



BOWTIE 101

JULY 2023, VOLUME 10

Chevy trivia
What did GMC
originally stand for?
Answer on page 3

The Classic at Pismo Car Show (June 2-4)

Attended Friday, opening day to alleviate the crowds and chaos. It was a perfect clear and warm spring day. There were some exceptional original Chevs along side the majority which were customs. Maita Chevrolet of Elk Grove, CA was present with a display of performance engine and transmission options. By Steve MacDonald



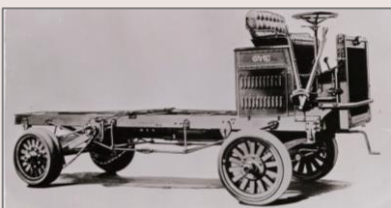
Monthly Meeting – (June 3)

We met at Lil' Bits after Pismo Donuts with members Gene, Rich P., Sal, Dean, Steve C., Teddy, Vince, Jim Pennel and Jim Perry plus our two guests Lori & Zack. Seating and service were OK. Unfortunately, our tables were too far apart, and we experienced a noise level unsuitable for holding a meeting. This seems to perpetuate wherever these events are held. We will continue our mission to find a quieter location in the Five Cities vicinity. By Steve MacDonald

Annual Old Geezers Gathering – Paso Robles (June 10)

Here are some pictures of the once a year gathering at Antique Aero in Paso Robles. We met at the Pismo donut shop and had five cars going together. When we got to Paso Robles, we picked up Don and then drove over to Antique Aero, which is just up the street from Estrella Warbird Museum. There were a variety of cars, trucks and planes. Everyone I think had a great time and are looking forward to next year there. Then at noon they put on a great Santa Maria BBQ. All in all, it was a great day, and the weather couldn't have been better. So, take care and stay safe and enjoy the ride. By Sal Orlando





Chevy trivia answer:
 GMC originally stood for the Grabowsky Motor Company. It was formed in Detroit in 1900 by Max and Morris Grabowsky, who were brothers. Max Grabowsky invented an early work truck. It had a single-cylinder engine under its driver's seat, connected to the rear axle by a chain drive. It was also a right-hand drive. Its one-cylinder engine earned it the nickname "one-lunger."

VairFest – Arroyo Grande (June 23-25)

This was a 3-day Corvair event that VCCA members Jim Pennell and Vince Petrie championed at Heritage Square Park. The weather was excellent and the 30+ cars looked great. The annual event was hosted by [Central Coast Corsa](#) which posts exceptional accounts of all these activities on their website. By Steve MacDonald



Jim Pennell's 1963 Greenbrier Van



Vince Petrie's 1966 Monza Convertible

1956 El Morocco Convertible



Canadian businessman Reuben Allender (1897-1966) converted two Chevrolet models - the Bel Air in 1956 and the smaller Two-Ten in 1957 - to make them look like Cadillacs, and somehow managed to have them registered under the El Morocco brand name. The idea was to offer some of the Cadillac experience to people who could not afford the real thing, forgetting that GM solved that problem a long time ago with the Buick brand. Around 20 were built, of which few survive. Today, they are highly regarded by Chevrolet collectors, though less so by Cadillac enthusiasts.



THE '55 CHEVY

Members' RIDES

Owners: Steve & Robin MacDonald VCCA #57145

1955 BELAIR HARDTOP SPORT COUPE

BY STEVE MACDONALD

In 1997 I got the urge to start looking for an old car again. I've been a car guy since high school, but the career, marriage and guitar hobby had substantially sidetracked my old car ambitions. The daily driver (an '82 Volvo) by that time had accumulated nearly 400K miles on this certainly boring ride. I'd always fancied having an old Chevy again as I was already familiar with them, after owning a '53 pickup and a '61 Vette. They both were good vehicles and fun to own. The tri-fives were always my favorites in high school so I thought that would be my primary focus. I started going to Adams

Donuts in Huntington Beach early on Saturday mornings and became convinced the '55 was what I wanted. At the time Boyd Coddington had a shop that sold cars in Stanton, and I'd go there sometimes on the way home from work and admire the expensive inventory. It turned out I learned his secretary had a car she wanted to sell, so I ended up buying her car at a fairly good price knowing up front this was not a numbers-matching car, nor did I care. The original motor and transmission had been exchanged for a 350 and a TH400. Here's a bit of the story about what our family calls "The '55 Chevy".

The next spring, some of my friends encouraged me to join them at a car show in downtown Huntington Beach. The drill was to line up and then crawl through town in formation until you arrived at your parking spot. It was a warm day and soon I could tell my car was

running too hot. Long story short, the motor needed to be replaced so that began the process of dismantling the drive train and one thing led to another. I've got to tell you I'm pretty good at taking things apart. I did take lots of pictures and notes along the way





however, where I ended up going, there wasn't really a way back because of all the changes I made. Numerous attempts were made specifying parts as I learned more about the specifics of tri-five Chevys. Also, the span of time rebuilding ended up being 7 years as I had several other things going on in my life like work, raising my son, baseball, and way too many home improvement projects.

I took the opportunity to get a Chevy Target 350 motor manufactured to the pre-1986 design and added a Comp RV cam, headers, Pertronix ignition and coil and coupled this to the rebuilt tranny with an 1800 RPM torque converter.

However, one of the things that bothered me was the stock tires only had 4.5" of thread on the ground and having a differential that only supplied power to one wheel, the tires easily chirped every time I'd try to accelerate quickly from a stop. My goal was to solve this problem and soon the fenders and hood were removed, the drive train extracted, and the frame slid out from underneath the body. It was delivered to Earle at [Williams Classic Chassis Works](#) in La Verne. I had him weld in a rear spring pocket kit to center a pair of de-arched leaves under the frame rails. This now gave me clearance for wider tires. Also at this time, traction bars and a

rear shock cross member were secured to the frame. The rear end was serviced with new bearings, brake shoes and drums.

Unfortunately, the distance between the backing plates was several inches more than I had planned for which limited options for rear wheel width and wheel back spacing. My buddy offered to buy it for his '57. This allowed me to specify something better suited. I found and rebuilt an 8-1/2" 1970 Camaro with 3.42 limited slip gears. Finally, all the front-end parts were now back from paint, so I installed new bushings, shocks, 1-1/2" lowering springs, front discs and I bent tubes and plumbed brake hydraulics

with stainless steel fittings. I bought a set of ET Classic 5 spoke 15x6 and 15x8 wheels and covered them with 225/70 and 275/60 BF Goodrich TA tires. This now gave me 8.9" of powered tread contact on the road for each rear wheel; nearly a 400% increase!

With the drive train installed and the car back on the ground the steering column was replaced with an ididit tilt. I repaired all the cracks in the steering wheel and painted the wheel and column the same color as the dash. I added seat belts, an AM-FM radio, and rear speakers. The front sheet metal and re-chromed bumpers were installed, and now the daunting task



was to rewire the car with a Painless kit. The final event was to flatbed the car to the muffler shop to weld on Flowmasters with 2-1/2" cross flow pipes. The car once again running. I was thankful for the experience and learning I'd gained, but most of all glad to be finally driving the car.

I drove the car from 2005 through 2016 until I became annoyed to the point of wanting to replace the transmission. The 2800 RPM at 60 MPH road noise was OK for a short trip to the market or ball game but uncomfortable for an extended period. I didn't want to venture into the computer world so choose an analog based TH200-4R 4 speed auto transmission with a 2000-2200 RPM stall converter. This completely changed the experience of driving the car. You could cruise at 65 MPH and have a normal speaking level conversation because the car was running at less than 2000 RPM, and it provided better utilization of torque since the gear spacing was not so abrupt. This resulted in quicker and smoother acceleration. Now I enjoyed using the car much more and was putting extended miles on it regularly.

But this is not where the story ends. The front suspension had always felt a bit sloppy, and I was unhappy with the low front stance, so I installed a set of QA1 adjustable coil-over shocks which dialed in the ride height and for better control added a front anti-sway bar.



Fast forward to 2017 and I'd sold my home and was living in Ventura County in a small rental with no garage space while building my AG home. I decided it was finally time to do something I had always wanted. That was to put in a big block. I filmed a short [YouTube](#) video of my existing engine and put an ad on eBay which included the video link. The motor was sold in 2 days to a young man who lived in Orange County. He bought it as a surprise by putting it in his dad's '71 Nova.


I contacted D&P Classic Chevy in Huntington Beach, and we arranged for them to transfer the old engine to the Nova and install the new motor I had just ordered into my car. What normally took me years to do myself was completed in just weeks. At the same time, Robin and I agreed to have them install a Vintage Air climate control system.

Anyway, I know myself well enough that there will be more improvements along the way. I enjoy driving my old car and like it to look

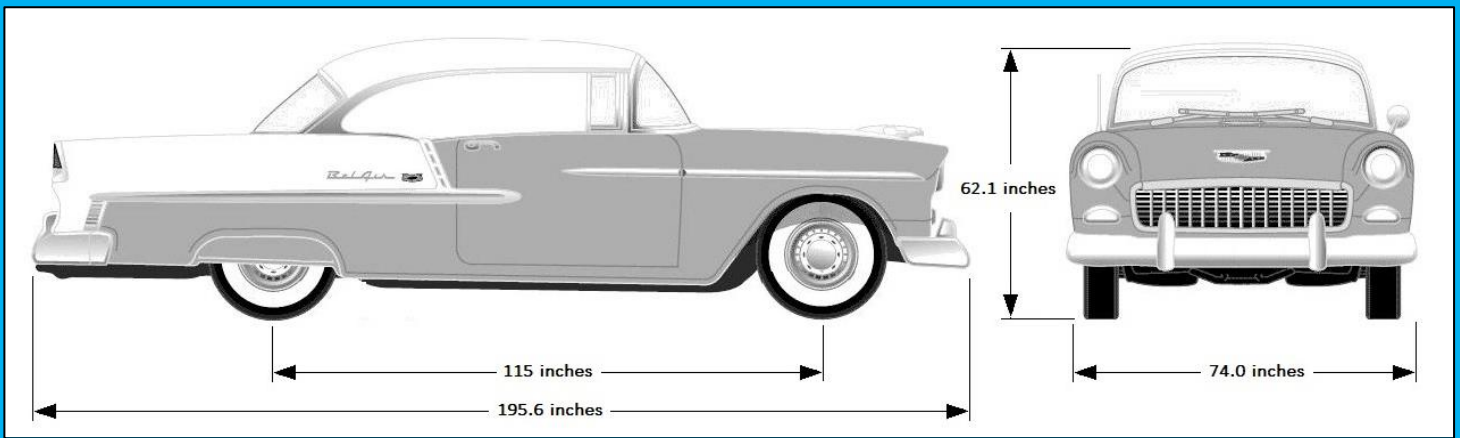
and feel somewhat old school but without the reliability or safety issues. There have been numerous iterations on building this car, but I don't regret any of them. It's not just the enjoyment of owning and driving an old car but also the journey of building it.

Since joining VCCA I have learned quite a few things from these great people as well as attending many of the exceptional Central Coast car events. It's been a pleasure to belong to this club and be a witness to their collective energy.



Robin and I have a great time in the '55 exploring the back roads and racking up the miles here. 





Factory specifications

Base price: \$2,166

ENGINE

Type: OHV V-8, 2 valves per cylinder
cast-iron block and heads, spark ignition 4 stroke

Displacement: 265.1 cubic inches

Bore x Stroke: 3.75 inch x 3.00 inches

Compression ratio: 8.0:1

Horsepower @ RPM: 162 @ 4400 RPM

Torque @ RPM: 257 @ 2200 RPM

Valvetrain: Hydraulic valve lifters

Main bearings: 5

Fuel system: Rochester 2 bbl carb, steel intake manifold,
mechanical fuel pump

Lubrication system: Wet sump, mechanical, gear driven pump

Electrical system: 12-volt, Delco tar top battery

Ignition: Breaker point inductive

Exhaust system: Dual exhaust, cast iron manifolds

TRANSMISSION

Type: Power Glide, 2 speed automatic,
column shifter

Ratios: 1st 1.76:1

2nd 1.00:1

Reverse 1.76:1

DIFFERENTIAL

Type: Cast iron pumpkin, 54" between backing plates

Ratio: 3.55:1

STEERING

Type: Semi-reversible worm and roller

Ratio: 20.0:1

Turns, lock-to-lock: 5.34 turns

Turning circle: 39 feet (curb to curb)

BRAKES

Type: Internal four-wheel mechanical drum

Front: 11.0" x 2.5" inch drum

Rear: 11.0" x 2.0" inch drum

CHASSIS & BODY

Frame: Rectangular steel tube perimeter

Body style: Two-door, Model 2454, six-passenger coupe

Layout: Front engine, rear-wheel drive

SUSPENSION

Front: Independent, unequal-length A-arms, coil springs,
double acting diagonally mounted telescoping shocks,
spherical ball joint geometry

Rear: Live rear axle, paralalled rear leaf springs, double acting
diagonal telescoping shocks mounted to body

WHEELS & TIRES

Wheels: Stamped steel, 5 x 4.75" bolt centers,
full wheel covers

Front/rear: 15" x 5.0", 3.0" back spacing

Tires: Bias ply tubeless

Front/rear: 6.70" x 15"

WEIGHTS & MEASURES

Wheelbase: 115 inches

Overall length: 195.6 inches

Overall width: 74.0 inches

Overall height: 62.1 inches

Front track: 58.0 inches

Rear track: 58.8 inches

Ground clearance: 8.0 inches

Shipping weight: 3,200 pounds

CAPACITIES

Crankcase: 4 quarts +1 for oil filter change

Cooling system: 16.9 quarts

Fuel tank: 13.2 gallons

Transmission: 4 quarts

Rear axle: 3.5 pints

CALCULATED DATA

Bhp per CID: 0.61

Weight per bhp: 19.75

Weight per CID: 12.08

PERFORMANCE theoretical

0-60 MPH: 9.5 seconds

1/4 mile: 18.2 seconds @ 76 MPH

Top Speed MPH: 103

PRODUCTION

1955 Chevy cars total: 1,706,667

1955 V8 Belair HT Coupe: 168,313



Technical Updates

Engine	ZZ502 Big Block V8, displacement 502 c.i., cast iron 4 bolt main, forged aluminum pistons, aluminum cylinder heads w/oval ports 110 - cc chambers, bore/stroke 4.47"/4.00", valve size 2.25" intake, 1.88" exhaust, Compression ratio 9.6:1, Max Horsepower 508 @ 5200 RPM, Max Torque 580 @ 3600 RPM, short aluminum water pump P/N 19168602, starter Delco P/N 12606096
Fuel system	Holley 870 cfm dual feed, 4 bbl carb P/N 19170094, Holley mechanical fuel pump
Exhaust system	Jet coated headers, 2-1/2" cross flow pipes, Flowmaster 50 series mufflers
Ignition	AC Delco aluminum HEI, P/N 93440806
Cooling	Dual cross flow radiator, dual electric fans
Transmission	TH200-4R, Rated to handle 800 HP by Art Carr, column mounted shifter, Lokar cable control Gear ratios: 1st-4th 2.74:1, 1.57:1, 1.00:1, 0.62:1
Rear end	GM 10 bolt 8-1/2", posi traction, gear ratio 3.42:1, 52" between backing plates
Front suspension	QA1 coil over adjustable springs, new front sway bar, bushing, bearings, seals and ball joints, 2" drop spindles
Rear suspension	Frame spring pocket kit, 5 leaf de-arched springs, frame mounted shock crossmember, and adjustable traction bars (Williams Classic Chassis Works, La Verne)
Steering	Saginaw 605 power box, ididit tilt column w/emergency flasher, restored original steering wheel
F/R Wheels/tires	ET Classic 5 spoke, 15x6, 15x8, BF Goodrich TA, 225/70, 275/60
Brakes	Power, dual 9" booster, 11 disc front, 11x2 drum rear
Instrumentation	Stock, Danchuk analog clock
Paint color	Cashmere blue/India Ivory
Interior	Seats original, reupholstered ivory/torquoise vinly seats and door panels
Trunk	Spare wheel well opening filled, rubber floor mat
Accessories	Vintage Air Gen-IV air conditioning, seat belts, Custom Auto Sound AM-FM Stereo w/ AUX input and USB, dual rear 6x9 speakers, LED tail lights and front turn signals

Roadside Emergency Car Kit



There are numerous configurations of this theme on the market. Not really needed to go to donuts, but something to think about if you're going on an extended trip or tour. Get one and carry it with you in the vehicle you're driving that day.

Durable Plastic Credit Card Size Wallet Key Hider



Have you ever locked your keys in the car or trunk? This can save the day. Holds two keys and fits in your wallet.

Kidde Pro 210 Fire Extinguisher, ABC



Extinguishes fires of your car's interior materials, gas and electrical systems. Keep one in your trunk in case of your or your buddies' emergencies. Also have one on hand somewhere close by in your garage. Rechargeable and wall hanger is included. Keep record of its expiration date and have it recharged or replaced as part of your vehicle service checklist. Weighs 7 lbs. and is 16" tall, \$50.

Turn Signal Lamp Flasher



It's never a good idea to be driving a car without working turn signals; especially at night. Be prepared to fix it on the spot. Always carry a replacement flasher in the glove box to get you home.

Points of Interest

In the early 1900's, the Robbins family owned and operated The Del Monte Grocery store. While Mrs. Robbins was running the grocery end, Mr. Robbins as local barber, was cutting hair in his front corner of the store. In the late 1920's Mr. Robbins passed away to leave Mrs. Robbins and their Daughter to run the store for the next 30 years until Mrs. Robbins and her Daughter's death which happened just 6 months apart. The store by this time was so run-down it was boarded up and then condemned by the city.

The Del Monte Café



It sat there until 1980 when Debbie and Mark Collins had a dream for this little piece of San Luis Obispo History.

The dream of creating a neighborhood cafe. This dream started with acquiring some old bar stools from an old building in Templeton and the 30's style dinner was in the works. In 1981 the doors opened as The Del Monte Café. Since then, they have been dedicated with serving customers with the freshest home style food that our county has to offer. Fruits and vegetable from our local Farmers Market, fish from our local fish monger, and breads from a local bakery. The Del Monte Café is truly a San Luis Obispo tradition.

Lighten Up



"If you would've hit a regular car I would've given you a ticket. Since you hit a Corvette, you'll get 10 years."



"I'd like to introduce you to the love of my life... and this is my wife."



"Maybe if I gained 2,000 pounds and painted myself red, he'd actually spend some time with me."

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ARROYO GRANDE CHEVROLET

News & Information



G&D MAGAZINE
 July 2023
 Has been published
 now in **FULL COLOR**
 Every Issue

Chevy trivia
 If you find this tag on a 1962
 Corvette rear end, what
 does it mean?
 Answer page 20



July 22, 2023



CCR Anniversaries



4 Years
Dean Berto
Brent Norris

16 Years
Gene Kruger

28 Years
Sal Orlando



Quick Guide to Identifying 1958-70 Chevrolet Impalas



1958

- Only year for the tire enclosure



Second Generation



1959

- Radical redesign



1960

- More vertical grille
- Emblem in center
- Turn signal lights under headlights
- Small circular taillights
- Less dramatic bat wing trunk lid



Third Generation



1961

- Taller grille
- Turn signals moved into top of grille
- Side trim extended and revamped
- Even tamer bat wing
- Rear grille removed
- Taillights spread out



1962

- Boxy redesign



1963

- Turn signal in grille
- Smaller headlights
- Rear grille reshaped
- Chrome-trimmed taillights



- Lower side trim



1964

- Smoother body lines
- Turn signals in bumper
- Grille dented in on top
- Aluminum strip around lights
- Side trim all chrome and higher
- Taillights on body



Fourth Generation



1965

- Full revamp
- Full-width perimeter base
- Quarter panel bubble
- Headlights in enclosure



- Divot on grille stretched to headlights



1966

- Wraparound taillights
- Chrome strip across lower doors



1967

- Wraparound grille

- Taillights boxed in black "cove" with chrome and metal trim

- Hop-up rear fenders



1968

- Hood comes down into the grille
- Grille extends into bumper



- Taillights back to round, encased in horseshoe windows



1969

- Headlights are in the redesigned grille
- Return of boxy taillights



1970

- Cross-hatch grille
- Taillights are skinnier



Chevrolet's Radio Evolution


By Steve MacDonald

Chevy wasn't the first to develop the car radio but an early adopter. Motorola was credited with the first commercially successful car radio at a staggering \$130 (that's \$2340 in today's dollars). Obviously during the 1930's car radios were a luxury option. A book could be written on the Chevrolet



We all rely on our radio for news and entertainment, and take it for granted it always works, but in the early years there were lots of reason for radio failure. When they were introduced, they mounted the radio to the firewall inside the engine compartment. This quiet primitive adaptation by modern standards wasn't very

radio development however it can be broken down into the key evolutionary changes. Initially when introduced an Auto Club in New York poll cited 36% of people deemed radios as a dangerous distraction. The Radio Manufacture's Association argued that reports on weather or road conditions increased safety and helped keep drivers from falling asleep. There have been countless articles on the development so the intent here is just to provide a visual overview of how this important dash mounted component has become standard equipment on cars made today. The radio delete option is now gone, and soon EV car makers are aiming to kill the [AM station](#) capability altogether!

well engineered as this was still a newly developing technology. Eventually the radio chassis was moved into the cabin. Other issues were that tubes, which were state of the art at the time, were prone to failures as were an abundance of other essential component malfunctions of potentiometers, capacitors, resistors, dial wire chords, and even the cloth cover on wires crumbled. One guy in our club even had to replace his vibrator. This changed radically just prior to the 1960's with the replacement of certain tubes with transistors to aide in the reduction of mishaps. Chevy waited until the early 1960's to offer an FM capable radio. Late 60's brought 8-track and the near end of the classic era. 

Firewall mounted radio, interior control head & enclosed speaker box



Integrated dash mounted push button radio & speaker introduced



Transition to vacuum tube/transistor hybrid



8-track introduced



1930

1940

1950

1960

1970



Push button control head introduced



FM begins broadcasting



12-volt power introduced



Tubes eliminated; transistors fully adopted



1933 Chevy Master AM radio and control head 364441



1936 Master Deluxe control head AC Spark Plug



1938 Master Deluxe, Directone AM radio Chevrolet 985285



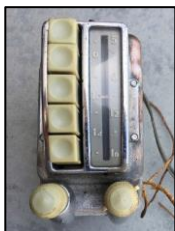
1938 Master Deluxe, Control head, AC Spark Plug



1938 Master Deluxe, push button control head, AC Spark Plug



1942 Chevy push button radio 985793



1950 Chevy AM push button radio 986388



1953 210 AM push button radio Chevy 986668



1955 Wonder Bar AM push button radio, 12V Delco 987086



1957 Chevy AM, vacuum tube transistor hybrid, Delco 987573



1958 Wonder Bar AM push button radio, transistor hybrid, Delco 987730



1959 Chevy AM transistor hybrid, Delco 987888



1962 Impala all transistor AM, push button, Delco 985264



1963 Impala AM-FM push button radio Delco 985686



1969 Impala 8-track Stereo Player Delco 91BT421



1970 Chevy AM-FM 8-track Delco 01BFMT2

Proceeds to benefit



12th Annual

Car Show

SUNDAY, JULY 9, 2023

Showtime 10:00 AM–4:00 PM // Gates Open 7:00 AM–11:00 AM
1150 W Foster Rd, Santa Maria, CA 93455

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10:00 AM–2:00 PM

*Food will be available
for purchase*

INFORMATION

Jimmy at 805-264-5954 or
Madbomberzcarclub@gmail.com



ARROYO GRANDE

Chevrolet



10 Year

ANNIVERSARY CAR SHOW

July 22, 2023
11am-4pm

LOCATION:
Arroyo Grande Chevrolet
303 Traffic Way
Arroyo Grande, California

Come Enjoy

- Classic GM Cars & Trucks •
- Music • Food • & Family Fun •

Please email registration requests to:
nbeebe@agchevy.com or text 805-345-8692
Registration is FREE! Donations will benefit the 17 Strong Foundation



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"Free food with entry!"

Prizes

Nojoqui Falls

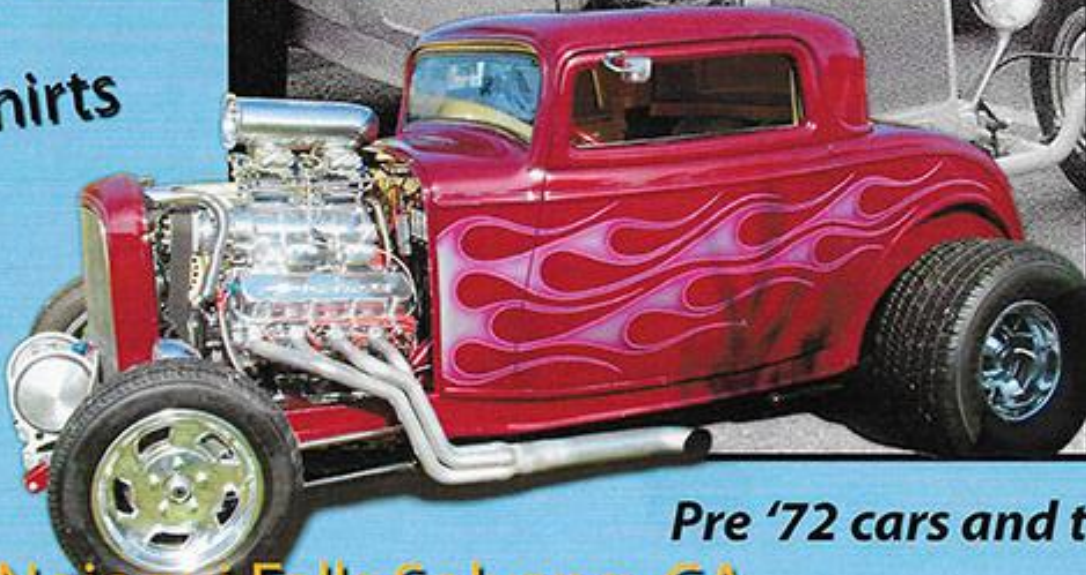
50TH

Fun Run

BBQ

Awards

T-shirts



Pre '72 cars and trucks

At: Nojoqui Falls Solvang, CA

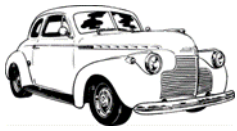
Date: November 6, 2022

50/50 Raffle

Directions: Nojoqui Falls is 1 & 1/2 miles east of Highway 101 near Gaviota Pass. From Highway 101, take the Old Coast Road to Alisal Road; from Solvang, follow Alisal Road south to the park.

Contact: Richard Bouman 805-736-0759

CentralCoastStreetrods.com



Current Car Culture Collectibles



Masterpiece 10 In the Car

*Panama Yellow 1958 Corvette
Limited Edition Prints on Canvas by Tim Huhn,
Sizes 14" x 21", \$375; 24" x 36", \$750, Original
was a 30" x 43" Oil on Canvas, This and other
automotive art available at
Just Looking Gallery, San Luis Obispo*

1955-1956 Chevrolet Vintage Speedometer Lamp

*Handcrafted from a junk-yard rescued 1955 –
1956 Chevy Bel Air, this 100% original
speedometer lamp features an upcycled aluminum
workshop shade and a 1 ¾ " thick wood base is
stained chestnut.*

Available on Etsy; \$329 including shipping



The Stan Cline Collection

*Artist and historian of nostalgic
scenes in which many have now
disappeared, he creates
automobile art depicting various
time periods, and locations
primarily in California. Available
in multiple sizes, mediums and
varying price ranges.*

BACK IN THE DAY



Event Calendar 2023

Jul 1, 12:00 PM	Central Coast Region BBQ & Monthly Meeting	Rich Pescatore's Home, SLO
Jul 9	Mad Bomberz Car Show	Pioneer Park, Santa Maria
Jul 12, 8:00 AM	VCCA Breakfast	CJ's Café, AG
Jul 22	10 Year Anniversary Car Show	Arroyo Grande Chevrolet
Jul 22	Norgrove Gardens Railway	Arroyo Grande
Aug 5, 9:00 AM	Monthly Meeting	McDonald's, AG
Aug 11-20	San Salvador Sailing Ship	Maritime Museum, Morro Bay
Aug 16, 8:00 AM	VCCA Breakfast	CJ's Café, AG
Oct 7	Viking Charities Classic Car Show	Solvang
Nov 5	Nojoqui Falls Fun Run	Solvang

Planning Stages

Fred Lange Restorations, Santa Maria
 Tom Meleo's Collection, Lindsay
 Laetitia Vineyard & Winery, Arroyo Grande
 The Buckhorn Restaurant, New Cuyama

Steve Cochran	Director	Richard Miller	Activities Director
Teddy Broussard	Assistant Director	Vince Petrie	Membership Chair
Eileen Cochran	Treasurer	Steve MacDonald	Newsletter Editor
Anthony Palazzo	Secretary	Jim Karras	Webmaster
Sal Orlando	Photographer		

Chevy Trivia answer:
 It means the gear ratio is 4.11:1