



BOWTIE 101

FEBRUARY 2023, VOLUME 7

Chevy trivia
When and why did Chevrolet introduce amber turn indicators?
See answer page 14

Annual Christmas Dinner (Dec 3)

Here are some photos taken by Sal Orlando of the evening at Gina's Italian Cuisine in Arroyo Grande. It was a special time to meet up with old friends and new acquaintances and celebrate the holiday season. Thanks to Richard Miller for organizing and setting up this great event.



Steve & Eileen



Patience & Richard



Sal & Lynda



Liana & Loren



Sharon & Richard



Gene & Sally



Rob & Patty



Jim



Ray & Aida



Vince & Cheryl



Robin & Steve



Vintage Car Care & Maintenance



The spring season of car activities will be here again before you know it, so make sure you've done a thorough review of any issues that need attention before they become a problem. Being owners of old Chevys means we have the responsibility of vintage car care. It takes a lot of work to maintain your vehicle's original condition – but it's important and worth it.

- ✓ Wax: polish and wax your car every few months to maximize protection against dirt, debris and extreme weather. This will help to form a protective layer against corrosion – your worst enemy. If your car already has rust spots, apply lubricant to the corrosion to prevent the spread of decay. If it's a woody check for exposed wood or flaking finish.
- ✓ Maintain a cleaning schedule: after each journey, hose down your car's undercarriage to get rid of any dirt that could corrode the unprotected metal and wood surfaces.
- ✓ Car cover: a car cover is a must if you will be storing your vintage car outdoors. Using a car cover will protect your vehicle against dirt and debris, as also prevent sunlight from fading the paint/interior.
- ✓ Thorough servicing: take the time to check each car part for wear and tear, paying particular attention to mechanical parts. Ensure all components are in good working order before taking your car on the road.
- ✓ Regular checks: sit in your car every few weeks and apply pressure to the clutch and brake to free up the mechanisms. Release and secure the handbrake, turn the steering wheel and lock each gear into place to avoid components seizing up. Tire pressures need to be checked especially following the cooler months of winter. Check engine bay for evidence of rodent nesting during the winter months.
- ✓ Frequent trips: if you have stored your vintage car in a garage over winter, drive it often over the summer to keep it in good condition. Otherwise, you will risk leaks developing and mechanisms breaking down which can be expensive.
- ✓ Aim to drive your vintage car at least twice a month during the warmer half of the year. It's important to build a service kit of vintage car parts for peace of mind that can keep your car in ultimate condition.
- ✓ Whether you'll be self-servicing your car or dropping it off at the garage, these are the vintage car part types that you need to have ready.
 - Ignition parts: have a new set of spark plugs in the event of ignition failure.
 - Wiring: from cable ties to fusing components, prepare yourself for potential electrical problems.
 - Battery: power packs, battery tools and jump leads – you need these in stock.
 - Fuel: make sure you've got a filter available for your self-service.
 - Lighting: don't be stranded without bulb replacements. You never know when you'll need them.
 - Switches: from batteries to brake lights, to doors, ignition and indicators.

What to buy if you want a car that is 100% original to the condition it left the factory?

You'll obviously have to replace the original battery at some point. One opportunity I saw today was a NOS GM Delco DC-12 Tar Top Battery for a 1960's Corvette being offered on Ebay by Kettering Corvette in Ohio. It's been stored since new in the original box but never had acid in it. The asking price is \$3000. It would surely win maximum judging points but at an exorbitant cost.

Many of us just procure the latest incarnation of a Delco battery (often with side cable terminals) that fits the existing envelope of the battery compartment and move on but wishing there was a better option. This also requires a change to modern battery cables. Although it's a valid technical solution, your car's authenticity has been hijacked. Local parts shops are hard pressed to offer a better choice. When shopping you usually need the replacement now, so it pays to study this topic ahead of time.

There are tar top covers you can buy to mimic the look of the individual caps for each battery cell, but this defeats the goal of originality. Even more silly are the glue cap kits that provide a vintage looking Delco label to stick on the face and a set of the non-functioning caps to glue to the top.

The best cost-effective option seems to be the "GM Restoration Parts Approved" Delco batteries being offered that are closer to authentic construction, albeit certain cosmetics. They are sealed maintenance free tar top construction now offered by Corvette Central in Michigan. Here are some available which are applicable to cars, trucks, and Corvettes (excluding Corvairs) for the given year. JEGS also offers a Turbostart line that is comparable.



2023 Delco Battery



NOS 1960's Delco Battery



Tar Top Cover Fasade Kit



Glue Caps & Delco Sticker

GM Restoration Approved Parts - Delco Battery		
Year	Voltage	Part Number
1953, 1954	6 DC	171008
1955	12 DC	1890488
1956, 1957	12 DC	1890587
1958	12 DC	171096
1959, 1960, 1961	12 DC	1890458
1962, 1963	12 DC	171215
1963, 1964, 1965	12 DC	172044
1966	12 DC	172123



GM Restoration Approved Parts

1953 Chevrolet Corvette Blue Flame Six "Corvette's First Engine"



Corvette engines have proved so potent over the years that the initial offering, the so-called "Blue Flame Six," seems like an embarrassing anomaly. But to understand the significance of that engine, one must adopt the perspective of Chevrolet in 1953. The response to the '53 Motorama Corvette had been so positive, the company was eager to build a production version as quickly as possible. It wasn't about to wait around for the arrival of the new V-8 engine.

In the early 1950s, the Jaguar XK120 was regarded as one of the world's best sports cars, with a top speed of 120-plus mph, and numerous speed and endurance records to its credit. The XK120 was powered by a 3.4-liter (207ci) inline six that produced 160 hp. The six's real mojo was up top, where it employed an aluminum head with hemispherical combustion chambers, double overhead cams, and twin side-draft SU carburetors. It was quite an impressive powerplant for its day, and no one thought less of it due to its six-cylinder configuration.

Back in Detroit, automatic transmissions were still considered cutting-edge hardware. While the thought of a shiftless trans in a sports car might seem like sacrilege these days, Chevy product planners had a different outlook. They reasoned that if the Corvette came with a manual trans, the public would view the car as old fashioned. After all, went the thinking, who wants to shift gears like they did in the olden days? So, from the beginning, a manual Corvette was not a consideration. Besides, the Powerglide two-speed auto was perfectly matched to what was then known as the Powerglide six-cylinder engine.

The Powerglide six was a solid, passenger-car version of the 235 cu in Chevy truck engine that had been around since 1929, when it was known as the Stovebolt Six. It made 115 hp using wedge-shaped combustion chambers, hydraulic lifters, 7.5:1 compression, and a single-barrel downdraft Carter carb. The '53 version received aluminum pistons (a first for Chevy), full-pressure lubrication for the bottom end, and steel-backed inserted rod bearings.

The improved engine served as the starting point for the new Corvette mill. Compression was bumped from 7.5:1 to 8.0:1, requiring high-test gasoline. The solid lifters from the 261 cu in truck engine were mated to a new camshaft with 0.405-inch lift for the intake and 0.414-inch lift for the exhaust—then highest lift numbers in the industry at the time. Dual valve springs were used to avoid valve float above 5,000 rpm.

To clear the Corvette's low hood, three horizontal Carter carbs were used on a special aluminum manifold. The show car had pancake-type air cleaners, but production cars used bullet-shaped units. Each carb fed a single "Siamesed" pair of intake ports, with all three connected by a small-diameter surge pipe that evened out the fuel/air flow at all speeds. A split-design exhaust manifold used separate outlets in a single casting for the front and rear sets of three cylinders; these exited into a split for the dual exhausts.

A double-action mechanical fuel pump upped the fuel pressure, and a high-efficiency water pump kept temperatures down. The ignition system had a modified breaker cam to provide longer dwell above 5,000 rpm, colder AC spark plugs, and a shield around the distributor to reduce radio interference. To handle the extra grunt, the Powerglide transmission featured higher hydraulic-line pressure, and the valve body was reset to provide automatic upshifts from First to Drive at 4,500 rpm under full throttle. Fitted with a 3.55 rear, the Corvette had a top speed of 108 mph at 4,800 rpm.

The newly rechristened Blue Flame Six produced 150 hp, making it the most powerful inline-six engine Chevy had offered to date. While not as exotic as the Jaguar's DOHC six, it was a notable accomplishment considering that the American carmaker had never built a performance engine before. Of course, no one could have anticipated the rapid development of the SBC, which would soon relegate the Blue Flame Six to the dustbin of Corvette history.

Donuts & Coffee – Santa Maria (Dec 17)

A small group of us assembled and enjoyed free donuts provided by Connect Auto at their used-car lot. A cantéén trailer was on site for a beverage of your choice. Event is currently scheduled for 3rd Sat of each month.

Chevy Trivia

What was the system used on the 1957 Chevy that turned the high beams off automatically when a car was approaching from the opposite direction at night and then turned them on after it passed?

See answer page 18

*Richard Miller's - '50 coupe
Teddy Broussard's - '49 3100 bus
Steve Cochran's - '57 150*



2023 New Years Day Garage Tour (Jan 1)

This event initiated in 2005 by the late Carlos Vivas is still going strong. There were 6 stops this year which coincided with the only day in the last several that it did not rain. More than 200 people commenced @ 9:00 AM from the Pismo Golden Donuts lot. Stop 1) Chuck McConnell's in AG, 2) So-Cal Classics Inc. in Nipomo, 3) Larry Cushman's in AG, 4) Walter & Tina Diaz's in AG, 5) Norgrove Railway in AG, and finishing at 6) Rugged Radios in AG with Taqueria El Güero on site.



Stop 1



Stop 2



Stop 3



Stop 4



Stop 5



Stop 6





STOVEBOLT SAMBA



We dance with a restored 1931 Chevrolet five-window coupe and find that its moves are smoother than ours.

The dust-up between Ford and Chevrolet, seemingly eternal now, but still taking on new twists and turns as events in Detroit unfold, was not ever thus: It used to be Ford that owned the market, with everyone else fighting for second. Chevrolet had gained popularity through the 1920s as a cornerstone of General Motors, but still couldn't touch Henry's sales numbers.

Chevrolet's solution was one that would be common in Detroit for decades to come: more power. Consequently, Chevy decided to launch a six-cylinder model against Ford's staid, if continually evolving, four-cylinder engine.

To make this possible, Chevrolet went back and engineered 106 improvements into its 1931 models: Beyond the stronger, more rigid frame, easier-to-steer worm-and-sector steering gear and optional 19-inch wire wheels, additional improvements to the model Six included strengthening the engine block yet again. The crankshaft was strengthened, too; it also received a damper for added running smoothness. Lastly, a crankcase vent was designed into the oil fill cap. None of these changes altered the 1931 Chevy's engine rating of 50 horsepower, but they did make it run more smoothly.



The cabin only lacks for shoulder room; driving position is surprisingly relaxed.

History captured the imagination of Sal Orlando of Arroyo Grande, California, and led him to own this particular 1931 five-window Sport Coupe (body style 8AE)--but it wasn't the big-picture history in the Chevy vs. Ford wars that drew Sal in. Rather, it was memories of riding in this car when it was owned by his grandfather that demanded he hold onto it for these many years. "I talked to my 91-year-old cousin, and he thinks that my grandfather bought it new--it was built in Oakland, California, and he would have been living in Martinez at the time.

"He was a terrible driver: One time, he picked me up and we went through a big intersection; he let the clutch out, and popped the rear axle. That's something inherent to the '31 models, I found out--they broke axles quite a bit. Today, I know a lot of guys who carry a spare axle in their toolkit. He kept his window down four or five inches at all times -- if he stuck his fingers out, that would be a left-hand turn.



Every relevant gauge you could possibly want is on display in the center of the well-organized dashboard; only a tachometer is missing to complete the package.

"The last time I drove it for him, he wanted me to put gas in it. I'm going 25 or 30 MPH, approaching a major cross-street with a light. I put my foot on the brake ... and I'm not stopping at all. I did get it stopped before the light, barely. Years later, when I was restoring it, I pulled the drums, and someone had replaced the woven fabric drum shoes with more modern hard shoes. Well, those types of shoes don't work on a mechanical brake system. No wonder I didn't stop!"

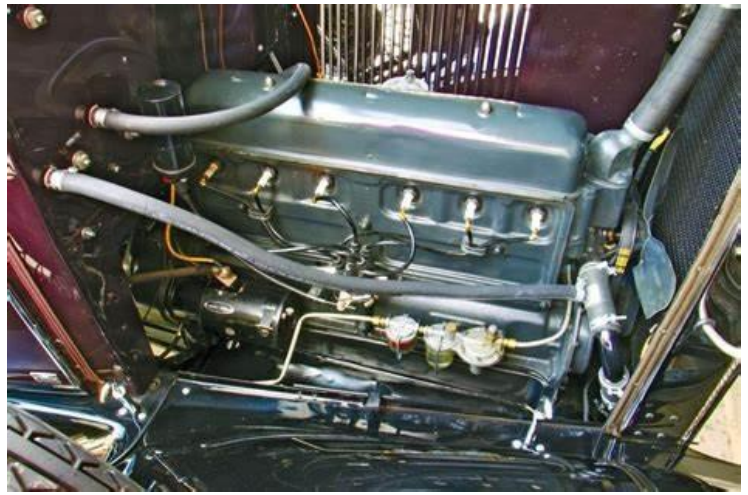
Sal's name has been on the Chevy's title since 1972, when his grandfather moved into a nursing home and gave the car to him. It was in need of a restoration even then, but after a storage facility fire in the 1970s that left little but charred ruins, you'd think that it would have been destined for the scrap heap. "That story in the paper made it sound like it was a big auto restoration place. On the other end of the building, I lost a 1939 Studebaker sedan, and a friend of mine and I lost a 1934 Reo basket case--it got toasted."

The Chevy was far luckier: "My car was close to a window. The firefighters saw it and kept a spray of water on it to prevent it from burning." The damage? "I had to replace the right-rear tire that was blistered, lead was melting out of the rear quarter trunk rumble seat area, and all the glass broke from the heat--but the interior never burned. Ugly as it was, with headliner hanging down and all the windows out and no lamps, I drove it to another storage lot I'd rented not far away."



And there it sat for two more decades. "I started rebuilding it in 1995; my second wife passed away, and I brought it to San Jose to rebuild and occupy my time. I started it, but then I built my house in Arroyo Grande, so it went back in storage. The garage on the house was done by 2001, and that's when I really started working on the Chevy--when I had room to put stuff everywhere. Now, I took auto mechanics in high school, so I wasn't afraid of tackling it, but I never had a car in high school. Eventually, I had a '53 Ford in college" that, shall we say, required the mechanical skills of Sal and his friends to keep running. While it was apart and he was reconditioning the body, Sal took the straight-six engine out for a thorough going-over. The biggest need was a balancing job. "The factory would weigh the parts and get them close," says Sal, "but they're not balanced like components are today. I had it balanced because I had it apart, and I was working with a local engine builder who could do that, and it wouldn't hurt anything. What I was surprised at was that somewhere along the line, the block had been bored out .060-over. There was no wear and no ridge at the top of the cylinders, though. I had the block boiled and honed, Magnafluxed and rebuilt." Stovebolts are bad with cracks, and, man, they're hard to find. The '31 and '32 blocks are more or less the same, and either one would have worked, but my block was fine. It did get surfaced because it was a little warped. We also ground the crankshaft, put in new main bearings, installed inserts into the connecting rods, and I converted it to a gear-driven oil pump. The old vein-type systems were okay, but while I had it apart, I figured, 'Why not, the veins aren't going to fly apart.' " The actual assembly work was done at home in Sal's own garage. Despite all this, he let us take it for a drive anyway.

Entry into the cabin is always a challenge in these pre-war automobiles. You can stand on the running board, but that puts the top of the door at chest height, and the big steering wheel and narrow door opening make ingress less than graceful, particularly for taller drivers. Sliding in through the passenger's side isn't much better--you've got a handbrake and shifter to wrap your legs around--and the steering wheel turns out to be the lesser of the impediments. We stood on the running board, sat down, ducked our head in, then pulled our feet in one at a time to finally get seated. Once inside, though, there was room: It fit our tall torso/short-leg build perfectly. The only compromise once seated was in the shoulder room, which barely fit two adults, and at the driver's knees, where the body contours merged toward the narrow cowl. That steering wheel is still able to clear even the most ample of beer bellies, thanks in part to a seat that encourages a slightly relaxed position. Not that we're relaxed, by any means, in a car with this much personal history. The gauges are low and centrally located, but mercifully legible. Handbrake on, twist the key 90 degrees right, and the lock pops out from the dashboard; this is the electrolock, an early anti-theft device. Press the starter button in the middle of the floor and ...pow! The clank of the starter fills the cabin, and subsides to reveal the big six turning over. To modern ears, the sound is slightly diesel-y, but the inherent attributes of the straight-six means that idle is far smoother than the rickety sound would indicate. The clutch and brake are both conventional, and as the old girl had already warmed up from our numerous action photos, we didn't need to mess with the choke. Acceleration in this car is an event, particularly for the uninitiated: First gear is to the left and down, practically in your lap, and wobbly. Press your legs any closer together and you won't be able to stretch out to reach the accelerator--luckily, the semi-circle gearknob fits nicely in the palm of the hand.



Chevrolet may have engineered 106 improvements into its 1931 models, but owner added others when he upgraded oiling system and balanced reciprocating assembly.

Accelerate, and beyond the paucity of speed, you're struck by the sheer amount of gear noise on display--it outstrips the engine by far, which is mild-mannered by comparison. Shift up into second, up and across at 15 MPH, and you need to double-clutch the synchro-free gearbox--lest you grind gears and make the owner wince--while trying to be quick enough with the hands and feet that you haven't lost all of your momentum. It's a delicate, subtle dance that requires coordination and practice, basics that are all but lost on today's youth. Not helping is the feeling that all of our California Central Coast roads all appear to be going uphill this afternoon. There is a foot rest just beneath the accelerator button, and while it does its job--no awkwardly angled ankles here, unlike on some other period cars we've tried--it also makes the pedal more challenging to modulate. Best of all, you get to do it all again at 25 MPH when you shift straight back into third gear; happily, the clutch is nicely weighted and progressive, offering assurance and a whiff of normalcy in an otherwise otherworldly cockpit. Only in top gear does the sound of the transmission gears grinding finally back off, and you can hear the happy engine burble, wind noise slamming against the windscreen, and anything else the car is up to. Once you're in third, though, you'd better keep both hands on the wheel: this baby wobbles slightly to and fro down the road, listing in a manner that demands constant correction. Luckily, the steering is direct, and you can feel everything the front wheels and tires are up to--it's so direct, in fact, that you start to think that a looser grip on the wheel might take care of some of the directional issues. Also helping is visibility: The windscreen is hardly panoramic, but it invites a sense of the edges far more easily than some cars of the period we've been in.

The suspension felt somewhat truck-like--thick bundles of leaf springs on all four corners will do that--but when you're moving up and down the gears, you're so busy that, quite frankly, you barely notice. Plus, the upside of a stiff suspension is that it corners surprisingly well. This, plus the relatively quick steering, made it--dare we say the word?--fun while cornering. The body will list in the bends, for sure, and we're not about to go auto crossing with it, but we felt well-connected with the road--never in danger of losing grip or doing anything untoward. Between the style changes, Chevrolet's growing reputation with its six, and Ford's then-four-year-old Model A getting a little long in the tooth, GM's division recaptured national sales glory in 1931 despite the Great Depression taking hold of the national psyche. Chevy wouldn't relinquish its sales crown until 1935, despite the advent of Henry's flathead V-8. Having now had the chance to drive one, we can see why.



The wood bones of the '31 were fabricated using exemplary materials and outstanding craftsmanship.



Rumble seat lacked cushions when new; today, it fits Sal's two sisters just fine.



Wide swinging doors makes ingress simple, even for today's larger drivers.

+	<p>PROS:</p> <ul style="list-style-type: none"> Six-cylinder engine feels smooth, at idle and under pressure Interior comfort, once you're inside Surprising cornering, all things considered
-	<p>CONS:</p> <ul style="list-style-type: none"> Transmission louder than the engine Double-clutching on hills kills momentum A mite wobbly while tottering down the road

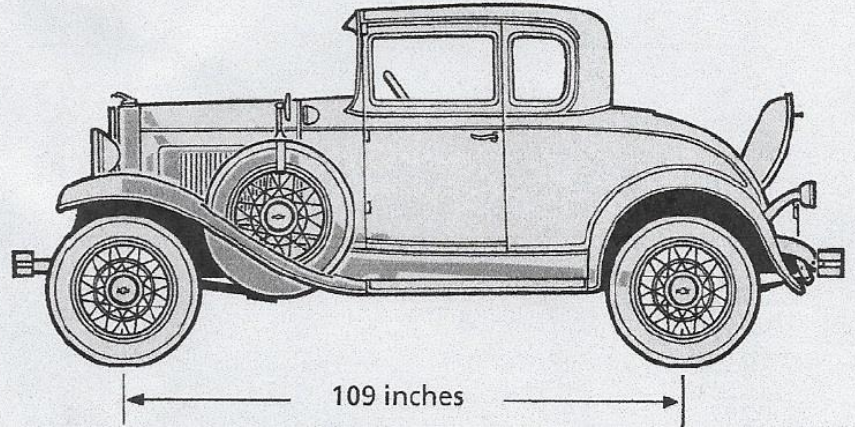
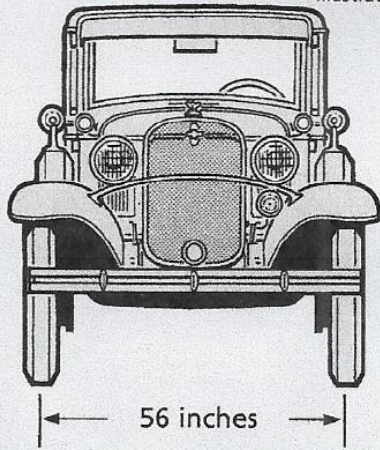
Owner's View



"These seem like museum pieces, but they're there to use. I didn't build it not to drive it. I've put more than 2,200 miles on my 1931 Chevrolet since its completion in mid-2008; it's only a trailer queen when I have to go more than 200 miles to a show."

"Without messing things up, it would be a plus if I had better brakes. Really, having a six and going just 45-50 MPH, what I have is good enough unless I'm going on a long haul."

"I love that hot rod guys look at it and claim they've never seen one stock, and the biggest thrill for me is putting smiles on peoples' faces--lots of thumbs-up and honking. Driving it is such a kick." - *Sal Orlando*



Specifications

Base price: \$545

ENGINE

Type: OHV straight-six, cast-iron block and head
 Displacement: 194 cubic inches
 Bore x Stroke: 3.3125 x 3.75 inches
 Compression ratio: 5.02:1
 Horsepower @ RPM: 50 @ 2,600
 Torque @ RPM: 122-lbs.ft. @ 800
 Valvetrain: Mechanical valve lifters
 Main bearings: 3
 Fuel system: Single Carter updraft carburetor, mechanical pump
 Lubrication system: Splash; pressure to center main bearing
 Electrical system: 6-volt
 Exhaust system: Single exhaust

TRANSMISSION

Type: Three-speed selective, floor-mounted lever, 9-inch clutch
 Ratios: 1st 3.32:1
 2nd 1.77:1
 3rd 1.00:1
 Reverse 4.20:1

DIFFERENTIAL

Type: Spiral bevel, semi-floating drive axles
 Ratio: 3.50:1 (stock gear: 4.10)

STEERING

Type: Semi-reversible worm and roller
 Ratio: 9.5:1
 Turns, lock-to-lock: 2.25
 Turning circle: 39.5 feet

BRAKES

Type: Internal four-wheel mechanical drums
 Front: 11.5-inch drum
 Rear: 11.5-inch drum

CHASSIS & BODY

Construction: Composite, steel over wood framing
 Frame: 5-inch-deep channel section, 2.25-inch flange; four channel-riveted iron crossmembers
 Body style: Two-door, two-passenger coupe
 Layout: Front engine, rear-wheel drive
 Paint: Maroon and black with yellow pinstripe

SUSPENSION

Front: I-beam front axle, semi-elliptic rear springs, single-action Lovejoy shocks
 Rear: Rigid axle, 54-inch semi-elliptic springs, single-action Lovejoy shocks

WHEELS & TIRES

Wheels: Optional sport-option Chevrolet wire wheels
 Front: 19-inch
 Rear: 19-inch
 Tires: Bias-ply Goodyear whitewalls
 Front: 4.75x19
 Rear: 4.75x19

WEIGHTS & MEASURES

Wheelbase: 109 inches
 Overall length: 160 inches
 Overall width: 67.1 inches
 Overall height: 68.5 inches
 Front track: 56 inches
 Rear track: 56 inches
 Shipping weight: 2,490 pounds

CAPACITIES

Crankcase: 5.5 quarts
 Cooling system: 10 quarts
 Fuel tank: 11 gallons
 Transmission: 2 pints
 Rear axle: 2 pints

CALCULATED DATA

Bhp per CID: 0.257
 Weight per bhp: 49.8 pounds
 Weight per CID: 12.83 pounds

PERFORMANCE (GM proving grounds figures, 1929)

10-25 MPH: 7.1 seconds
 10-35 MPH: 6.4 seconds
 Top speed: 60 MPH

PRODUCTION

Total: 623,901
 5-Window
 Sport Coupes: 28,379

CARRIZO PLAIN NATIONAL MONUMENT

The monument covers an area of close to 250,000 acres in the far eastern part of San Luis Obispo County about 70 miles from SLO. It was made a National Monument in 2001. Carrizo Plain was also designated a National Historic Landmark in 2012. It's the largest single native grassland remaining in all of California.

It is being forecast this year the first wildflowers will likely begin to show up on the Carrizo Plain in March and continue blooming into April. "It has good enough rain that it might be a good bloom."

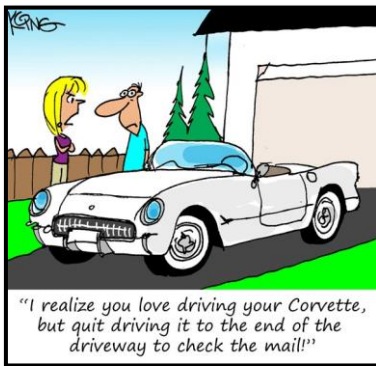


MONTANA DE ORO STATE PARK

Spooner Ranch House Museum and General Store circa 1915 open 11 AM – 2 PM daily.



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deanechols@cableone.net

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Chico Valley, AZ 86323-8213



Coco's is permanently closing its doors soon. Our last meeting there will be Sat Feb 4th. We are looking for a new location. Suggestions welcomed.



Trivia answer:

The change happened in 1963 to help tell the difference between white head lights and reflections of sunlight off chrome.

10th Annual Fundraiser

SAINT PATRICK'S Car Show 2023



ST LOUIS DEMONTFORT COUNCIL 11137

Saturday March 11, 2023 • 10:00-3:00

Live Music By



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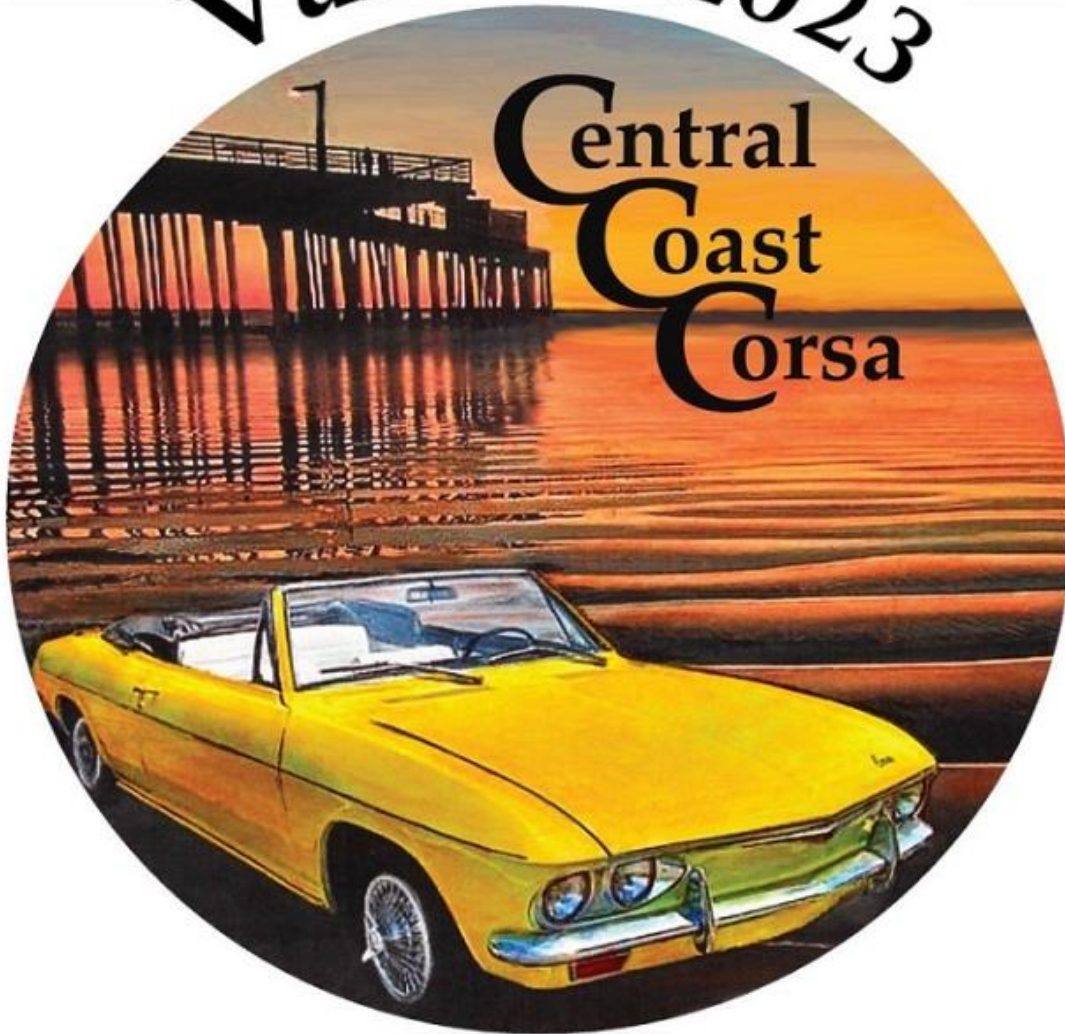
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Vairfest 2023



June 23-25, 2023 Arroyo Grande, California

Join us for the **Best Corvair Car Show** on the Central Coast

Fri. June 23 – **Pasta Dinner and Movie**

Sat, June 24 – **Corvair Car Show & Benefit Raffle**

Heritage Square Park in the **Village of Arroyo Grande** (8AM – 3PM)

Sat. Evening – Live Performance at the Melodrama Theater

Sun. June 25 - Breakfast at a Local Restaurant

Show includes **Raffle Prizes & Participant's Choice Awards**

Net Proceeds from Saturday's event will be donated to a local **Charity**

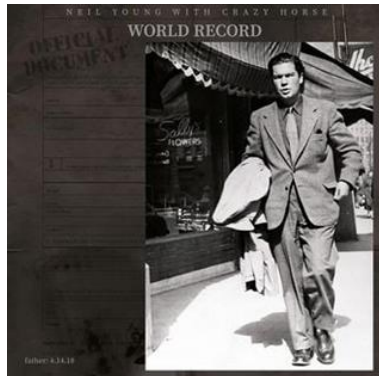
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Richard Prince offers a richly illustrated and detailed book that captures the full story of these legendary automobiles. Beautiful, contemporary photos and rare historical images accompany in-depth analyses of milestone cars and events.
 256 pages, 10 x 1.15 x 12 inches hardcover
 \$46.99 on Amazon Published October 18, 2022



“Chevrolet” by Neil Young with Crazy Horse
Young’s 42nd studio album “World Record” harks back to an early 70’s vibe and “Chevrolet” reminisces of the dusty lanes of old highways in a Nomad and cites the philosophical virtues of driving your old car.
 Released by Reprise Records on November 18, 2022



1956 Corvette in Arctic Blue with Silver Covers
Newly offered 1:24 scale by Franklin Mint Models Exclusive Limited Edition of 750 Pieces. The entire body, all body panels, doors, trunk and hood are made from actual genuine fiberglass. Each piece is hand-numbered on the model, box, and on the certificate.
The hand painted color is gorgeous.
 Now available at Mint Models Precision Diecast \$595



“Desert Fastback”
New Release for 2022! Painted from John's Loreto, Baja property, "Desert Fastback" puts you in front of a fiery sunset over the Sea of Cortez. Replete with period correct California license plate this '49 Chevy has seen better days, yet still resides in one of the finest.
Local artist John Ramos from Los Osos Signed and numbered, limited edition prints.
 Image size 30" x 36" \$500

BACK IN THE DAY



Upcoming Events

Monthly Meeting Feb 4, 9:15 AM Coco's Bakery Restaurant Pismo Beach
Valentine's Dinner Feb 11, 5:00 PM Willow Nipomo
VCCA Breakfast Feb 22, 8:00 AM CJ's Café Arroyo Grande
Monthly Meeting Mar 11, 9:15 AM Location TBD
Saint Patrick's Day Show Mar 11 Orcutt
VCCA Breakfast Mar 22, 8:00 AM CJ's Café Arroyo Grande
All-Cal Oxnard May 4-6 Hosted by San Fernando VCCA
27th Crusin' Annual Morro Bay Car Show May 4-6
Warbirds, Wings and Wheels 14 & Swap Meet May 13 Paso Robles
Golden State Classics Cruise & Car Show May 26-27 Paso Robles
42nd Annual West Coast Kustom's Crusin' Nationals May 26-28 Santa Maria
37th Annual Classic at Pismo Beach June 2-4
VairFest all Corvair Car Show Jun 23-25 Heritage Square Park Arroyo Grande
41st Annual Bent Axles Cruise & BBQ Weekend Radisson Hotel Santa Maria July 14-17
Viking Charities Classic Car Show Solvang October 7
Nojoqui Falls Fun Run Nov 5 Solvang

Planning Stages

Fred Lange Restorations, Santa Maria
Norgrove Railway, Arroyo Grande
Tom Meleo's Collection, Lindsay
Central Coast Regional Picnic, Rich Pescatore's home
Laetitia Vineyard & Winery, Arroyo Grande
The Buckhorn Restaurant, New Cuyama



Trivia answer: The AUTRONIC EYE headlight system used a light photosensor mounted in a vacuum tube. The system would then amplify the signal using a tube amplifier so a relay could turn the lights off or on.