACC Christmas Party Thompsons Barn Lenexa, KS

Steve Calder

MACC Events Coordinator

sjc52@aol.com

816-547-1206 cell/text

MACC Ladies Column

Stay tuned for more information in future newsletters.

President's Column

Hi MACC,

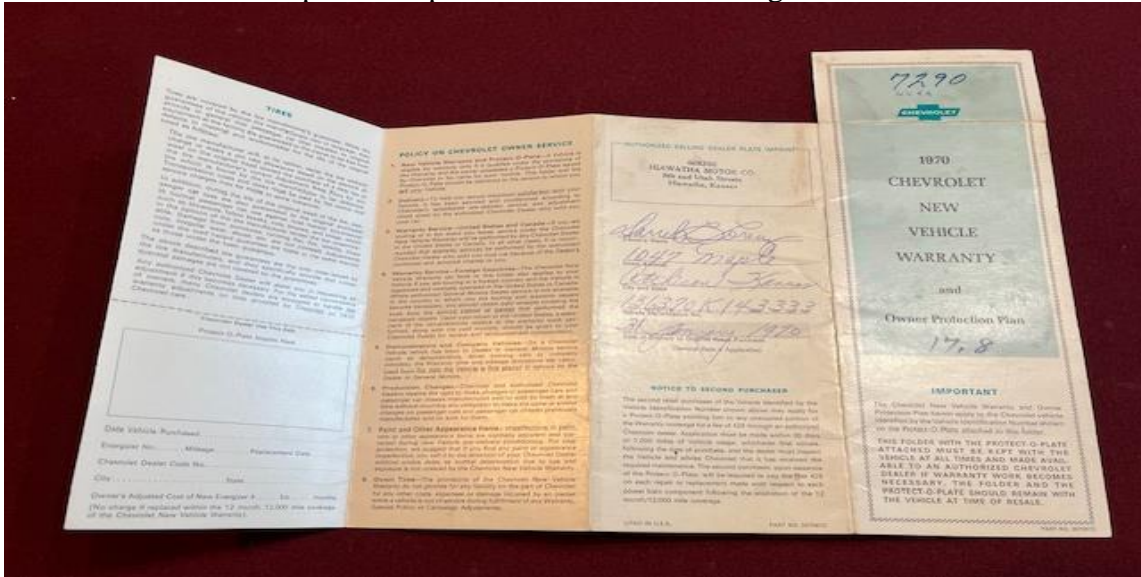
Hopefully everyone had a great holiday season and enjoyed being with your friends and family.

With the holidays behind us and winter being in full gear right now this is usually a good time to do some upgrades on your Chevelle or fix some nagging stuff on your car you've been putting off over the summer. Please feel free to send Kirby some pictures of your project and keep everyone updated. Everyone loves seeing what other members are doing and believe it or not it inspires other in the club to keep their Chevelle in tip top condition. I am doing some interior upgrades on my convertible but haven't made a lot of progress because of the cold weather.

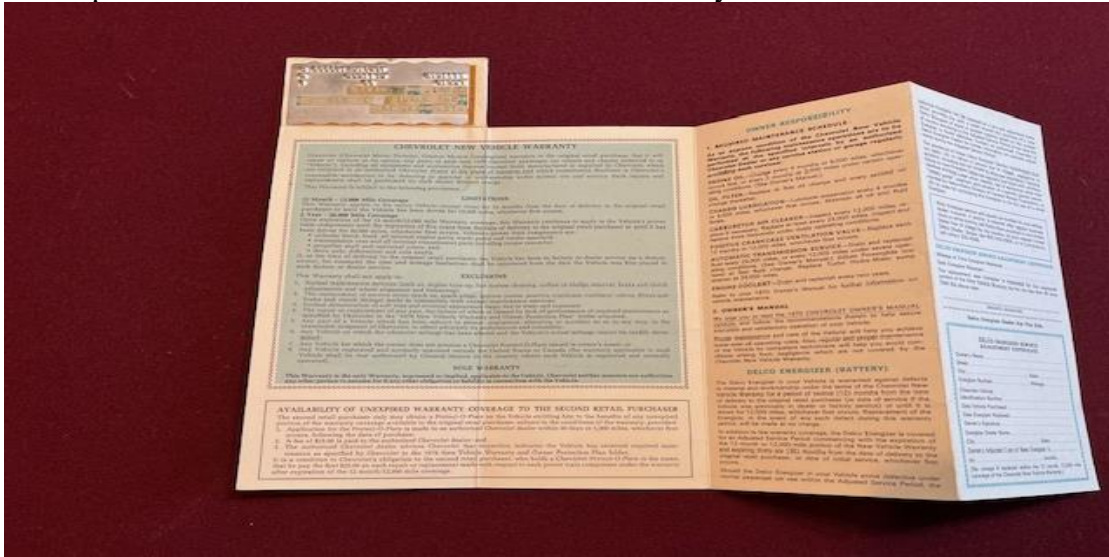


With January being so cold and snowy, one would think there wouldn't be much going on. Actually, there are a lot of big car auctions this month. Mecum just had their 2-week auction in Florida where they sold over 275 million dollars of classic cars and next on the list is the Barrett Jackson auction in Arizona. I don't watch the auctions as much as I used to. It's kind of like the movie "Ground Hog Day", the same thing over and over and over. But one thing for sure, on all the Chevelle sites everyone is posting cars and what they sold for. As usual, the big topic in the Chevelle world is the numbers matching cars. Are they real, SS or a clone? Does it have documents and/or a protect-o-plate? I think some of these guys think a piece of paper with a bunch of numbers is more important than the restoration of a car. I saw one '70 Chevelle convertible today that's going to be sold at Barrett Jackson this month. It's a green SS454 LS6 convertible with all the documentation you can have and the guy who restored it has over 3,600 pictures of the restoration. Now a car like that is worth north of 500k. You need documentation to protect your investment. A rare car like this is almost undrivable because of its value. These rare Chevelles are almost museum pieces and don't belong on the streets. Could you see yourself dropping the top and going up to Sonic for ice cream on a warm summer evening in a rare Chevelle convertible? I don't, and I don't think any of our club members would either. So, some of you might not know what all the documentation looks like and why it's so important to some Chevelle owners. My red '70 hardtop is what they call a true SS because it has 2 build sheets and the protect-o-plate to prove it.

Here is the front of the protect-o-plate brochure with the original owner's name and address.



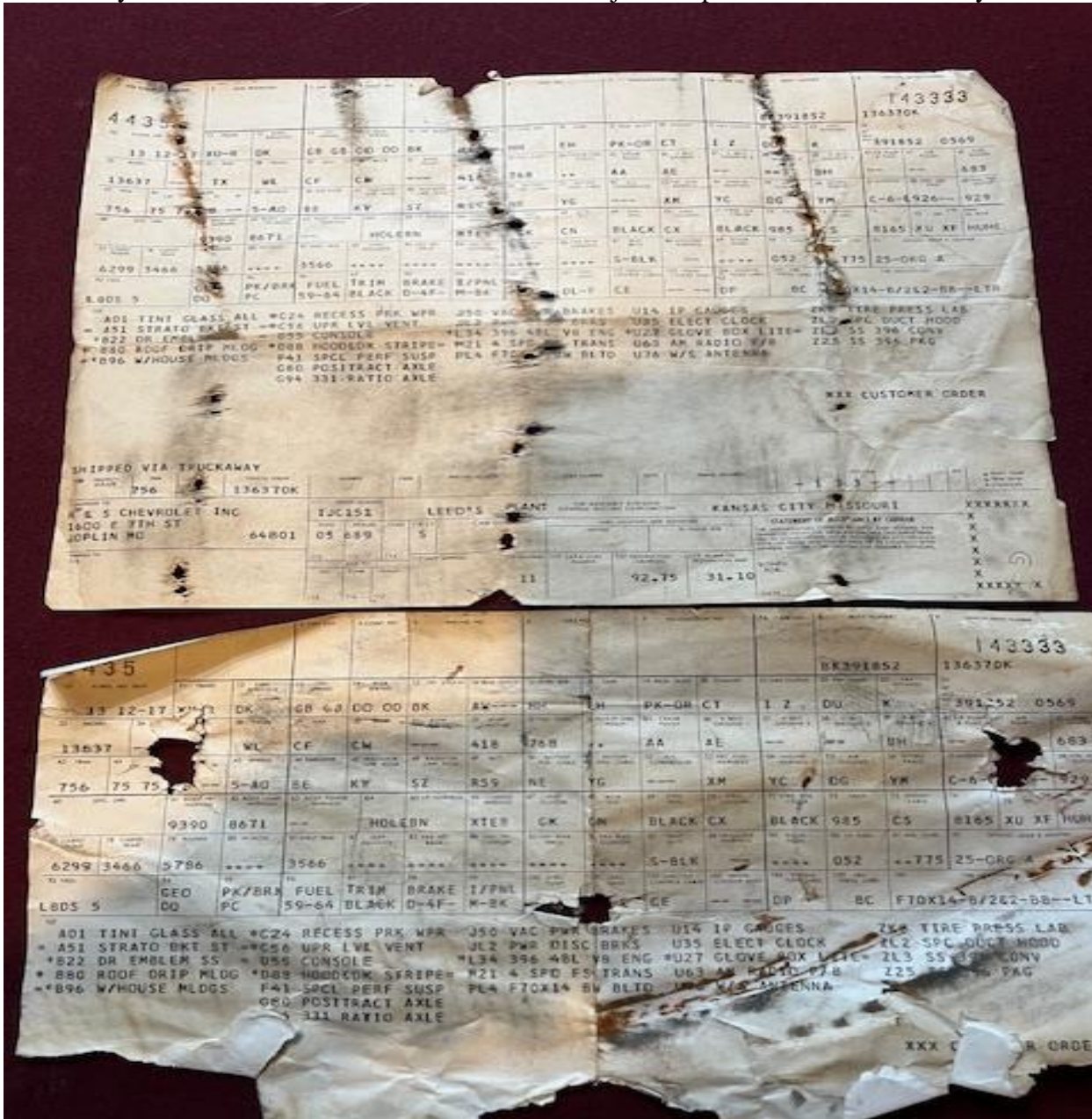
This is the inside of the protect-o-plate brochure with all the warranty information. Notice the top left-hand corner. This is the protect-o-plate itself. Remember when credit cards came out and they put a piece of copy paper over the card and went across it on a credit card machine? That is what this is except it was used for verification of the cars warranty.



Here is a close-up view of the protect-o-plate. All the letters are backwards but that is how they came. Just think, this is 54 years old. There is a very long story on how I got it, but that's for another time.



Here is a picture of my 2 build sheets. All of these codes and numbers have a meaning that gives you what options your car came with. Believe it or not, these 2 documents can make your 1970 Chevelle worth anywhere from 10k to 100k more. It just depends on how rare your car is.



You might be asking where you find these pieces of paper. **IF** your Chevelle came with a build sheet, most of the time they are in the interior of your car. They could be under the carpet, behind the rear seat or behind the driver's door panel. It just depends what kind of mood the guys on the line were in if they even left them in the car. Seems each car plant that built Chevilles put them in different places. I've been told they have even been found on top of the gas tank. Can you imagine a 54-year-old piece of paper on top of a gas tank and what shape it would be in? Both of my build sheets were behind the rear seat of my red '70. My car was built at the Leeds plant here in Kansas City. The original 396 engine was long gone when I bought it, but it now has a date coded correct 1970 LS5 454 (360hp) engine.

Okay, you have a build sheet and a protect-o-plate, but you are missing the biggest part that makes your Chevelle worth a lot more money, the original engine. I've seen a lot of so-called numbers matching 70 Chevelles over the years. I'll try to say this nicely; there are more fake ones than real ones by a long shot. You might ask how you can tell. At first glance, you can't. First, you must look underneath the alternator; there is a pad on the block with letters and numbers on it. The letters can indicate if the engine was built to have an automatic transmission or a manual transmission. The numbers have meaning too, but the last 4 numbers should match the VIN of your car. Here is where people get in trouble saying their car is number matching. When you rebuild an engine and take the block to the machine shop, they will deck (grind down) the top of the block where the head fits. If the machine shop is not careful, they will grind off the numbers on the pad, thus getting rid of any proof of what the engine is. Here is where the cheating can and will take place. After the numbers have been ground off, they can be re-stamped with any letters and numbers you want. There are guys that will do this for a fee just so you can say you have a number matching engine. This is not the only thing to look for to see if you could have the correct engine for your car. Back when they were building these engines, they cast numbers on the block. These numbers are very hard to see but they are on the back of the block behind the distributor.

On the passenger side is the date that the block was cast. These numbers cannot be changed or altered because they are cast into the block.



Typically, an engine block was cast around 2 months before the car was built. If you check and find a casting number that is later than the car was built, there is no way that this engine was original to the car. Most guys don't check for this because it is not easy to get access to these numbers. In the H26/9 code you see in the picture the H stands for August, the 26 means the 26th day of the month and the 9 stands for year 1969.

On the driver side of the rear of the block there are also casting numbers that will only match for a certain year of Chevelle.



To me, casting numbers are more important than the numbers below the alternator because they cannot be altered. This is the casting number for a 1970 454 2 bolt or 4 bolt main block. The last 3 numbers 512 are the most important.

One last thing about numbers matching cars. If this is really important to you, and you are trying to buy a numbers matching car, there are guys out there that will certify if it is the real deal or a clone. Up through 1968 you could just check the VIN to see if it was originally a Super Sport because the

SS396 was its own model. That all changed in 1969. After that to get a Super Sport was an option, just like ordering power steering or any other option. In 1970 you could order the SS396 package or the SS454 package. In 1971 and 72, it was the same way. Everything was added on a package to get what you wanted.

Well, I hope this helps to explain what all the documentation and build sheets are about as you watch the auctions or talk to people about numbers matching cars. I am more familiar with the 70 Chevelle which is why I used this year as an example. I'm sure all other years of Chevelles are similar.

Looking forward to seeing everyone again soon. It appears Miniskys Pizza on Renner Rd will be our meeting spot again this year unless things change.

Roger

Vice-President's Column

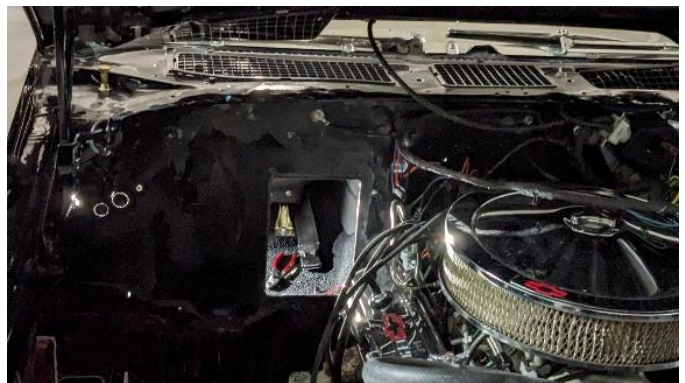
Happy New Year MACC,

I hope everyone had a great finish to 2023 and you are looking forward to a Great 2024.

Like many who have a Chevelle, the car is always a project. So, like many, I started a project on my recently acquired 1971 Chevelle. Project one was changing the original AC/heating to a vintage air/heating unit and project two was changing out the original analog dash for a Digital Dakota dash.

Let's begin with project #1, the AC/heating system. I started by doing some research into using some of the old system with the new, which at first sounds like a good idea. Upon searching the information from Vintage Air, they offered kits which allowed you to reuse the AC compressor, high pressure lines, condenser coil, AC belt, and dryer. So, I thought this wouldn't be bad, all I would have to do is remove the AC unit from the engine compartment, heater/AC fan, all vacuum hoses/controls and the heater box. I thought this would be a good way to save a little money.

I ordered the kit that would allow me to reuse some of the old components and began to disassemble. Disassembly was straightforward. Drain all the fluids, disconnect all wiring, heater hoses, and AC lines. To remove the AC evaporator housing/heaterbox, you must remove the passenger side inner fender well (This will also be helpful when you assemble the new components).





New components arrived, the first step was to execute an inventory of the received new components. In addition to inventory, it is my recommendation to read through the instructions, especially the bold print, to determine what parts were not supplied with the kit that you will need. It is the bold print that provides you with the information you need to identify the parts for completing the installation.

Now assembly begins. Follow the instructions, Vintage Air does a really good job of providing instructions for installation. The toughest part of installation is mounting the new AC/heating unit under the dash. Contact a friend, you won't regret it.



Part of the unit installation is to ensure that the heater hoses and AC lines are connected. It was here that I ran into the only issue I had. That was the factory AC lines are not long enough and Vintage Air does not supply new ones. I contacted Vintage Air, they were very helpful. I found out that I would need to have new lines built. Vintage Air provided me with the name of a company that would make new lines, however during our conversation with Vintage Air I learned the following.

1. Mixing old with new reduces the warranty due to the fact that I would be using a used dryer, and that if it malfunctioned and damaged the in-car unit, it would not be covered.
2. I also learned that getting new AC lines was not just as simple as contacting the company and providing the length of lines I needed. They needed to know the model number of the compressor being used (the compressor I had was an aftermarket unit and I could not find any identifying numbers). Without that information the vendor could not determine the line mounting block to use for my factory style compressor.
3. Needing custom AC lines and a new dryer turned out that wasn't going to save me much money. As it turns out, it was just as cost effective to order the complete kit from Vintage Air as it was to use some of the existing components. Plus, by ordering their kit, I got their full warranty and prebuilt AC lines that were ready to connect.



In closing, it is my recommendation, if you are not going to make your factory air/heating system work as designed and you want to use an aftermarket system, contact the manufacturer you want to use and purchase the complete system from them directly.

As with the system I used, anyone can take on the task of installing. Especially if you don't mind reading instructions and not getting in any hurry.

Saving project #2 for next month.

Looking forward to seeing everyone.

Brian Findley

New Members

Scott and Peggy Gaulter

22043 360th Street

De Soto, Iowa 50069

Cell # 515-314-7015

e-mail: sgaulter@gmail.com

Member# 528

1969 Lemans Blue SS 396, 1965 Regal Red Z-16

Interests: Car Shows



Member's Corner

Tell the story about how you came to love Chevelles or even share some experience with your projects.

All are welcome.

Sponsors



MIDWESTERN
MECHANICAL SPECIALTIES
AUTOMOTIVE MAINTENANCE
5654 Merriam Drive - Merriam, Kansas 66203
(913) 236-4135

*We are an Independent Automotive Service Center featuring quality ACDelco Parts.
We offer vehicle maintenance, service & repair.
Feel free to call or come by our location anytime.*



Tim Cunningham
913-927-0378

Hagerty Insurance



Don Burdolski, CIC, CRIS, MBA
Agent
10278 Garnett Street
Overland Park, Kansas 66214
dburdolski@kc.rr.com
816-678-3593

HINSHAW'S
CHEVELLE PARTS
RESTORATION SERVICES
We supply for all Chevelle Models!
1248 North Hwy NC 87 . Elon, NC 27244
Business Hours: Monday-Friday 9:00am-5:00pm est
Find us on Facebook! Hinshaw's Chevelle
Phone 336.586.0802 or 336.586.0890

Mid-America Chevelle Club Apparel for Sale

Mid America Chevelle Club Apparel, and prior Car Show Shirts, can be purchased at Club Meetings. Limited sizes and colors are available.



Mid-America Chevelle Club Parts for Sale

If you have any car parts you would like to sell email your list of parts to khdemott@gmail.com

Roger Verstraete has the following items he is selling. If interested give him a call at 913-207-3374.

- Four 69-70 SS wheels, no caps or trim rings. \$200 for the set



- Two 1970 big block cast iron four-barrel intake manifolds. \$50 each



- One 69-72 console with 4-speed plate insert plate, no key. VGC \$225



- One 70-72 dashpad with center speaker grille. GC \$150



- One 70 heater box with heater core and controls. VGC \$100



- One 70 heater cover with fan motor. \$50



- 1970 Reverse lock-out kit for Muncie. New, never installed. \$50



- 1970 big block fan shroud. GC \$40



Brain Findley has the following items for sale. If interested, contact Brian Findley at 913-558-1453 or findley13703@gmail.com no reasonable offer refused.

Miscellaneous factory AC components for a 1970 – 1972 Chevelle. Some of the components are:

- Compressor
- Factory AC line
- Condenser
- Evaporator
- Heater core
- Fan
- Heater box – could be revived.



Summit 4-barrel carburetor removed from a small block. \$50.00



Analog instrument pod for 70-72, good circuit board, clock doesn't work. \$50.00



J.W. Gragg 816.804-4771
GM Mr. Goodwrench and AC Sparkplug
Jim Beam Decanters - \$30 each



J.W. Gragg 816.804-4771
1966 4-way Emergency Flasher - \$250

