



MARCH 2025



THE STORY OF ALICE

**MACC FIRST FRIDAY
TRUMAN LIBRARY TOUR
GOING ORIGINAL VS. RESTOMOD**

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Attachment: 38th Midwest Regional Chevelle Car Show Flyer

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: | Randy Cummins |
| Treasurer: | Eugene Hallouer |
| At Large: | John Gragg |
| At Large: | Open |

Newsletter Editor: Kirby Demott

Monthly Meeting Agenda

Call to Order
Introductions
Reports/Discussion
Upcoming Events
Report of Treasurer
Additional Items
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.

If anyone has any question about when their dues expire or have any trouble paying online contact Eugene at locoman@everestkc.net

Treasurer's Note

I will be out of town during Thursday's club meeting. If you would like to pay your club dues, give your Check or Cash (in an envelope with your name) to Roger and I will collect them from him on my return and update the records. You can also renew online if you choose.

Thanks,

Eugene



Meeting Minutes

MID-AMERICA CHEVELLE CLUB

Location: MINSKY'S PIZZA 7198 RENNER RD, SHAWNEE KS 66217

February 27, 2025

MINUTES

The meeting was called to order by President Verstraete and all were welcomed. There was a visitor, William Scully from California who found our club online. He has an El Camino and wanted to visit our club while in town. We also had a new member, John Holmgren who has a '65 and a '70 Chevelle. Introductions were made and both were welcomed. There were 40 members in attendance.

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

Roger reported that the First Friday reimbursement will be increased this year to \$75 for the hosts. This will be reflected in the new budget for 2025.

Brian noted that registration for this year's Midwest Regional will go online April 1st. Paper registrations can be sent with a check to Eugene at any time. Roger noted that 500 fliers had been ordered with a 2-week delivery. Preliminary fliers were distributed to all present. This year the show will be a judged event rather than participant voting. Help will be needed with set-up and parking. More details to come.

The club has been requested to show our cars at Colonial Senior Living in Leawood on May 27. Time to be announced when finalized.

Shannon briefly outlined coming activities.

Eugene Hallouer provided the Treasurer's report. We have 115 current members.

Herb Bouyack won the drawing.

There being no other business, the meeting was adjourned.

Submitted by:

Randy Cummins, 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:

Brian Findley, Chairman
Ed Smoot
Eugene Hallouer
Mike Stites
Kent Scott
John Gragg
Jon Clark
Tim Cunningham

Car Show Graphics Designer:

Lynn Clark

Events Committee:

Shannon Pickworth chairman
Roger Verstraete
Steve Calder
John Prouty
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

Chevelle Mechanical Advisory Committee:

John Freeman
Jeff Long

Chevelle Appraisal Committee:

Brian Findley
Roger Verstraete
Jeff Long



Events attended recently by MACC

February 28: Services for Deal Call, Charter Funeral, Shawnee, KS

Our club founder, Dean Call, was laid to rest on Friday, February 28. A large group of MACC members attended his service. Multiple members visited Dean's home afterwards to congregate with family and friends. Rest in Peace Dean.

March 8: Celebration of Life for Russ Peters, South Haven Baptist Church, Belton, MO

A Celebration of Life was held for long time club member Russ Peters. Many MACC club members attended. Attendees were encouraged to drive their classic car or motorcycle to the event, which multiple MACC members did. A reception was held following the service. Russ will be dearly missed.





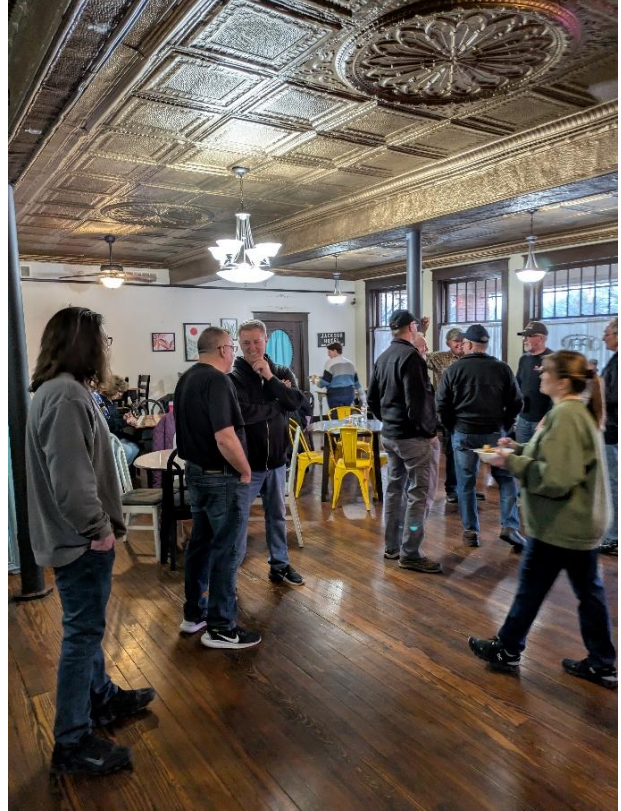
March 7: MACC First Friday Cruise, Café Latte, Paola, KS

The First Friday Cruise event of the year kicked off at Café Latte in Paola. Café Latte is owned by members Heath and Jacque Harmon. It was a beautiful historic venue with delicious food to boot!





MACC March 25 Newsletter



March 15: Tour of Harry S. Truman Presidential Library & Museum, Independence, MO

A good time was had by all those who participated in the tour of the Truman Library. Members reported that it was a pleasure spending a few hours walking through the museum, exploring the exhibits and learning more about history together. After working up an appetite on the tour, stomachs were satisfied with some delicious food at A Little BBQ Joint. The conversations and camaraderie shared there were said to be as enjoyable as the tour itself.



MACC March 25 Newsletter





Calendar of Upcoming Events 2025

Hello MACC members,

I hope you are all doing great and enjoying the start of this season's car club events! I'm thrilled to say that our first Friday Cruise in was a tremendous success, thanks to the Harmon's who graciously shared their business and served a fantastic meal. What a wonderful way to kick things off!

As we look forward to the upcoming months, we have a few updates and opportunities for you to get involved:

First Friday – We are still in need of a host for April's First Friday. If you are interested in hosting, please let us know. It's a fantastic opportunity to showcase your hospitality and connect with fellow car enthusiasts.

Cars and Coffee at the Speedway – Let's meet at the NFM parking lot at 7am and drive over together. Last year, this event saw over 490 cars, and we're excited to see what this year brings!



Another Dam Car Show has changed locations – It will now be held at 11811 State Line Rd, Kansas City, MO. Make sure to update your calendars and join us at the new venue.

Caffeine and Chrome on April 26th – We are the featured club for the month! Last year, we had over 20 cars participating, and we're looking forward to another great showing. Let's make this event even bigger and better!

We're excited for all the fun and camaraderie these events bring. Thank you for your continued support and enthusiasm for the MACC. Let's make this season unforgettable!

Best regards,
Shannon Pickworth

| Date | Event | Location | Host | Entry Fee |
|-------|------------------------|--------------------------------------------|--------------------------------|------------------------|
| March | | | | |
| 7 | First Friday | Café Latte 139 W Peoria St Paola, KS 66071 | Heath and Jacque Harmon | THANK YOU Harmon's! |
| 15 | Tour of Truman Library | 500 w 24 Hwy Independence, MO | Note in the news letter | 8 per person entry fee |
| 22 | Cruise Night | Weston, MO | Notes in the Email and FB post | |

| | | | | |
|-------|-----------------------------|---------------------------------------------------------|--------------------------------|----------------------|
| April | | | | |
| 4 | First Friday | | Host needed | |
| 5 | Cars and Coffee 8am to 10am | Kansas Speedway | Meet at NFM parking lot at 7am | |
| 12 | Another Dam Car Show | CHANGED LOCATIONS: 11811 State Line RD, Kansas City, MO | | Pay at the Gate \$25 |
| 26 | Caffeine and Chrome | Gateway Classics Olathe, KS | Featured Club | |

| | | | | |
|------|-------------------------|-------------------------------|----------------------------|--|
| May | | | | |
| 2 | First Friday | | Roger and Janet Verstraete | |
| 3 | Kansas Whiteway Car Run | Atchison, KS to Frankfort, KS | | |
| 9-10 | Loafers Car Show | Hannibal, MO | | |
| 10 | Pete and Jakes Car Show | Peculiar, MO | | |



MACC March 25 Newsletter

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|----|--------------------------|------------------------|---------------|------------------------|
| 11 | Mother's Day | | | |
| 16 | TOP Cars Under The Stars | Olathe American Legion | | \$20 entry at the gate |
| 18 | Driving Cruise | | Roger to host | |

| | | | | |
|------|-------------------------------------------------------------------------|---------------------------------------------------------------|------------------------------|------------------------------------------|
| June | | | | |
| 6 | First Friday | | Host needed | |
| 8 | Sunday Club Picnic | Longview Lake Jackson County Missouri Shelter House #12 | | |
| 14 | Paola Car Show | Paola, KS | | |
| 15 | Father's Day – Wine and Wheels at the new "Hometown Olathe Family Farm" | Winery @ 11000 S Woodland St. Olathe, KS 66061 | Preregister @ CarshowPro.com | \$20 until 6/14 \$30 day of the event |

| | | | | |
|------|---------------|----------------|--|--|
| July | | | | |
| 4-6 | Goodguys Show | Des Moines, IA | | |

| | | | | |
|--------|------------------------|-----------------|-------------|--|
| August | | | | |
| 1 | First Friday | | Host needed | |
| 9 | Leavenworth Car Show | Leavenworth, KS | | |
| 16 | Hot Alma Nights | Alma, KS | | |
| 16 | Midwest Show and Shine | KC, MO | | |
| 23 | Majic Touch Car Show | Louisburg, KS | | |
| 29 | Wellsville Car Show | Wellsville, KS | | |

| | | | | |
|----------------------|------------------------------|---------------------------------------------------|--|------------------|
| September | | | | |
| 5 and 6 | Midwest Regionals | NFM Kansas City, KS | | |
| 13 | Turkey Creek Car Show | Merriam, KS | | |
| 14 | Shawnee Car Show | Shawnee, KS | | |
| 20 | OI Marais River Run Car Show | Ottawa, KS | | |
| 27 | Rev It Up Car Show | Lawrence, KS | | |
| 27 *NEW EVENT | Behind the Walls | State Penitentiary 115 E Kansas Ave Lansing | | \$25 Fee per car |



| | | | | |
|---------|-----------------------------|-----------------|-------------|--|
| October | | | | |
| 3 | First Friday | | Host needed | |
| 11 | Warrensburg Wheels Car Show | Warrensburg, MO | | |
| TBD | Combat Air Museum Car Show | Topeka, KS? | | |

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

| | | | | |
|----------|----------------------|--------------------------|--|--|
| December | | | | |
| 6 | MACC Christmas Party | Thompson Barn Lenexa, KS | | |

We will add and update the events list each month as we go through the year.

If you have an idea for an activity, please contact Shannon or any of the committee members.

Event Planning Committee
 Shannon Pickworth-Coordinator
 402-452-6761 cell/text
spickworth@ymail.com

Committee members include:
 Roger Verstraete
 Steve Calder
 Brian Findley
 Ray Harper
 John Prouty

President’s Column

Hi MACC,

Think everyone will agree this has been one long hard winter, but spring has showed up several days to show us some hope for better weather in the future, hopefully. During this time of year is when the car show committee and event committee do most of their planning for the upcoming year. The car show is planned, and we should have the car show flyers printed by our next meeting on March 27th. The event committee has finished their plans for the year and have actually already had a couple of events so far. I want to thank Heath and Jacque Harmon for hosting our first Friday of the month event at their coffee house in Paola, KS. Everyone had a great time and what a nice place they have on the square in Paola. Last weekend 20 of our members visited the Truman Library and went out for some BBQ afterwards at A Little BBQ Joint in Independence Mo.



One of the upcoming events that we always have a good turnout for is coming up on Saturday, April 26th at Gateway Motors in Olathe, KS. The Mid America Chevelle Club will be the featured car club at Gateway, and we get \$10 per car for every member that participates, up to \$200. Gateway will also be one of our car show sponsors this year. So, we are hoping for a big turnout on April 26th from 9 AM until noon.

On to some club news: Over the last 10 years or so I have used the March club meeting to go over the club budget for the upcoming year. I just want everyone who attends this month's club meeting to know where their club dues are being spent. We have over 100 members and with dues being set at \$35 per year, it's pretty easy to do the math to see how much we have to spend on club events and club overhead, like insurance, fees, etc. We also have some club sponsors that help out with club expenses. The car show is kind of its own thing as far as money goes. We have a lot of expenses to put on the car show, but the entry fees pretty much take care of the cost. We make money on the car show by having nice weather that promotes good attendance and that helps us to sell all the car show T-shirts. The car show profits are used to help offset the cost of the Christmas party we host every year. Eugene and I can get into the weeds with all the money details, but after being president for the last 14 years most members just want to know how and what we spend member's dues on. It's always been my goal to keep members' dues as low as we can, and we have been able to keep them at \$35 for the last 10 years. Eugene does a great job keeping me, the club officers and members up to date on where the club dues are being spent. I can assure every club member we keep a tight eye on the money from members' dues and how it's spent. Over the last few years, we have been able to have a little extra money at the end of the year, so we have been making a donation to Wreaths Across America. It's just a small way to give back to the Veterans who served our country. So please, if you have any questions about the club finances and how we use the club money, feel free to come to this month's meeting and I will do my best to answer your questions. This month Eugene will be out of town, however Brian or I can take anyone dues as long as it's cash or check. No credit cards this month please. Club dues of \$35 are due by the end of April. You can find a link in this newsletter if you want to pay online or send a check to Eugene in the mail.

Lastly, I want to thank everyone in the Mid America Chevelle Club for being a member. I know everyone has a different reason why they belong to MACC. For some it's just a way to support the club. For others it's the camaraderie of belonging to a Chevelle club, and for others it's a way to get their car out and go to some local shows and cruises. But, for whatever reason you have, we do appreciate your membership. We really try hard to do a good variety of different car events each year. It's hard to hit all the areas of Kansas City, but we do the best we can, and I hope everyone appreciates the entire effort club members do to make this one of the better car clubs in the Mid-West. Also, I want to thank all our great club sponsors and car show sponsors for their support, because without them we would not be able to do what we do.

Well, that is it for this month and just keep an eye out for upcoming events in your email box or on our Facebook page. If you have a friend that's not a club member, they are always welcome to come to our club events too. Visitors are always welcome.

Roger



Vice-President's Column

Hello MACC,

I hope everyone's projects are going well. As we start new projects, there is always the debate to restore to original specifications or go with a restomod (modernizing it while keeping the classic look) or something in between. Here are some thoughts and breakdowns of some advantages and disadvantages of each approach as it would relate to restoring for an Investment, Weekend Driver, or Daily Driver:

Brian

General Overview

Restoring to Original Specifications

(Keeping it as factory-correct as possible)

✔ Advantages:

1. Higher Value for Collectors – Original, numbers-matching Chevelles (especially SS models) often fetch top dollar at auctions.
2. Historical Accuracy – A factory-spec restoration maintains the car's authenticity, preserving its heritage.
3. Nostalgia & Classic Appeal – You get the true 60s/70s muscle car experience, from the carbureted V8 to the original interior.
4. Easier to Show at Classic Car Events – Some shows and competitions require cars to be period-correct.

✘ Disadvantages:

1. Less Comfortable & Reliable – Factory brakes, steering, and suspension weren't as advanced as modern setups, making the car harder to drive daily.
2. Limited Performance – A stock Chevelle won't compete with modern cars in speed, handling, or fuel efficiency.
3. Parts Can Be Expensive & Hard to Find – Especially if you're searching for NOS (New Old Stock) parts or rare factory options.
4. Not Personalized – Sticking to factory specs means you can't modify it to suit your own taste or driving preferences.

Restomod (Restoration + Modern Upgrades)

(Keeping the classic look but adding modern performance, comfort, and tech)

✔ Advantages:

1. Better Performance – Upgraded engines (LS swaps, fuel injection), brakes, suspension, and transmissions improve speed, handling, and reliability.



2. More Comfortable & Drivable – Modern A/C, power steering, soundproofing, and electronic upgrades make it easier to drive daily.
3. Personalization – You can customize the car to your liking—paint, interior, wheels, and performance modifications.
4. Easier Maintenance & Parts Availability – Modern engines and parts are often more available and easier to repair than period-correct factory parts.

✗ Disadvantages:

1. Lower Value for Collectors – Restomods can be worth a lot, but they usually don't have the same resale value as numbers-matching originals.
2. Can Be More Expensive – High-performance upgrades (like an LS3 swap or coilover suspension) can cost more than a full factory restoration.
3. Purists May Not Approve – Some classic car enthusiasts prefer original cars and may not appreciate modern modifications.
4. Lose Some of the Classic Feel – Adding modern tech can take away from the raw, old-school muscle car driving experience.

Final Decision: Which One is Right for You?

- If you want historical accuracy, maximum collector value, and classic car shows, go original.
- If you want a better-driving, more comfortable, and more personalized car, go restomod.
- If you want a mix of both, you could do a mild restomod—keeping the exterior original but upgrading the drivetrain and suspension for better performance.

An additional thing to consider is “What’s your goal for the Chevelle?”— weekend cruiser, investment, daily driver, or something else?

Investment

If you're looking at a Chevelle restoration as an investment, choosing between an original restoration and a restomod has some critical financial considerations. Let's break down the advantages and disadvantages of each from an investment perspective.

Restoring a Chevelle to Original Specifications (Factory-Correct Restoration)

(Focuses on period-correct parts, numbers-matching drivetrain, and factory specs)

✓ Investment Advantages:

1. Higher Value for Collectors – Numbers-matching Chevelles, especially rare models (e.g., LS6 454, SS 396, COPO), consistently bring top dollar at auctions.
2. More Stable Long-Term Appreciation – Classic cars tend to hold or appreciate in value when they remain factory-correct, especially rare or desirable trims.
3. Eligible for High-End Auctions & Shows – Barrett-Jackson, Mecum, and other major auction houses favor authentic restorations, which attract serious buyers.
4. Purist Market Appeal – Traditional collectors and museums prioritize original cars, ensuring a steady demand.

✗ Investment Disadvantages:



1. High Restoration Costs – Finding NOS (New Old Stock) parts and doing a concours-quality restoration can cost \$75,000–\$150,000, sometimes exceeding resale value.
2. Value Depends on Rarity – A non-rare, base-model Chevelle won't bring as much return, even if perfectly restored.
3. Not as Popular with Younger Buyers – Newer generations of car enthusiasts often prefer modernized classics, affecting long-term demand.
4. Strict Market Expectations – A single non-original part (wrong carburetor, incorrect paint, non-matching engine) can significantly hurt resale value.

💰 Investment Outlook: Best for ultra-rare Chevelles (SS 396, LS6 454, COPO), but only worth the cost if you can restore it to concours-level perfection.

Restomod Chevelle (Classic Look with Modern Upgrades)

(Upgraded engine, transmission, brakes, interior, and technology while maintaining the vintage appearance)

✓ Investment Advantages:

1. Growing Market Demand – Many buyers now prefer classic aesthetics with modern performance, meaning restomods often sell faster.
2. Potentially Higher Resale Value – A well-built restomod can sell for \$100,000+, sometimes exceeding a factory-original equivalent.
3. More Customization = More Buyers – Restomods allow for LS swaps, modern suspension, custom interiors, and tech upgrades, attracting a broader market.
4. Lower Restoration Costs (in Some Cases) – You're not bound by factory-correct parts, so you can use aftermarket upgrades that cost less while improving performance.

✗ Investment Disadvantages:

1. Less Collector Appeal – Purists and high-end auction buyers pay more for original cars, making restomods less attractive in those markets.
2. Value Depends on Quality – Poorly executed restomods (cheap LS swaps, low-quality interiors) can hurt resale value more than a well-restored original.
3. Trendy Market – Restomod values fluctuate more than originals, since trends in modifications change over time.
4. Buyers Have Different Preferences – Some buyers might love an LS3 swap, others might want a big-block; personal preferences can limit resale potential.

💰 Investment Outlook: Restomods are gaining popularity and can be very profitable if done right, but they require high-quality work to maintain long-term value.

Which Is the Better Investment?

Go Original If:

- ✓ The car is a numbers-matching SS, LS6 454, COPO, or other rare model.
- ✓ You're targeting serious collectors and auction houses.
- ✓ You can afford a high-end factory-correct restoration.
- ✓ You're in it for long-term appreciation and stable value.



Go Restomod If:

- ✓ The car is not highly valuable in stock form (e.g., a base model or non-matching-numbers SS).
- ✓ You want broader buyer appeal and a faster resale.
- ✓ You plan to enjoy driving it before selling.
- ✓ You can do high-quality modifications that enhance performance.

Middle Ground Option:

- ◆ Mild Restomod – Keep the classic exterior but upgrade the drivetrain (EFI system, disc brakes, modern suspension). This keeps collector interest while improving drivability.

Final Verdict: Which Has the Best ROI?

- Rare, factory-correct Chevilles (SS 396, LS6, COPO, etc.) will always hold more stable long-term value.
- Well-built restomods can sell for high prices but have more market volatility.
- If the Chevelle is NOT a numbers-matching rare model, restomodding is likely the better financial move.

Are you looking at a specific Chevelle model for investment? That could change the equation.



Weekend Cruiser

If you're restoring a Chevelle as a weekend cruiser, the decision between an original restoration and a restomod depends on how much you prioritize authenticity vs. comfort and performance. Let's break down the advantages and disadvantages of each for a weekend driving experience.

Restoring a Chevelle to Original Specifications

(Keeping it factory-correct with a carbureted engine, original suspension, and period-correct interior)

✓ Weekend Cruiser Advantages:


1. Classic Muscle Car Feel – You get the raw, mechanical experience of a true vintage muscle car, from the rumble of the exhaust to the heavy steering.
2. Nostalgic Factor – Driving an original Chevelle feels like stepping back in time, which is a huge part of the appeal.
3. Simplicity & Authenticity – Fewer electronics and modern features mean you get a pure driving experience, just like it was in the 60s/70s.
4. Higher Resale Value for Collectors – If you ever decide to sell, a numbers-matching, factory-correct restoration often holds its value better.

✗ Weekend Cruiser Disadvantages:

1. Less Comfortable to Drive – No power steering (on some models), manual drum brakes, and stiff suspension make it harder to handle, especially in traffic.



2. Not as Reliable – Carbureted engines can be finicky, especially in different weather conditions. Classic ignitions and cooling systems are more prone to issues.
3. Worse Fuel Economy – Stock big-block engines guzzle gas, which can make weekend trips costly.
4. Limited Safety Features – No airbags, original drum brakes, and basic lap belts make it less safe by modern standards.

 Best for: Someone who wants a nostalgic, authentic weekend experience and doesn't mind a bit of old-school muscle car quirks.

Restomod Chevelle (Classic Look, Modern Upgrades)


(Upgrading the engine, transmission, suspension, brakes, and interior for a better driving experience while keeping the vintage look)

✓ Weekend Cruiser Advantages:

1. Much More Comfortable – Modern power steering, air conditioning, suspension upgrades, and better seats make it far easier to enjoy long drives.
2. Better Reliability & Performance – Swapping in a fuel-injected LS engine or modernized big block means you get better cold starts, fewer breakdowns, and smoother power delivery.
3. Safer & More Drivable – Upgraded disc brakes, radial tires, and modern suspension make it easier to handle, stop, and drive on highways.
4. Personalization – You can tailor the car to your driving style—whether that's a more comfortable ride, a performance-focused setup, or a mix of both.
5. More Fun to Drive – An overdrive transmission swap (like a 4L60E or T56) means better fuel economy and lower RPMs on the highway, making weekend cruising much more enjoyable.


















✗ Weekend Cruiser Disadvantages:

1. Higher Upfront Cost – A quality restomod build can get expensive (\$50,000–\$150,000+), depending on upgrades.
2. Less Collector Value – If resale value is a concern, a restomod won't be worth as much to purists compared to a fully original restoration.
3. Overdoing It Can Ruin the Classic Feel – If you modernize too much (like digital gauges, touchscreen radios, etc.), it can start to feel more like a modern car and lose some of that vintage charm.
4. Endless Modifications – Once you start modifying, it's tempting to keep adding more upgrades, which can make the build take longer and cost more than expected.

 Best for: Someone who wants a balance of classic muscle car looks with modern performance, comfort, and reliability for weekend cruising.

Which One Is Better for Weekend Driving?





| <u>Factor</u> | <u>Original Restoration</u> | <u>Restomod</u> |
|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| Driving Comfort |   Less comfortable (manual steering, stiff ride) |  Much smoother and easier to drive |
| Reliability |  More maintenance, harder cold starts |  More reliable with modern fuel injection and electronics |
| Performance |  Classic muscle feel, but not fast by modern standards |  Much faster, better acceleration and handling |
| Nostalgic Feel |  100% period-correct experience |  Can lose some vintage charm with too many modern upgrades |
| Safety |  Drum brakes, no airbags, basic seatbelts |  Disc brakes, better handling, safer |
| Fuel Economy |  Poor (big, carbureted engines drink gas) |  Better if you use a modern drivetrain |
| Resale Value |  Higher for collectors (if numbers-matching) |  Lower for purists but high for restomod buyers |
| Cost to Build |  Expensive but valuable |  Can be more expensive depending on upgrades |

Final Verdict: Which One Should You Choose?

- If you love the classic, raw muscle car experience, go original restoration—but be ready for some old-school driving quirks.
- If you want a smoother, more comfortable, and more enjoyable driving experience, a restomod is the better option.
- If you want a mix of both, consider a mild restomod—keep the classic look but upgrade the brakes, suspension, and transmission for better drivability.

Recommendation for a Weekend Cruiser:

- Restomod with mild upgrades – Keep the exterior and interior looking mostly original, but upgrade the brakes, suspension, and engine reliability.
- Key Upgrades to Consider for Comfort & Performance:
 - Fuel-injected LS swap or modernized big-block (for reliability and power)
 - 4-speed automatic or 6-speed manual swap (for better highway cruising)
 - Power steering and disc brakes (for easier driving and safety)
 - Air conditioning (for hot summer drives)
 - Upgraded suspension (coilovers, sway bars) for a smoother ride

Would you prefer a mostly stock look with better driving dynamics or are you leaning toward a full restomod transformation?  

Daily Driver

If you're considering restoring a Chevelle as a daily driver, you'll need to balance reliability, comfort, safety, and performance. Here's how a factory-original restoration compares to a restomod for daily use.



Restoring a Chevelle to Original Specifications as a Daily Driver

(Keeping it factory-correct with a carbureted engine, original transmission, suspension, and brakes)

✔ Advantages for Daily Driving:

1. Classic Nostalgia – Driving a true, period-correct muscle car every day gives you an authentic 60s/70s driving experience.
2. Higher Resale Value – A fully restored, numbers-matching Chevelle can hold or increase in value, making it a potential long-term investment.
3. Simple & Mechanical – No complicated electronics or computers, making it easier to work on if you enjoy DIY maintenance.
4. Insurance & Collector Appeal – Some classic car insurance policies offer lower rates for stock vehicles, and collectors value originality.

✘ Disadvantages for Daily Driving:

1. Reliability Issues – Carburetors can be temperamental in different weather, mechanical points ignition needs frequent adjustment, and old-school cooling systems can overheat in traffic.
2. Terrible Gas Mileage – A stock 396 or 454 big-block gets 10–14 mpg at best, making it costly for daily commutes.
3. Harder to Drive in Traffic – No power steering (on some models), manual drum brakes, and stiff clutch pedals make stop-and-go traffic tiring.
4. Limited Safety Features – No airbags, weak drum brakes, lap belts only, and no modern crash protection make it far less safe than newer cars.
5. Lack of Modern Comforts – No A/C, poor insulation, weak heating, and a basic AM radio make daily commuting less enjoyable.

🚗 Best for: Someone who loves the pure vintage experience and is okay with less comfort, safety, and convenience.

Restomodding a Chevelle for Daily Driving

(Keeping the classic look but adding modern reliability, performance, and comfort upgrades)

✔ Advantages for Daily Driving:


1. Much More Reliable – Fuel-injected engine swaps (LS or modernized big-block), electronic ignition, and upgraded cooling systems mean fewer breakdowns and better cold starts.
2. Way More Comfortable – Power steering, A/C, modern seats, soundproofing, and upgraded suspension make daily drives far more pleasant.
3. Better Fuel Economy – A modern LS engine with an overdrive transmission can get 18–25 mpg, compared to 10–14 mpg in stock form.
4. Easier to Drive – Upgraded disc brakes, power steering, and a modern transmission make it as drivable as a modern car.
5. Safer – Disc brakes, modern seat belts, LED lighting, and better tires make it far safer for everyday use.



6. Personalization Options – You can customize the interior, suspension, and tech features (Bluetooth, backup cameras, digital gauges) while keeping the classic muscle car look.

✗ Disadvantages for Daily Driving:

1. More Expensive to Build – A full restomod can cost \$50,000–\$150,000+, depending on upgrades.
2. Lower Collector Value – Modifications reduce appeal to purists, so resale value depends on the buyer.
3. Ongoing Modifications – It’s easy to keep upgrading, which can get expensive.
4. Potential Insurance Issues – Some classic car insurance policies don’t cover modified vehicles, requiring a more expensive custom policy.


 Best for: Someone who wants the classic look with modern performance, safety, and comfort—ideal for daily commuting.

Which One Is Better for a Daily Driver?

| <u>Factor</u> | <u>Original Restoration</u> | <u>Restomod</u> |
|----------------------|----------------------------------------------------|------------------------------------------------------|
| Reliability | ✗ Carburetor issues, overheating, hard cold starts | ✓ Fuel injection, modern ignition, better cooling |
| Driving Comfort | ✗ Heavy steering, stiff suspension, no A/C | ✓ Power steering, A/C, softer suspension |
| Performance | ✗ Slower, stock big blocks lack efficiency | ✓ More power, better acceleration, smoother shifting |
| Fuel Economy | ✗ 10–14 mpg (big-block) | ✓ 18–25 mpg (LS swap) |
| Braking & Safety | ✗ Drum brakes, no ABS, no airbags | ✓ Disc brakes, better seat belts, modern lights |
| Maintenance | ✗ More frequent tune-ups, harder to find OEM parts | ✓ Easier to maintain, modern parts more available |
| Resale Value | ✓ Higher for collectors if numbers-matching | ✗ Market varies depending on build quality |
| Overall Driving Ease | ✗ Requires more effort to drive in traffic | ✓ Feels like a modern car with classic looks |

Final Verdict: Which One Should You Choose?

- If you love originality and don’t mind an old-school driving experience, go for an original restoration—but expect reliability and comfort challenges.
- If you want a classic Chevelle that’s easy, safe, and fun to drive every day, a restomod is the clear winner.
- If you want a middle ground, consider a mild restomod—keep the exterior stock but upgrade the drivetrain, brakes, and A/C for daily usability.

 Best Restomod Setup for a Daily Driver Chevelle:

- Fuel-injected LS3 or modernized big-block (for reliability & power)



- 4L60E automatic or T56 6-speed manual (for fuel economy & easy cruising)
- Disc brakes all around (for safety & stopping power)
- Power steering & suspension upgrades (for smooth handling)
- A/C, soundproofing, and comfortable seats (for daily comfort)
- Modern LED headlights & better seat belts (for safety)

Would you rather keep it mostly original with some minor upgrades or go all-in on a full restomod for daily comfort?

New Members

John and Vicki Holmgren
15144 Knight Rd
Basehor, KS 66007
Cell: 816-206-2159
Member # 543
e-mail: jholm64@yahoo.com
1965 Red Chevelle Convertible
1970 Red Chevelle SS
Interests: Cruising, Car Shows, Tours, Parties
They found out about the club from another member

Brian & Lauren Peters
21021 Ash Circle
Belton, MO 64012
Cell: 816-769-9722
Member # 551 Note: Russ's member # was 51, Brian requested # 551 in honor of his Dad.
e-mail: brp1384@gmail.com
1970 SS White/Black Stripes. It has been in the family 38-39 years
Interests: Cruising, Car Shows, Tours

Member's Corner

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

Alice
by Ed Smoot

You may, or may not, know this about me, but I like buying cars. I also like working on cars, driving cars, racing cars, looking at cars, and talking about cars. One thing I don't like.... selling cars. I would keep all of 'em if I could. Due to this affliction, my wife and I came to an agreement that my "car buying" part of the hobby be put on hiatus- just so I could make some headway on current projects and inventory. Which makes the phone call I was about to receive, all the more



surprising.

My better half just happened to be at an estate sale about 5 miles from our home in Paola, KS. As she was walking around the home, looking at various this-and-thats, she walked by the door that led from the kitchen to the garage. The door was closed, but she peeked through the window to see if there was anything marked for sale out there. Although poorly lit, she could make out the shape of a classic car on the far side of the 2-car garage. The shape looked familiar, but she wasn't sure if it was a Chevelle or a Nova from that distance. A couple of pictures were taken, and she decided to give me a call. She sent me the pictures that she took, and we decided that we should probably investigate this car a little closer. Being at work just a short distance away, I dropped everything and headed that direction.

What I found when I arrived was a 1969 Malibu. Hood was up, tires were low/flat, and it was covered in dirt and cobwebs from sitting. It was a 350 4-barrel car, non a/c, with a very minimal amount of rust in the lower front fenders. The mice had had their way with the interior, and the seat, headliner, and carpet were in pretty rough shape. Overall, it looked like an honest old car that hadn't been hacked up or fiddled with much-- pretty much original right down to the 14" steel wheels and hubcaps. It was time to talk to the owner and see if this one was for sale.



The sale was being run by the owner's daughter, who was very nice, but also had her hands full that day. We chatted for a bit, and she gave me a brief history on the car. Her mother (Alice) had bought the car second-hand in 1971. She was clear that this was her mother's car...she had gone to the dealership by herself and was buying it on her own to have as a daily driver. The salesperson had even written on the contract: "Sale pending husband's approval", which didn't make her very happy- a sign of the times, I guess. The car stayed around all those years, and Alice's daughter even drove it through-out high school. She said that all her friends dubbed it the "Mali-bomb" which she thought was funny. I made her an offer for the car, with the promise that I would leave it pretty much as it had been all its life. I explained that they are only "original" once, and that if I were to own it, that I wouldn't hot rod it or hack it up. That seemed pretty important to her, and I left my information on a note card, hoping to hear from her soon.

Well, a couple of months went by, and no phone call. The estate sale was long over, and the house (which had the car in the garage) was for sale. I decided to give it one more shot and drove by. I put a "reminder" card on the mailbox with my info again, stating that I was still interested in the Malibu. Weeks went by, still no call. My wife and I had several conversations over those many weeks regarding the car, and she was sure that the daughter was just busy with all the estate stuff. I wasn't as hopeful and had pretty much chalked it up as the one that got away. Out of the blue, many months later, the phone rang. California number, figured it was another one of the many spam calls that we all get daily. I don't know why I answered, but I did-- and it was the daughter! She had sold the house, and had kept my info, and the car was mine if I still wanted it. Needless to say, I grabbed a trailer and headed that way. Some air in the tires and some careful inching, and the deal was done. We exchanged email addresses, and I told her I would keep in touch with progress on the car.



I spent the next several months going through the interior-- new headliner, better front seat, new carpet, window/door gaskets and lots of cleaning. Zero rust in the floors or rocker panels, the bones of this car were in great shape. Cleaned the contacts inside the distributor cap and got it running-- didn't take much. A new set of whitewall tires (14" tires ain't easy to find these days) and an oil change/general maintenance, and it was a driver. Whoever had been doing the maintenance on this one had done a pretty solid job. I noticed new points, some newer brake hoses, etc.- thankfully they had just done what needed to be done, without a lot of "upgrades". I gave the car a wash, and my wife and I were able to drive it to some recent events to honor Dean Call and Russ Peters, which we wouldn't have missed for anything.



The story of the Malibu continues, as Alice is still with us. She had been moved to memory care, as the house was a lot to handle. As a tribute to Alice, I had a custom Kansas vanity plate made for the front of the car that bears her name. I have been in contact with her daughter and told her that I had the Malibu back in running/driving condition, and that she was welcome to take it anytime she would like to run Alice around and enjoy the car like they used to. She was very appreciative, and I hope that we hear from her soon. I'll be forever grateful for my wife's keen eye- you never know where you may find your next treasure!



A Tribute

I did not get the opportunity to read this at Russ's Peters Celebration of Life but wanted to share it with the club anyway.

Eugene

Our life's paths merged in 1992, when Russ and Vicki joined a group of Chevelle guys as new members of the newly formed Mid America Chevelle Club. Right away Russ showed us how a club should be run. After introducing a set of by-laws he was promptly elected to be the President, taking over from the founder of the club Dean Call. From that point forward the club grew to be the largest Chevelle club in the country, maybe in the world. He was the club President from May 1992 to April of 1995, but also helped with our car shows and on other committees since. I remember he and John Gragg funded our first regional car show with their personal credit cards, determined to make it successful. It was, as was every show that followed under his direction.

I knew he was a diehard Chevelle/car guy from the first day we met, knowing he also was a member of the South 71 Cruisers Car Club. His '70 was also one or perhaps the nicest I had seen. Russ was always available to offer advice or opinions concerning the club. He knew a lot about Chevells but was especially knowledgeable of course about the '70s. He once took a road trip with John Gragg to visit various Hot Rod Shops in California and in between... how about that for dedication to the car culture!

Russ and I had regular conversations and visits during his illness. Even though his treatments and surgeries were difficult, he was always optimistic and never gave up. His positive attitude to the end was an inspiration to me and everyone he spoke with. He was a good man, taken from us too soon. His contributions to the club are too numerous to list, I will miss him as a fellow club member, but mostly as my friend.



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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 and photos to khdemott@gmail.com

John Gragg has the following items for sale. If you are interested in them, contact John at 816-804-4771.

Numerous cans of R12 for sale. \$25.00 per can.



Richmond 12 bolt 3.08 ring and pinion. \$150.00



Dana Reel has the following lift for sale. If interested contact Dana at reeldv@att.net

BendPak HD-9XW four-post lift For Sale, \$3,400 with four included options. HD-9XW is Standard Width & Extra Height: (<https://www.bendpak.com/hd-9xw/>)

Lightly used, excellent/like new condition, new in 2016. Bought directly from BendPak (<https://www.bendpak.com/>). Replacement (current) value today of HD-9XW with the four included options is \$8,017 without tax or freight. Current (new) cost of HD-9XW four-post lift alone without any options is \$5,695 without tax or freight. **For sale for \$3,400 complete with listed four options.**

Options included in sale:

- Included Option HD-9 extension aluminum approach ramps (<https://www.bendpak.com/ext-aluminum-approach-ramp-kit;hd-9/>)
- Included Option JP-6 telescoping sliding jack platform/6,000-lb capacity (<https://www.bendpak.com/jp-6/>)
- Included Option BPK Portable Wheel Kit (rolling caster kit) for mobility (<https://www.bendpak.com/caster-kit/>)
- Included Option Polyethylene Drip Trays (set of two) (<https://www.bendpak.com/polyethylene-drip-tray-set-of-two/>)

Features of HD-9XW four-post lift:

- 9,000 pound lifting capacity
- Standard width/High Lift (high-rise vehicles can park on lower level)
- Comfortably holds wide-body trucks and SUV
- Electric/hydraulic power system, 110 volt power unit
- Multi-position safety locks in each column
- Certified ANSI/ALI ALCTV-2011 standard
- All original operating documents included.
- **Note:** An air supply (minimum: 50 psi / 3 CFM) is required for the safety-lock mechanisms to disengage. Seller's garage air compressor is not included with sale

Unit is assembled in seller's garage. Buyer responsible for disassembly and transport from seller's residence. When purchased in 2016, a local equipment supplier and lift specialist (Myers Brothers of Kansas City, 1210 W 28th St, KC, MO) received the new unit from BendPak, transported to seller's residence, and installed for \$850 (2016 pricing). (<https://www.myersbrotherskc.com>)

For all dimensions including clearance and installation questions, please refer directly to BendPak data (<https://www.bendpak.com/hd-9xw/>) Scroll down in this link to find all dimension and detailed specifications. This link has links to all information including electrical, equipment specs, warranty, balancing safety, best car lift guide, things to know, study in lift design. The link also describes all of the options included with this sale, and complete pictures of base unit and optional equipment. Please contact Dana at reeldv@att.net for questions or offers. MACC club member. More descriptive information is available on the BendPak website noted above for the HD-9XW.



38TH MIDWEST REGIONAL CHEVELLE CAR SHOW

1964-87 Chevelles, El Caminos, GMC Sprints, Beaumonts and Wagons

September 5-6, 2025

www.MidAmericaChevelles.com



- Awards to top cars by class, best paint, best interior & best engine
- Friday poker cruise
- Friday dinner available
- See back for details

Nebraska Furniture Mart

Parking lot at the Legends in Kansas City, Kansas



Don Burdolski, CIC, CRIS, MBA, AAIC AG Advisor
Agent / Broker
E: don@agema-solutions.com



For more information call Roger 913.207.3374 or Jon 816.516.9952

38th MIDWEST REGIONAL CHEVELLE CAR SHOW

Sept. 5 - 6, 2025

All Chevelles, El Caminos, Beaumonts, Sprints and Wagons are welcome!

Hosted by the Mid America Chevelle Club

www.MidAmericaChevelles.com

At **Nebraska Furniture Mart** in the Village West Shopping Center at The Legends, Kansas City, KS

Hotels for your stay can be found [here](#).

Event Schedule

Friday September 5

Registration 9 am - 4 pm
Poker Cruise 4:30 pm
Friday evening cookout 5:30 pm

Saturday September 6

Registration 8 am - noon
1,000 point judging starts 9 am
Judging 8 am - 1 pm
Awards Presentation 3:30 pm

Highlights

- ☉ \$100.00 Club Participation Prize
- ☉ Door Prizes
- ☉ Awards in Every Year
- ☉ 1,000 Point Judging by Professional Judges (*limited to the first 15 cars registered for it prior to September 1st*)
- ☉ Awards for Best Interior, Best Paint, Best Engine & Best in Show
- ☉ Souvenir T-Shirts available during the show – cash/check only
- ☉ Poker Cruise & dinner Friday evening

Online registration opens April 1st at <https://carshowpro.com/event/2192>.

Or mail a check payable to "Mid America Chevelle Club" with this completed form to MACC, 12318 W. 61st, Shawnee, KS 66216

Registration Form

Name _____ Phone (____) _____

Address _____

City/State/Zip _____

E-mail _____ Club Affiliation _____

1st Car Information: Year _____ Model _____

2nd Car Information: Year _____ Model _____

Registration (2 days, including Poker Cruise) \$40.00 per car = \$ _____

1,000 point judging (*limited to the first 15 cars registered for it before August 1st*) \$50.00 per car = \$ _____

Friday evening cookout _____ person(s) @ \$10.00 per person = \$ _____

For more information contact _____ *rain or shine, no refunds.* Total Enclosed \$ _____

Jon (816.516.9952) or Roger (913.207.3374)

To the fullest extent permitted by law, I indemnify and hold harmless O'Reilly Auto Parts, Nebraska Furniture Mart, and the Mid America Chevelle Club from and against claims, damages, losses and expenses including, but not limited to, attorney's fees arising out of or resulting from my participation in this Event, provided that such claim, damage, loss or expense is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of tangible property, including loss of use resulting there from, but only to the extent caused in whole or in part by my negligent acts or omissions.

I have read, understand, and agree with the above statement. Signature _____ Date _____