NEW RADIATOR KEEPS YOU COOL

For this article we will be showing you how to install a new product we just got in. It is an aluminum cross flow radiator developed for the Tri-Fives by D&P Classic Chevy in Huntington Beach, California. Darryl Nance, the owner of D&P, along with his wife Peggy, guarantees it to cool any engine in a Tri-Five you care to build. He told us he has installed this set-up in an 800 HP blown big block car, with air conditioning, and the car runs at no more than 210°. This car did use an electric fan to aid in the cooling, but the system did its job and kept the engine from running hot. If you have a hot motor in your Tri-Five, you know how hard it can be to do this, especially in a hot climate, with the A/C on full. Anyway, this is the “coolest” set-up we have seen yet. Follow along as we install one in a ’57 Chevy. We used a ’57 for this article, but the radiator will work equally as well in your ’55 or ’56. We want to thank Craig Peterson of D&P for his excellent step-by-step explanation of this installation, as well as Darryl and Peggy for allowing us to interrupt their workday to take pictures and ask questions.

Before you begin, refer to the “Tools Needed” and “Parts Needed” lists on page 2 for a complete inventory of what you will need. The parts are now available as complete installation kits from Dan- chuk. Also, this radiator will service small and big blocks in the Tri-Fives with the exception of the LT1, LT4, LS1, and LS6 engines which require different connections. There is a version in the works that will be available for these engines in the near future. Finally, an air conditioning condenser is available to match.

REMOVAL OF OLD RADIATOR:
With your flat blade screwdriver, or pliers (depending on the style of hose clamps you have on your car), remove the upper and lower radiator hoses. If your car has an automatic transmission, remove the oil cooler lines from the radiator. Then, with your ratchet and a 1/2” socket, remove all the bolts that hold your stock radiator to the core support. Don’t forget the bolts under the car at the bottom of the radiator. Remove the radiator from the car. Remove the fan from the water pump. If you are already running an aftermarket flex fan you can omit this step, as long as the fan is 17” in diameter. You also may have to move your alternator/generator/air-conditioning compressor and/or remove some fan belts to gain clearance while doing this installation; our car did not have them installed, so space was not a problem. With the 1/2” and 7/16” sockets and ratchet remove the core support filler panels from each side of the core support. Don’t forget the 4 bolts that attach each filler panel to the inner fenders, (located inside the wheel well).
**Tools Needed:**

- Electric or air powered drill (a 90° drill works best due to the tight spaces you will be working in, but this job can be done without one)
- Flat blade screwdriver
- 3/8 or 1/2” ratchet
- 7/16 socket
- 1/2” socket
- 7/16” open-end wrench
- 1/2” open-end wrench
- Hack saw, cutoff wheel or hand held electric skill saw with a fine metal cutting blade
- “C” clamps or “C” style vise grips
- Hacksaw, cutoff wheel or hand held electric skill saw
- 1/2” open-end wrench
- 7/16” open-end wrench
- 1/2” Socket
- 7/16” Socket
- 3/8” or 1/2” ratchet
- Flat blade screwdriver
- 2-1/2” hole saw
- 2-1/4” hole saw
- 1/8” drill bit (for drilling pilot holes)
- 1/8” drill bit (for enlarging pilot holes)
- 1/4” drill bit (for enlarging pilot holes for drilling to 3/8”)
- 3/8” drill bit
- 1/2” drill bit, if needed for plumbing transmission cooler lines
- Flat file
- Round file
- White out pen, for marking on dark surfaces
- Black marker, for marking on light surfaces

**Parts Needed:**

- Danchuk #12161 radiator hose (trim to fit) for upper hose
- Danchuk #12162 radiator hose (trim to fit) for lower hose
- Danchuk #1960 45° thermostat housing
- Danchuk #12164 17° flex fan
- Danchuk #12165-12167 fan spacers
- Danchuk #334 air tube grommets (these will install between the mounting tabs on the radiator and the core support sides or you can make your own insulators)
- Danchuk #2537 6-cylinder fan shroud (trimmed to fit) small block installations
- Danchuk #2428 V-8 fan shroud (trimmed to fit) big block applications
- Hardware included in Danchuk kits
- Danchuk #12160 13lb radiator cap, if using original heater core and heater valve
- Danchuk #12159 16lb radiator cap, if using an aftermarket A/C and heater, such as vintage air
- Danchuk #12158 or #12158A cross flow aluminum radiator
- Coolant (available at any auto parts store)
- 4 hose clamps (Danchuk #12163) for upper and lower radiator hoses (available at any auto parts store)

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**Radiator Installation...**

CONTINUED FROM FRONT COVER

First, install the new fan and spacer. Don’t forget to install the water pump pulley or your fan may not clear the lower crank pulleys (not to mention making it hard to reinstall the fan belts). We used a 1 1/2” spacer between our pulley and fan; your spacer may vary in length depending on your vehicle’s needs. Next, trial fit the fan shroud into the opening in the core support. Check that you have enough clearance around the fan and the inner opening in the fan shroud. Line up the high side of the shroud inside the engine compartment with the ends of the tabs that the radiator originally mounted to. You will be trimming off the ends that extend through the front to fit your application. With your “White Out” pen, mark a line on the shroud just where it lines up with the front of the core support on the grille side. Remove the shroud from the core support and, using your hacksaw or cut-off wheel, trim the excess off the rear of the shroud. When you are done, reinstall the modified shroud in the core support opening and line it up again with the original radiator mounting tabs. Mark the shroud for 6 mounting holes that match up with the original radiator mounting holes in the core support flange (Craig marked ours in the center for maximum adjustment) and remove the shroud again. With your 1/8” drill bit, drill 6 pilot holes in the spots you marked. Then, using the 3/8” drill bit, drill the holes out to size. (The installed shroud will look like this, but you won’t install it at this time.) Set the cardboard template that came with your radiator to stiff cardstock and cutting them out completely (all holes), lay the cardboard template on the face of each core support filler panel. (You could just use the paper template, but the cardboard makes it much easier to get everything lined up properly.) After lining up the holes in the template with the mounting holes of the filler panel, as well as the outer edges, trace the vertical...
1955 TAILLIGHT BEZELS
These are jewel chrome parts, better than any others on the market. Fit and contours are virtually perfect. Made in USA.
#153 .............................$59.95 ...... $53.95/pr.

1956 HEADLIGHT BEZELS
With reproductions like these, why waste money on re-chroming? Rubber seals are included with each of these outstanding bezel sets. Made in the USA.
#1057 .............................$74.95 ...... $67.45/pr.

1957 HEADLIGHT BEZEL ASSEMBLY
Our attention to detail shows in these highly polished surfaces, the black painted air intakes, and the beautiful chrome plating. Mounting seals and chrome-plated mounting screws included. Made in the USA.
#877 .............................$175.00 ...... $157.50/pr.

1955 HEADLIGHT BEZELS
These beautiful 100% Made in the USA bezels are a true testament of the quality and perfection that Danchuk strives for. Featuring all new tooling and show quality copper-buffed chrome, these bezels fit and look exactly as per GM originals. Rubber seals are included.
#593 .............................$74.95 ...... $67.45/pr.

1956 HEADLIGHT BEZELS
These beautiful 100% Made in the USA bezels are a true testament of the quality and perfection that Danchuk strives for. Featuring all new tooling and show quality copper-buffed chrome, these bezels fit and look exactly as per GM originals. Rubber seals are included.
#593A .............................$67.50 ...... $60.75/pr.

HOOD VEES
Once hard to find items, Danchuk has made these beautiful parts plentiful and inexpensive. Each vee includes mounting hardware and is ready to install. Made in the USA.
#590 1957 Bel Air V8 .........$69.95 ......$62.95/ea.
#590A 1957 150 & 210 V8 ...$69.95 ......$62.95/ea.

1957 PARKLIGHT HOUSING ASSEMBLY
This kit is complete and ready to install. Everything is included: beautiful chrome housings, plastic lenses, socket & cable, light bulbs, gaskets, and mounting hardware. Made in the USA.
#533 .............................$99.50 ......$89.55/set
#533A ...........................$67.50 ...... $60.75/pr.

1957 HEADLIGHT BEZELS
These beautiful 100% Made in the USA bezels are a true testament of the quality and perfection that Danchuk strives for. Featuring all new tooling and show quality copper-buffed chrome, these bezels fit and look exactly as per GM originals. Rubber seals are included.
#593 .............................$74.95 ...... $67.45/pr.

HOOD ROCKET ASSEMBLY
We designed our hood rocket assembly to fit together properly, with the parts appearing as a solid whole when assembled. Zinc die cast and triple chrome plated. Each kit includes two rockets, two scoops, two backing plates, and assembly hardware. Made in the USA.
#467 .............................$152.70 ......$137.45/set

TRUNK VEES
Designed with depressions on the underside to assist in opening the trunk. The 1957 stamping was a particularly difficult part to reproduce, but we’re proud to say that this one’s a real show-stopper! The 1956 chrome vee is equally beautiful. Installation hardware included. Made in the USA.
#592 1957 B/A V8 ..........$69.95 ......$62.95/ea.
#592A 1957 150 & 210 V8 ...$59.95 ......$53.95/ea.

1957 LICENSE PLATE FRAMES
Our highly detailed frames are produced in gold finish for the Bel Air and chrome for the 150 & 210. Mounting hardware included. Made in the USA.
#189 Bel Air ..........................$54.95 ......$49.45/ea.

HOOD BIRDS
We spared no expense in the tooling for these birds, and we continue to spend hours of hand work preparing them for plating. If your hood bird is pitted or showing its age, don’t waste your money on a fill and chrome job. Replace that faded glory with these top-notch Danchuk parts. Don’t settle for a cheap knock-off; money spent anywhere else is just wasted. Made in the USA.
#472 1955 ................................$144.50 ...$130.05/ea.

1957 PARKLIGHT HOUSING ASSEMBLY
This kit is complete and ready to install. Everything is included: beautiful chrome housings, plastic lenses, socket & cable, light bulbs, gaskets, and mounting hardware. Made in the USA.
#533 .............................$99.50 ......$89.55/set
#533A ...........................$67.50 ...... $60.75/pr.

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This kit is complete and ready to install. Everything is included: beautiful chrome housings, plastic lenses, socket & cable, light bulbs, gaskets, and mounting hardware. Made in the USA.
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#533A ...........................$67.50 ...... $60.75/pr.

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#189 Bel Air ..........................$54.95 ......$49.45/ea.

ALL SALE PRICES EFFECTIVE UNTIL SATURDAY MAY 25, 2002

Worlds Largest Manufacturer of 1955-56-57 Chevrolet Restoration Parts
HOOD AND TRUNK EMBLEMS WITH BEZELS

Our emblems are backpainted and then vacuum-metalized for that reflector-like look. Each emblem is mounted inside a beautiful chrome bezel, a perfect glove fit. These faithful reproductions are used on 1955 through 1958 models. Made in the USA.

#371 1955 Hood ..................... $50.25 ...... $45.25/ea.
#371A 1955 Trunk ................. $54.95 ...... $49.45/ea.
#373A 1956 V8 Hood .............. $39.95 ...... $35.95/ea.

Hood, Trunk and Grille Bar Emblems

Danchuk’s highly acclaimed emblems fit like the original and are easily installed into your bezel or grille bar, depending upon the application. One of our greatest concerns in reproducing emblems at Danchuk is that the colors be identical to the originals. Made in the USA.

#372 1955 - Hood & Trunk, ’56-58
   #373 1956 V8 - Hood .......... $19.95 ...... $17.95/ea.
   #374 1956 V8 - Trunk .......... $19.95 ...... $17.95/ea.
   #377 1957 - Grille Bar ........ $22.05 ...... $19.85/ea.

WINDSHIELD WIPER ESCUTCHEONS

Our quality control department gives these an A1 rating, and we’re sure you’ll agree! Includes chrome nuts and nozzles. Made in USA.

#208 1955 150 ...................... $32.00 ...... $28.80/set
#210A 1955-56 exc. 150 ......... $32.00 ...... $28.80/set
#210 1957 .......................... $32.00 ...... $28.80/set

1957 “CHEVROLET” SCRIPT

The Chevrolet script was designed in two lengths, and each car model had a different script configuration. V8 models used the 13” script on the hood and trunk when displayed with the vee emblem.

#541 B/A V8 - 13” ............... $20.50 ...... $18.45/ea.

“BEL AIR” SCRIPTS

In 1955 and 1956 Chevy used a chrome design, and in ‘57 went to a gold tone finish. Made in the USA.

#538 1955-56 ..................... $34.50 ...... $31.05/pr.

OUTSIDE DOOR HANDLE ASSEMBLIES

Two door handles, two push buttons, gaskets and mounting hardware make these Made in the USA complete assemblies one of the best values we offer. You’ll be impressed with the beauty, glove fit, and smooth operation of these handles.

#794 1955-57 2-Dr Ht/Conv. & 56-62 Vette .................. $54.95 ...... $49.45/set
#794A 1955-57 Sed., 4-Dr Ht, Nom, Wgn .................. $59.95 ....................

INTERIOR REAR VIEW MIRRORS

We manufactured these original design parts with the quality fine restorations demand.


CHROME INTERIOR MIRROR SUPPORTS

We have reproduced the Chevrolet design with flawless sculpting, allowing the car to be fully as it was done in 1955. Super smooth triple chrome plating protects this beautiful part. Fits all models except convertible.

#1049 1955-57 .................... $22.00 ...... $19.80/set

COAT HOOKS

We’ve manufactured our coat hooks with the same teardrop shape, the same deco design, and the same beautiful chrome plating as Chevy did long ago.


ALL SALE PRICES EFFECTIVE UNTIL SATURDAY MAY 25, 2002
1955 GRILLE
Our 1955 grille is a beautiful example of American-made excellence. Ours is the only MADE IN THE USA reproduction '55 grille on the market using top quality steel and chroming processes. All stamping and assembly is done right here in our California facility. Don’t compromise quality when it comes to your American classic...Buy Danchuk. “There’s no comparison!”
#478 ................................................................. $249.95...........$224.95/ea.

1956 GRILLE
Like our 1955 Grille, this 1956 piece of jewelry is 100% stamped and assembled right here in our California facility. To get a part this large and with this many different pieces to look this beautiful was no small task. We did everything necessary to make sure that it is everything and more that you have come to expect from quality American workmanship. Made in the USA.
#479 ..................................................................... $285.00..........$256.50/ea.

1957 GRILLE
So perfect it is impossible to tell the difference between ours and Chevy N.O.S. We make this beautiful grille just like Chevrolet produced it in 1957. Each part is die stamped and then gold anodized for the Bel Air or silver anodized for the 150 and 210. There is no reason to leave a tired original on your car with parts like these available. Made in the USA.
#460A 150 & 210 ..................................................... $93.50.........$84.15/ea.
#460 Bel Air ............................................................ $93.50.........$84.15/ea.

COOL CUSTOMER CARS
FROM “RUST BUCKET” TO “ROAD ROCKET” IN LESS THAN A YEAR

This month we are featuring a beautifully restored yellow and white 454 powered 1955 Bel Air 2-Door Hardtop owned by John Day of Yerington, Nevada. Besides being a horse wrangler and cowboy, John is an avid hot rodder. This ’55 is just one of many cars he has built over the years including a ’55 Nomad, ’62 Galaxie 500 and a ’55 Studebaker Truck. One of John’s cars was featured on the cover of “Hot Rod” magazine in May 1962. As you can see, he’s been doing this for awhile!

Dave’s Body and Paint Works. Jan Prosser stitched the upholstery and Roy Peterson at Giles Chevrolet handled all the mechanical work on the car.

Mainly used for cruising and car shows, almost all the parts used on John’s ’55 were purchased from Danchuk. “I couldn’t have done it without you,” he writes. John even mentions us on his show plaque.

(Thank YOU John, we were glad to help!)

To date, the car has taken “Best 55-57 at Smith Valley, Nevada and “Best of Show” at Topaz Lake, Nevada as well as providing John with hours of driving pleasure. Thanks for sharing your car with us, John, it is a real beauty. And thanks for being a Danchuk customer!
RADIATOR INSTALLATION...
CONTINUED FROM PAGE 3

(up and down) slots (two per filler panel) and the round cutouts onto the face. Craig used a “White Out” pen for this. When you are done your filler panel should look like this. Next, using your 1/8” drill bit, drill a pilot hole about 1/4” or so from the top and bottom of the vertical box you traced onto the filler panels. You will enlarge this hole with the 3/8” bit to provide a starting point for your saw so you can cut out the holes. These will be where the tabs on the radiator will pass through the filler panel so you can bolt it to the core support. These slots are longer than the mounting tabs are wide to allow for adjustment. After cutting the holes, clean up the edges with a flat file. Next, using your hole saw, cut a hole in each of the marked holes on each of the filler panels. This is where the inlet and outlet tubes will come through so you can attach the radiator hoses to the radiator. You will use the 2-1/4” hole saw for the upper hole and the 2-1/2” hole saw for the lower hole. (You can use 2” and 2-1/4” hole saws for these holes but Craig prefers to have a bit of room for adjustment, which we think is a good idea.) When you’re done cutting and cleaning up the holes in the filler panel (use the files for this) it is time to reinstall them on the car. (You can clean up the marks still on the panel from the “White Out” pen with paint thinner). Just reverse the procedure you followed to take them off. NOTE: If you have an automatic car, and most of them are these days, and you plan to use the installed trans cooler in the radiator, you will have to drill access holes in the filler panels for the cooler lines. Mount the radiator and mark where the lines will have to come through, remove the filler panel again and drill the access holes. D&P prefers to use an external cooler for the trans that mounts under the front of the front valance, or front filler panel, bypassing the cooler installed in the radiator. When they are installed, you can pre-mount the radiator on the car. Pass the mounting tabs on the radiator through the vertical holes in the core support filler panels and push the radiator, carefully, into place hanging it in the slots. Making sure everything looks in place, mark a spot in the middle of the mounting tabs for a mounting hole that will line up with the center of the side of the core support. Remove the radiator and using your 1/8” and 3/8” drill bits, drill a hole in each mounting tab. Re-install the radiator and level each side so it sits evenly, top of the radiator to top of the core support upper bar. With your “White Out” pen, mark a corresponding spot on the core support to match the holes in the radiator tabs. Remove the radiator again. Using your 90° drill and your 1/8” and 3/8” drill bits, drill the holes in the sides of the core support so you can mount the radiator. You have not attached the shroud yet to make it easier to drill these holes from the inside if you do not have a 90° drill. You will have to transfer the mounting hole measurement to the inside from the outside if you need to drill your mounting holes from the inside of the core support. Once you have finished drilling the mounting holes you are ready to mount the radiator onto the core support. Line up the holes you drilled in the mounting tabs with the holes you drilled in the core support sides and install a 5/16” bolt. Do not tighten until all bolts are in place. You will use one flat washer on the top of the bolt and one on the bottom before the lock washer and nut. You will also put a rubber grommet (Danchuk part #334) between the inside of the mounting tab and the outside of the core support to serve as a spacer and insulator, one at each mounting hole. Once all the rubber grommets and bolts are installed you may tighten the bolts, making sure the top of the radiator is aligned with the top of the upper bar. This is why we made the holes for the hoses a bit larger than necessary. The radiator is now mounted. You may now install the bolts and nuts, same as on the radiator mount, to mount the shroud to the tabs on the core support. Access these by going in through the front of the shroud and using your ratchet on the inside holding the nut on the outside with an open-end wrench. A friend to hold the open-end wrench can be of help here. Tighten them and the shroud is mounted. Mount your 45° thermostat housing (don’t forget the thermostat and gasket, or O-ring) and reinstall any belts and such you may have had to remove earlier for clearance. Now you can install the upper and lower radiator hoses. You will have to trim these to fit your particular application. On ours, the upper hose was trimmed approx. 3” at the thermostat housing and 1/2” at the radiator and the lower was trimmed approx. 3-1/2” at the radiator. Again, this will vary according to where your engine is mounted. Measure twice and cut long. You can always trim extra to get the fit you want. Trim too much at first and you will be buying another hose. Our upper hose fit a bit tight.
against the fan shroud, but Craig assured us that this would not be a problem.

Install your hose clamps, it's a tight fit but they will go on there. We used worm style clamps and installed ours so the upper hose's clamp was accessible with a flat screwdriver from the underside and we installed the lower so the clamp was accessible from the top. If you get clamps with a hex head on them you can ease things by using a wobbley socket to tighten them. With everything tightened up and in place you just need to refill the system with coolant and install the radiator cap. Use a 13 lb. cap if you are using a stock (original style) heater system with the original heater core and heater valve. You can use a 16 lb. cap if you are running an aftermarket system, such as Vintage Air. Use of a higher lb. pressure cap will serve to raise the boiling point of the coolant in your vehicle, but that's another article.

Now you are good to go and the radiator looks great. Be forewarned, all cars, when modified have special needs when it comes to cooling. This system has worked tremendously well in all the vehicles it has been installed in. It is designed as a system; radiator, fan shroud, fan, etc., but it is not an absolute. Depending on your application you may need to add an electric fan or you may need to close off some areas below the radiator to make the shroud more efficient. Nonetheless, if you have a hard to cool Tri-Five, this is one of the best systems going. And it solves almost any radiator cooling problem imaginable.

NOTE: We did this install on a '57 with a V-8 core support and small block engine. If your car has a 6-cyl core support or a big-block engine some of the procedures and parts will vary. Call our tech department and we will be happy to explain these differences to you.

FAN SHROUDS

We are proud to introduce our new 100% Made in USA fan shrouds. Made of durable 3/16” ABS plastic, these shrouds feature a smooth finish for that original look. The fit and quality is the best on the market, with slots cut narrower and deeper for an extra secure fit. The top and bottom of each shroud is cut deeper allowing for a better seal against the radiator. All this eliminates the need for any extra clips or drilling, making this a simple bolt-on installation.

NOTE: We did this install on a '57 with a V-8 core support and small block engine. If your car has a 6-cyl core support or a big-block engine some of the procedures and parts will vary. Call our tech department and we will be happy to explain these differences to you.

CROSS-FLOW RADIATOR KITS

Kit includes radiator, cap, radiator hoses, clamps, thermostat housing, flex fan, spacers, fan shroud, and hardware. Please call Customer Service for more information on these kits.

SPECIAL #35 - Unpolished ....................... $975.00/kit
SPECIAL #35A - Polished ....................... $1075.00/kit
Fits V8 Small Block, V8 Core Support, Stock Heater

SPECIAL #36 - Unpolished ....................... $1020.00/kit
SPECIAL #36A - Polished ....................... $1110.00/kit
Fits V8 Small Block, V8 Core Support, Vintage Air

SPECIAL #37 - Unpolished ....................... $975.00/kit
SPECIAL #37A - Polished ....................... $1075.00/kit
Fits V8 Big Block, V8 Core Support, Stock Heater

SPECIAL #38 - Unpolished ....................... $1020.00/kit
SPECIAL #38A - Polished ....................... $1120.00/kit
Fits V8 Big Block, V8 Core Support, Vintage Air

MORE APPLICATIONS

Polished Air Conditioning Drier and Lines.
Big Block 6 Cylinder Core Support Installation.
Core Support Cut Out For Radiator.

BRAND NEW KITS!
The Dream Machine 111 is coming your way!

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