



Chuck Klasek

Well, what can I say? It's been a long and most crazy time for myself, if not all of us. Gas is now hideously expensive for those of us who dote on our classic cars, and as the old protest song said, "The times, they are a-changin'."

We've had an election, and new officers are installed. I've taken a 'busman's holiday' and come out of it with a new appreciation for the quality of our classic cars, and of the importance of not allowing oneself to come down with heat stroke. Cathy and I have also had the privilege of showing our student, Jose, the wonders of the great United States from Oklahoma to the Pacific Ocean, via Route 66 and the wonderous Pacific Coast Highway.

I'm finally fairly healthy, but have now started school to better learn graphic arts (so your Dashboard won't look quite so clunky, and more like Charles had it way back when), so please bear with me in the months ahead...and keep sending me stories! If I don't get anything from you, I have nothing to print!

--Chuck



This is by NO means a complete listing. For more info, check your OHRA Calendar or Komaradio.com. Thanks!!!)

Sep. 24:

Perkins Car Show, 8 a.m.-noon at Perkins High School, then downtown for parade & park for show.

Sept. 10

Bluegrass Chili Cookoff, Clarmore. 100-pt. judging on entry - 7 classes. Take turnpike up because we need to arrive early to cruise back.

Sept. 24

Perkins show, high school

Oct. 1st Weekend

Czech Parade, Yukon

Oct 2-8

Cruisin the Coast

Oct 21-23

Fall Foliage Tour

Dec. ?

Christmas party

Fall Foliage Tour 2005

October 21 - 23

Hosted by Classic Chevy Club of OK / Tulsa

@ Western Hills Guest Ranch

Box 509, Wagoner, OK, 74467

(918) 772-2545 / 1-800-654-8240

For more info, call Gary Baergen @ (918) 369-3337, or email: g.baergen@cox.net

50 Rooms have been blocked until Sept. 1:

30 King Size & 8 Queen Size @ \$65 each

12 Cottages for 2 @ \$55 (no kitchens)

Tell them you're with "Classic Chevy Club - Group #1347"

Directions: Take I-40 (E) North to US 69 (Muskogee). Take Exit 264B north to HWY 51, then follow HWY 51 east (toward Tahlequah) to Western Hills Guest Ranch.

2nd Annual
RUSTY'S
FROZEN CUSTARD
Classic Car Cruise



TO BENEFIT **MAKE-A-WISH** FOUNDATION

SATURDAY, SEPTEMBER 24, 2005

- Rusty's Frozen Custard 2nd Classic Car Cruise, Sept. 24TH
- Cruise all four Rusty's locations to benefit Make-A-Wish
- Registration begins at 9am, Cruise begins at 11am
- Door prizes and post-cruise events begin at 2:00pm
- Class prizes for Pre- 50's era, 50's era, 60's era, 70's era, Special Interest, Best Truck, Best Car, Best Project, Rusty's Choice and Make-A-Wish Choice

Registration:

Name: _____

Address: _____

Make, Model, and Year: _____

Pre-Register \$20.00 on or before Sept. 21TH (\$25.00 Day of Cruise)

Shirt Size - S M L XL (XXL\$2.00 extra)

Additional Shirts \$10.00 - S M L XL (XXL\$2.00 extra)

ALL PROCEEDS BENEFIT MAKE-A-WISH FOUNDATION

Make Checks Payable:
Rusty's Frozen Custard

Send To:
2296 West Main St.
Norman, OK 73069
Contact Info:
(405)360-6343

C O C C C *Real Rides*



This Month's **Real Ride**, a sweeeeet 1969 Chevelle Malibu belongs to our new Club President, Mike Smith. (Don't think Mike looks much like the picture, though... but I digress...)

This sublime expression of what Chevrolet Motor Division used to eventually dominate the "Muscle Car" classes and earn the title "Most Recognized / Beautiful American Muscle Car" belongs to Mike, so we'll let him give the specs on this azure blue beauty:

"This is my 1969 Chevelle, which I bought in December 2001. It has a 400 CID Rat Motor in it and a TH350 transmission. I had to get the body fixed after a wreck and thanks to Larry Myers, it got fixed better than new!

"The paint made me especially happy, and I have to thank everybody that had a hand in repairing my car. (My wife Carole hopes that it never happens again - plunking down all that money, that is...ha ha ha!) I hope to put a new motor in soon, with a 700R4 transmission for better mileage and drivability; maybe this coming winter. I am going to try to get all the interior done in the Spring of '06."

Thanks, Mike! Sweet ride, and this is proof positive to everyone that "Classic Chevrolet" doesn't mean just one kind of Chevy!

1969 Chevrolet Errata:

Engines Available for the Chevelle: 230 CID 6-cyl to the 396 Rat motors (8 different displacements available).

Second Year for the Chevelle body style...

Production: 455,000 including Chevelle, Malibu, Nomad, Greenbrier and Concours sub-types. 45,900 were Greenbrier wagons, 10,396 were Nomad wagons, 42,000 were "300 Deluxe" (stripper) models.

Base Price was \$2,601 with base 6-cyl; & \$2,690 with base 307 CID V-8.

Last Year for the Chevy Corvair, thanks to Mr. Nader, may he rust in pieces ...

Chevrolet revives the Stingray Name, "Vette sets new sales record.

Unusual Options Department: '69 was first year Chevy offered "Liquid Tire Chain" traction improver that sprayed from remote nozzles in fenderwells onto one's tires to improve winter traction.

'69 was the first year for the Yenko-modified Chevrolets...beginning with the Camaro, which was nearing the end of its first incarnation.

...and the third year of the El Camino continuing on the 116-inch Chevelle chassis plan. Prior to this, it had started its life sitting on the larger Impala chassis...



August 14, 2005

Meeting called to order 3 p.m. at M & W Wallpaper, by President Bill Washam. Minutes of the last meeting were passed out to be read by members. Motion made to accept the minutes. Passed (David, Mike)

Treasurer's report Accepted (Curtis, Rudy)
Ballots for election counted by Ken Monroe

Results:

President	Mike Smith
Vice Pres.	David Reeds / Ken Buchanan
Secretary	Rustyne Harris
Historian	Martha Duerksen
Show chairman	Mel Harris
Newsletter Editor	Chuck Klasek
Newsletter Helper	Linda Bahr

Chuck needs help with news articles and pictures. Suggestion was made that each person write an article about their car. **(Ed. note: Nothing fancy, just what it is, how you got it, why, what it has in it -equipment- what you plan for it, that kind of thing. See this month's feature! If you want to write more, PLEASE feel free!!!)**

Bill Washam met Keith Marang on a flight to Orlando, Florida and caught up on his activities.

Dinner cruise on August 27. Will leave Larry's at 8:45 a.m., cost is \$16 each. Miller Farm east of Tulsa for noon meal.

Larry & Annette Myers received 986 points at the Tulsa BowTie show. Larry got his picture taken for the Bow Tie magazine.

Sept 11 Club meeting at Myers, covered dish 2 p.m. Dinner after meeting at Applebee's Adjourned 3:55pm (Rustyne).



Route 66, Part Deux

Or, How I learned to stop worrying and love the trip...
by Chuck Klasek

(This is a serialized account of our trip to San Francisco via Route 66 this past July...with the accompanying problems inherent in taking one's classic car cross-country...)

We'd been planning this one for years—specifically, since our wedding planning in 2000, when we resolved to do the Mother Road from OKC to Chicago, leaving the western half undone to a somewhat later date. During our yearly trip to Washington, D.C. in 2004 (for one of Cathy's annual educational conferences), it was announced that the next year's conference would be held in San Francisco. As soon as we heard that, we looked at each other and said "ROUTE 66 is OURS at LAST!" (or something to that effect)

Planning took place all along the subsequent year, culminating in the purchase of our classic '68 Impala and readying it for the trials to come—little did we know just WHAT would come, but we felt that by early July, 2005, we were as ready as we could be. The brakes and A/C had been thoroughly redone (though they were/are still the original drums), and the vintage 327 had been freshly lubed and fitted with transmission and oil coolers and treated to a tune-up. We picked up our student (Jose, whom I'm mentoring) and hit the road Friday afternoon, intending on making it as far as possible before sunset. We made it to Clinton, right on the OK/TX border, where we perused the Route 66 museums and found a hotel for the evening.

This is where I should've known better

(cont'd on next page...)

Part Deux, continued...

We found a hotel (which, thankfully, I can't remember the name of), but which had a pool and kind of a cool, kitschy look to it. As we're both into 'kitsch,' we pulled in. We found our room on the east side and opened the door to a blast furnace.

Remember, this is mid-July, and the room is oven-hot! The A/C is off, no less, and after an hour of literally sitting on the A/C, we trundle off to dinner, hoping the room would be cooler by then. We returned to the room about 90 minutes later, to a temperature only best described as just south of "London Broil."

Unrealized by myself, I had long ago ceased sweating, and had not recognized that important point.

After an hour of waffling, we told Mr. Kumar, our hotel owner that we wished to check out, asking for a partial refund—we'd just look for a Hampton or somesuch place that kept the air on constantly. He offered to replace our A/C or put us in another room—all of which he assured us were similar.

We opted for the new A/C, being the inherently trusting, nice people we like to try to be. Kumar placed the unit on the table in the middle of our room, next to the television. "Just turn it on every few minutes, and you'll be plenty cool," he assured us. Aghast, we told Kumar that A/C didn't work quite that way (he didn't know where the hot air went), and thanks, but we'd be on our way. I was already physically nauseous, but attributed it to the dinner.

After a night at the local Ramada (MUCH cooler, thanks!), we had a light breakfast and hit the road...er, Route.



Arriving at the museum in Clinton, OK.



Outside the Elk City Rt.66 Museum, just before crossing the border...



Members might remember Jose from several of the past meetings. His most frequent words (word?) on the whole trip was ☐WOW!☐

Several hours into Texas scrub country, my stomach could take no more, and I asked Cathy to drive the Impala for awhile while I tried recuperating in the back seat. We stopped a few times for water/medicine and rest stops, but yours truly was down for the count. I never really got to see that part of the Route till two weeks later, when we returned.

All I can remember of that first 48 hours is that I can't remember much—save that the '68 had a wonderful ride from the back seat, too!



Route 66 just west of Tucumcari. OMIGOD, how beautiful!



These two old Dodge trucks sat beside an abandoned house outside Tucumcari, and across the street from an old Whiting Bros. gas station...



With scenery like this to admire, how could you NOT want to drive the Mother Road???

Oh, and that 38-year-old cars' steering is LOOOOSE, and those who don't remember driving such land yachts must be prepared to go a-sailing rather than a-driving! We wove all over the lanes as she drove, till she got the knack of reading how the car was wandering and could anticipate / correct for the wander. Poor Cathy—she was afraid of the car and worried for my health—not a good position to be in in the middle of nowhere!

Still, we made it to Tucumcari, N.M. by nightfall of Day Two, where all I remember is quite literally convulsing in the bed for hours simultaneously sweating and freezing, telling Cathy I'd be all right, but hoping she'd call an ambulance anyway. I found a fitful sleep and awoke to Cathy bringing me some Gatorade and chicken soup. Was kinda hard to slug down, but it felt good, and I went back to sleep.

(Note to self: when traversing the high desert, DRINK LOTS OF FLUIDS. HEAT EXHAUSTION IS A MOTHER!)

Day Three dawned to my feeling MUCH more human, and reveling in the beauty that is New Mexico along Route 66. Road Runners (birds, not the cars) were scampering about with the odd jackrabbit, and the sagebrush was a verdant (sage?)-green against the azure sky. Either I was dead, or REALLY grateful to be alive. (I'm going for the latter.)

We bade a fond farewell to Tucumcari and stopped at a LOT of interesting places along the way throughout the state. I took a lot of photos of everything from old gas stations to cars to buttes and everything in between and touristy. Hey, this is Route 66, and I'm lovin' it in our Classic Chevy—! We're averaging about 20 mpg with the air on, fully-loaded and doing 80-85 mph all the way (psst—don't tell the cops!), and the car is performing like a champ. Next nightly stop, Winslow, Arizona and La Posada Hotel, one of the old 1930s Harvey House hotels, but that's another part of the story—

(Coming up in future issues, your intrepid Editor is Standin' On A Corner in Winslow, Arizona - and such a fine sight he sees - and meeting Angel Delgadillo, Route 66 icon!)