



BOWTIE 101

APRIL 2023, VOLUME 8

Chevy trivia
When did
Chevrolet coin the
name CORVAIR?
See answer page 12

Monthly Meeting (Feb 4)

We celebrated our final breakfast meeting at Coco's in Pismo Beach as they close their doors. We will miss it; but Coco's had a good run there for 25 years. Coincidentally it was probably our highest attended morning meeting.



Valentine's Dinner (Feb 11)

We met at Willow in Nipomo on a slightly rainy evening and had a very enjoyable time. Thanks to Richard Miller for setting up this event and Sal Orlando for taking the photos.



Madonna Inn Meadows, SLO (Mar 16-19)

Although on different days, many members of our club drove from as far as Lompoc to visit THE WALL THAT HEALS replica that honors the 58,220 lives lost in Vietnam during the war that ended in 1975. Present were Dean & Pam, Richard & Patience, Steve & Robin, Jim Perry, Teddy, and Steve Cochran. It was a very emotional experience to see in person. This travelling memorial will continue to visit different locations throughout the country until Nov 19.

<https://www.vvmf.org/The-Wall-That-Heals/2023-Tour-Schedule/>



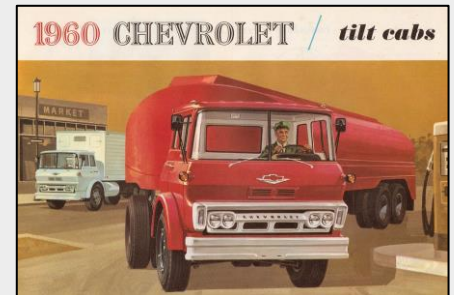
Chevy trivia
What was the first vehicle Chevy shipped vertically?
See answer page 17



Chevrolet's Diverse Influence

By Steve MacDonald VCCA #57145

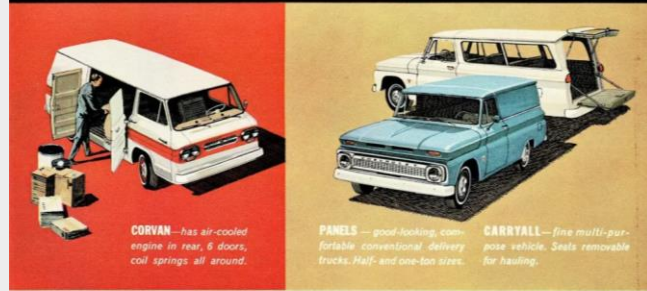
To begin, the topic of diversity today can easily be misconstrued but let me share my experiences of what I mean. Being an owner of a vintage Chevy, I often take for granted how I got interested in the topic in the first place, but it was 1970 in high school and because of my buddies. Roger had a black convertible '58 Impala, Tim had a silver blue '64 4-door Impala, and Bruce had a gold '67 GTO but a year later he shows up at my house with a two-tone red/white '55 210. I thought why would you sell an almost new GTO for an old Chevy? Then he took me for a ride; wow did I like that car. When taking my old Chevy now to the market or a gas station, I'm often approached by a large cross section of people who tell me nostalgically that they like old Chevys or had a car that was like mine when they were younger. I believe Chevy has such a great influence still today because many of us were touched by early life experiences. While growing up you may have started the day by climbing aboard the school bus or with mom behind the wheel while listening to Dinah Shore encourage us to see the USA. Chevrolet produced so many vehicles that were relevant to the everyday lives of families, tradesmen, and the transportation of goods that most companies didn't have the bandwidth or interest in engineering. Chevy had the capability of creating such a diverse number of models that it was difficult to overlook them as not having an outstanding product regardless of the task required. Now to be fair you could say the same thing about Ford. These were the big two in America at the beginning of the baby boomer years. The point being because of the vast number of units these two companies built, their impact on us was huge. It was not just cars but also the incremental effect of other variant work vehicles that helped develop our lives and community.



For this discussion I'm talking about postwar production. From a sales standpoint Chevy and Ford went back and forth over the years on who had top sales figures. The numbers were mostly affected by styling, technology improvements, and new model introductions. Styling is clearly an opinion, but it is commonly said that Chevy had their fair share of outstanding designs and why they continue to this day to be cherished and the subject of many preservation and restoration projects. Chevy had several firsts in the American market such as the fiberglass body Corvette sports car and the rear engine Corvair. The small block Chevy motor (made from 1954 to 2003) was hugely successful and is credited with having the largest production numbers of any engine ever built at over 100 million units. That number is hard to put in perspective but consider during the 65-year run of the VW Beetle, which was sold across the planet; they only made 22 million units. Ford bolstered sales during various periods such as the creation of the pony car market. Chevy had to play catch up during this time. Looking at the production numbers though, the affect Chevy made was greater.



Competition was a great thing as it brought the industry forward and the public benefited. The Mustang introduction moved the needle in 1966 and in 1971 Ford's full-sized sedan won out over Chevy's output due to a 67-day GM union strike. A glaring anomaly was Ford outsold Chevy in 1957 but we now know which design captured a sustaining fan base. In the GM lineup, Chevy was the everyman's vehicle due to its price point and keen/eloquent styling. Chevy steered clear of producing over the top or quirky designs that the other brands such as Cadillac and Buick focused on. I do love Broderick Crawford's Buick Century though. Racing had a big influence on creating a loyal following of legions of stock car and drag racing fans in the United States. Elsewhere in the world Chevy also influenced the hearts of consumers in Australia. Holden's design and styling cues closely shadowed that of Chevrolet throughout their production years as their market demographic developed somewhat parallel to that of Chevrolet. 🚗



1955 Chevrolet vs. 1956 Holden FE; note the Australian taillights look like "down under" Chevy lights; pun intended



Similarity in the Chevrolet and Holden sales brochures

Production Units

Year	Chevy	Ford	Year	Chevy	Ford	Year	Chevy	Ford	Year	Chevy	Ford
1946	398,028	467,413	1955	1,704,693	1,451,157	1964	2,319,619	1,641,417	1973	2,579,503	2,349,367
1947	671,543	481,067	1956	1,567,196	1,408,478	1965	2,383,504	2,050,397	1974	2,305,728	2,179,791
1948	715,992	247,725	1957	1,507,904	1,676,448	1966	2,142,035	2,426,617	1975	1,763,561	1,586,764
1949	1,037,600	1,118,740	1958	1,226,217	987,945	1967	1,948,416	1,731,227	1976	2,103,862	1,926,420
1950	1,498,590	1,209,549	1959	1,480,036	1,437,804	1968	2,141,686	1,752,502	1977	2,319,464	1,829,300
1951	1,229,986	1,013,381	1960	1,651,753	1,439,506	1969	2,210,064	1,937,103	1978	2,374,545	1,923,655
1952	818,142	671,733	1961	1,484,922	1,339,043	1970	2,014,917	1,971,992	1979	2,284,749	1,825,454
1953	1,341,475	1,247,540	1962	2,057,677	1,455,966	1971	1,701,774	2,054,301	1980	2,286,745	1,167,028
1954	1,143,561	1,165,942	1963	2,240,000	1,579,073	1972	2,304,648	2,283,904	Total	60,960,135	53,035,749

Production numbers from Henning's Motor News



**Members'
RIDES**

1964 CHEVROLET *Malibu* SS

Owner: Teddy Broussard VCCA #56128

SECOND TIME AROUND

BY TEDDY BROUSSARD PHOTOGRAPHY BY THE AUTHOR

My first car was a 1964 Chevelle 2 door sport coupe. I had seen one as a kid and dreamed of owning one. So, at 13 I started working and saving. A couple of years later I was able to buy one not far from my house. I instantly knew exactly what it would look like after I customized it. That image was in my head before I even bought it and I worked toward that vision every week. Within that first year it was just as I'd hoped. I had years of enjoyment in that car.

But what was missing? The thrill of the hunt and creating another car. I then bought a 1970 Monte Carlo. Within a year that car was done as to how I envisioned it in my head. Never on paper. No budget or planning. Just do it! How fun it was to have a choice of what car to take out on Saturday night. Sometimes I'd take them both out on the same night.



And here we go again. Somethings missing. Time to get another one. Now Mini trucks are the talk about town. Well, I bought a 1982 Chevy S-10. Sweet. Guess I'll go all the way and make it a convertible. Unfortunately, the S-10 is one of the only trucks that did not have a removable hard top conversion kit. That didn't stop me. I fabricated my top so it could be taken off and put back on. Not sure how, but I was able to seal it fairly well. I did get a few drops from rainy days but it was minimal.



Delivery date October 13, 2017



Restoration begins March 31, 2021



Body Preparation



Off to Paint

Then we get to the part of why I sold my first and best car I had. My dad. A Ford guy. Got tired of seeing all these Chevs at his house. I was still a teenager living at home. He said multiple times, "When are you gonna get rid of that junk in my driveway?" After hearing this countless times for months I Absolutely used poor judgement and said I guess I better sell my car. The guy I said that to ran home grabbed all his money, ran back and I sold it. It didn't resonate any feelings because I was still 2 cool rides ahead. It wasn't until I was much older that I realized not only did I under sell it, I should've never sold it.

In 2011, I decided I wanted another 1964 Chevelle. This time it has to be a Super Sport and a convertible. Nothing less. For five and a half years I searched finding junk, rust buckets and ridiculous hacked up modifications. Some I found were nicely done but to that persons vision. I want originality. I couldn't find anything. Not to mention the high asking prices of some. Absolutely no luck at all. Then I came across a 1952 International Fire Truck. Cool. What kid didn't play with a toy fire truck. So, I bought it. Boy did it need a lot of safety issues corrected. After the purchase, shipping (from Kansas), separately buying all the equipment (E-bay) and getting it road worthy I spent way more than I thought I would. That's ok because it's cool.



Body paint in process



Dash paint done

Guess what. Up pops on my search feed a 1964 Chevelle Super Sport Convertible. Nice looking one. I hit delete because I just bought and spent a lot on this Fire Truck that I've only had for six months. That ad for that Chevelle popped up on my feed every day. I deleted it every day for a week. Then I finally read the ad and I instantly said to myself, "Why wasn't this for sale just six months ago?" It was everything I was looking for. Delete. A couple of days later I saw it again and in frustration I just laughed.



Hood paint completed



Lots of wet sanding, buffing and polishing



Bright work staged for plating



Convertible roof frame now like new



Top installation in process



New glass was installed



Completed trunk compartment



Dakota digital dash and refinished original wheel



Trunk lid looks like it just left the factory



New upholstery, door panels, carpet and weatherstripping



DELCO tar top battery

My wife asked what was that about. I told her about the car and she said, "but you just got that truck". I assured her that I knew that and wasn't even considering it. About 2 hours later my wife came to me and asked, "Is that the car that you have been trying to find for 5 years?" I said, "That's the one". She said, "Out of all those cars you looked at none were quite right but this one is? Yep, I replied.




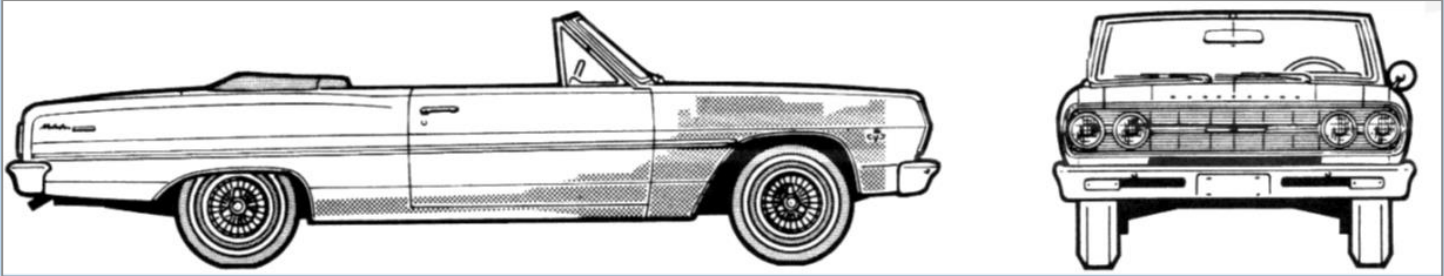
Restoration of "SHYNE" completed February 3, 2022

She looked at me and said, "GO GET IT! You need to get that car." But I spent so much on the Fire Truck. She said, "Do whatever you have to do to get that car because if you don't somehow I'll get blamed for it. Go get it".

First thing the next morning I made the call and asked "Are you a scammer?" He laughed and said no I'm not. I asked him to prove he was a legitimate seller and send me recent pictures of the car not shown in the ad. Since it was in Rio Rancho New Mexico I needed something to go on. Of which he had plenty of documentation to show me. I also ran my own check to see if it was a clear title and not stolen. When I told him what I was looking for he actually said he didn't think this car would meet my expectations. I tend to set the bar pretty high I've been told. With him saying the car wasn't in the best condition, I saw that as a chance to haggle. After a short round of throwing out numbers we had a deal. The next day I wired money to his account and my bank said he should receive the funds within the hour. Three hours passed and he didn't call me. That didn't sit well with me. Okay I'll call him. He said no money came to his account. Of course, I thought I just got scammed. My bank said it would be there within an hour. I immediately called my bank and they calmly said, "Oh, it wouldn't go through. We are short one number." Really? They didn't think to call me right away to correct the problem? We confirmed the seller's account number and he received payment instantly.



I had already called Andrew at Cruise Control Auto Transport to set up pick-up and delivery. He has always come through for me when transporting. Two days later my latest project was delivered to my door. And so a new chapter begins. 



Factory specifications

Base price: \$2,857

ENGINE (see details in previous tech sheet)

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

Displacement: 327 cubic inches

Bore x Stroke: 4.00 inch x 3.25 inches

Compression ratio: 10.5:1

Horsepower @ RPM: 300 @ 5,000

Torque @ RPM: 360-lbs.ft. @ 3,200

Valvetrain: Hydraulic valve lifters

Main bearings: 5

Fuel system: Single 4 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, automatic
and floor-mounted shifter

Ratios: 1st 1.76:1

2nd 1.00:1

Reverse 1.76:1

DIFFERENTIAL

Type: 8.2", 10 bolt

Ratio: 3.55:1

STEERING

Type: Semi-reversible worm and roller,

Ratio: 17.5:1

Turns, lock-to-lock: 4

BRAKES

Type: Internal four-wheel mechanical drum

Front: 9.5 x 2.5 inch drum

Rear: 9.5 x 2.0 inch drum

CHASSIS & BODY

Frame: Steel perimeter full frame, boxed

Body style: Two-door, five-passenger convertible, model 67

Layout: Front engine, rear-wheel drive

Layout: Front engine, rear-wheel drive

SUSPENSION

Front: Independent, unequal-length A-arms, coil springs,
sway bar, double acting telescoping shocks
double acting telescoping shocks

Rear: Live rear axle, upper and lower control arms, coil
springs, double acting telescoping shocks

WHEELS & TIRES

Wheels: Stamped steel, 5 x 4.75 bolt centers,
Super Sport wheel covers

Front: 14 x 5.0, 5 lug

Rear: 14 x 5.0, 5 lug

Tires: Bias ply

Front: 6.50 x 14

Rear: 6.50 x 14

WEIGHTS & MEASURES

Wheelbase: 115 inches

Overall length: 193.9 inches

Overall width: 74.6 inches

Overall height: 54.5 inches

Front tread: 58 inches

Rear tread: 58 inches

Shipping weight: 3,145 pounds

CAPACITIES

Crankcase: 5 quarts with oil filter change

Cooling system: 17 quarts

Fuel tank: 20.1 gallons

Transmission: 4 quarts

Rear axle: 3.5 pints

CALCULATED DATA

Bhp per CID: 0.92

Weight per bhp: 10.48

Weight per CID: 9.62

PERFORMANCE (Car Life Magazine, March 1964 issue)

0-60 MPH: 7.3 seconds

1/4 mile: 16.2 seconds @ 84 MPH

PRODUCTION

Chevelle total: 338,286

Malibu SS Convertibles: 9,640



Technical Updates

Engine	327 block bored .010" over and stroked with 372 small journal crankshaft, flat top pistons, RV cam with mid-range torque specs, 350 Chevy heads modified for unleaded gas, (Stellite valves and seats) with Perfect Circle seals for oil control, 3 angle valve job, high volume oil pump, double roller timing chain with steel gears, rated at 300 HP
Fuel system	Edelbrock street master intake, 4 bbl carb, mechanical fuel pump
Ignition	GM HEI, 8M spark plug wires
Cooling	396 3 row radiator with electric fan and manual thermostat control
Transmission	700r4, 4 speed automatic, manual lockup converter and floor-mounted shifter Gear ratios: 1st-4th 3.06:1, 1.63:1, 1.00:1, .70:1 Reverse 2.90:1
Rear axle	Eaton posi traction, Richmond gears, gear ratio 3.55:1
Suspension	New springs, front & rear sway bars, bushing, bearings, seals and ball joints
Steering	Box replaced with Z28 quick-ratio 4 turns stop to stop, restored original steering wheel
Tires	Coker American Classics radial whitewalls, 7.50 x 14 front & rear
Instrumentation	Dakota digital dash
Suspension	New springs, front & rear sway bars, bushing, bearings, seals and ball joints
Brakes	Power
Paint color	Classic white 2-stage paint, 4 coats of clear, wet sanded, buffed and polished
Interior	Medium blue, new original spec seat upholstery, carpet, door panels & weatherstripping
Roof	New bright white power vinyl with rear glass
Glass	All new
Bright work	All rechromed
Trunk	Lined, factory spare wheel & wheel cover
Accessories	Retractable seat belts, tissue holder, Classic Auto Sound Stereo

How to Make a Waterproof Wire Insulator



To create a more waterproof seal for heat shrink tubing, apply some dielectric grease to the wire you are insulating, slide on the tubing, and heat as normal. As the tubing shrinks, it will squeeze out the excess grease and leave you with a very waterproof seal.

How to Remove Dog Dish Wheel Covers



Have you nicked the paint on your wheels when prying off wheel covers? Get a GRIP On Tools 52114 Tire & Hub Cap Remover. Great for all kinds of tires and hub caps.

How to Pinpoint an Engine Compartment Noise



Rather than guessing at the cause and replace parts until the noise goes away the professional approach mechanics use a stethoscope.

Flexible Claw Pickup Tool with Magnet



VASTOOLS 28" 2-in-1 with 4 finger claw. Solves reaching objects stuck in hard-to-reach areas. Indispensable for numerous boo-boos.



The Corvair was originally conceived in 1954 with a fastback chopped off tail and displayed that year as a Motorama show car. It had ribbed air intakes on the side and front fender gills to let air into the interior and cool the engine compartment. These features never became incorporated when the Corvette was introduced. The interior sported white seat covers and the C pillars had chromed trim pieces. Interestingly the doors featured glass side windows whereas the Corvette had only plastic side curtains. This one shown was one of three. The fastback was seen as a high gamble and did not reach production until successfully launched in 1963 as the Corvette Sting Ray Split-Window Coupe.

Trivia answer:

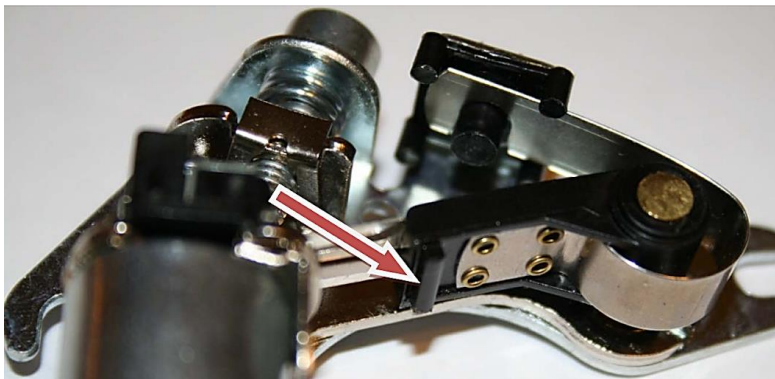
For those of us that still use the standard single point distributor, setting the dwell on GM distributor is a fairly simple process. In this article I'm not going to go into any long mathematical formulas on calculating dwell angles. I would like to simply present a couple technical bits of information about setting the dwell that we can all use in a practical way.

I had the opportunity to revisit my early days as a tune-up technician just recently when the condenser on my Corvette burnt itself out, rendering my car inoperative. Fortunately, this event happened on my driveway and cost me nothing more than the price of a new set of points and condenser.

As has been the case for several decades, we have the choice of buying the points and condenser as two separate items or the Uniset version that has both the points and condenser in a single unit. Either one will fit in the distributor with no modifications required. My preference is the Uniset simply because when one part goes bad, it's just as well to change both. They have a similar usable lifespan. When we look in the service manuals for setting the dwell, the range given is 28° – 32° as acceptable for proper function of the system. To read this range, we would need to have the points installed and have the car running with a dwell meter hooked up to the system.



GM Uniset points and condenser



The nub on the points arm that rides the distributor cam

Most people would like to set their points “perfectly” so the common belief is that if the range is between 28° and 32°, then 30° would have to be perfect. This setting will work, and would be perfectly fine. However, there are a couple items I'd like to share that many people don't consider when setting their dwell.

There is the little nylon nub (see red arrow right) on the points arm that rides along the cam of the distributor. A cam on the distributor pushes the points contact apart, then retracts, releasing the spring-loaded points to allow them to close once again. The

cam surface on which the nub is riding, although smooth, will eventually wear the nylon nub down, and thereby change your actual dwell setting. It is important to apply a thin coating of lubricant to the cam surface (not the nub itself) to allow your points to last as long as they should. In the earlier days most points sold came with this grease in a small tube. The last three times I've purchased points, this tube of grease has been left out in what I would presume is a cost savings effort. This grease can still be purchased in small quantities at electronics stores. You may even find some at the auto parts store or the local hardware. It was commonly referred to as dielectric grease; however, silicone grease will work as well.

Another point I'd like to bring up is that the eventual wearing down of the nub changes the dwell setting. If we set the dwell perfectly in the center of the range at 30°, we will be only two degrees away from the limit of an acceptable dwell setting. But which end of the setting would give us the most room for wear and still allow our system to function properly?

Here is the key; dwell wears down from 32° to 28°. So, the best setting to give you the most wiggle room would be to set your points to 32° of dwell. This will allow you four degrees of wear and still be in the acceptable range GM prescribes.

But what if I don't have access to a dwell meter? Is there anything I can do? Yes, just as with a carburetor mixture screw, you can adjust the dwell screw, with the car running at idle, to achieve peak engine RPM. This will place your ignition points within the acceptable 28°-32° degree range. This is a handy idea to keep in your back pocket in case you find yourself at the side of the road with limited resources. 🚗

I've heard many people complain about issues they have with their car's fuel system. It may be your engine is rough idling, hard to start, stumbling, or feels sluggish. Often, the culprit is clogged carburetor jets. But what really is the root cause of this? Failing to maintain the integrity of your fuel supply caused by a clogged fuel filter can certainly be part of the cause but continuing to look upstream usually makes the fuel tank itself a prime suspect. Rust flakes can dislodge from inside the tank and restrict proper fuel flow. For cars made in the classic eras they have always been made of carbon steel which is susceptible to degradation over time. Environmental elements play a part; road salts, high air humidity, a leaky fuel filler cap. The presence of water in gasoline can create the formation of rust deposits inside the tank. What should you do about it?

The reality is you have two choices. 1) buy a replacement tank or; 2) try to save the original. Your decision will be based on numerous considerations.

What is the cost of the replacement vs. labor and materials for restoration?

A replacement tank will vary considerably depending on your model. For a '55 Chevy a JC Whitney tank will set you back \$125 and is made of galvanized steel and comes already with a powder coated finish. Restoration will vary from \$50-\$100 for a fuel tank sealer or lining kit. There are several manufacturers such as KBS and POR-15. You'll also need to budget for the cost to refinish the tank exterior which is probably needed.



Rusted C1 Gas Tank



New '55 Chevy factory reproduction



Do I have the skillsets or space available to take on restoration?

The tools to perform restoration are basic, however you will need adequate space and the ability to lift or crawl under your car to drop the tank. One may successfully use a trolley jack to support the tank while loosening the straps to control safe descent and slide it out from underneath. As with all work under a car, safety needs to be of paramount importance. A spotter is always helpful and makes the job go easier.



How do I proceed?

If you've detected rust particles in your gas or fuel filter, a good place to start is examination of the tank exterior. If it shows signs of excessive rust, it is likely the inside will also be rusty. Maintaining originality is one thing; but a rusty fuel system is just not an acceptable condition. Something needs to be changed. Begin by safely syphoning the fuel out and dropping the tank for examination. You'll need to disconnect the wires from the top of the tank and remove the filler neck if there is one. Once you've been able to look inside the tank the decision of what to do will be more obvious. If the rust is not too severe, even vinegar and baking soda may clean it adequately; a less caustic approach. Maybe you decide restoration is in order but not something you want to personally tackle. In that case most radiator shops can handle the restoration process for you. This also saves you having to dispose of hazardous materials at the end. You should review any product's MSDS sheets before using or even purchasing it. In any event be sure to check the integrity of your tank straps before putting it all back together. Good luck and be safe! 🚗

Do I have the time needed for processing tank restoration?

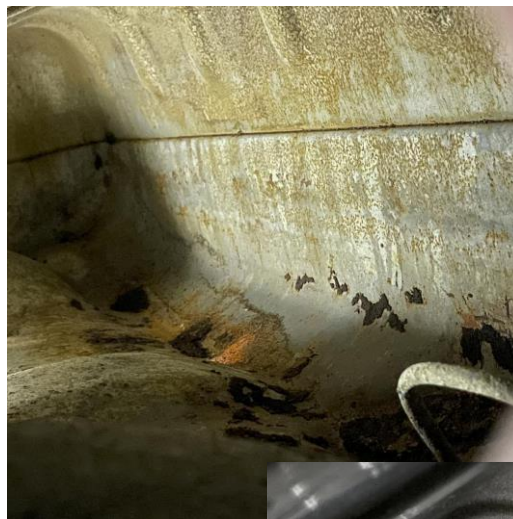
The process of dropping your tank can be done in a few hours, however if you need to wait for cleaning and processing the sealer kit this event automatically turns into several days before you can reinstate your car to running order as there are many steps to the process. Contrarily if you have a new tank on hand the replacement process or "swap" can be done in a matter of hours instead of days.

How important is it to me to keep the original tank?

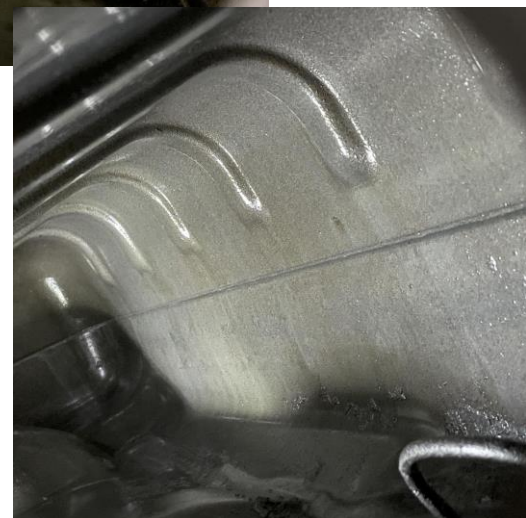
For many this is very important and may even be imperative if you cannot locate a replacement.

What is the likelihood restoration will be successful?

This really depends on the condition of the tank to begin with. If rust is minimal, the tank restoration can be extremely effective and a long terms solution.



Before Treatment



After Treatment



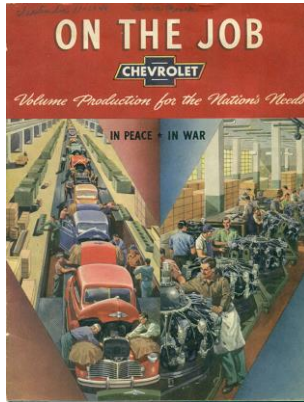
CHEVROLET BUILT DURING WWII



Chevrolet played a major part in its contribution to the American Defense during World War Two. Although it was one of the largest of GM's car divisions, data on production statistics are minimal and rather sketchy. Of the 10 plant locations it is estimated that the total was approximately 281,570 trucks. Two of these locations being in California; Oakland and Van Nuys. Many of these Chevy trucks were branded GMC. The majority of these were 1-1/2 ton 4x4 trucks. Here are some vehicle photos taken by David D. Jackson.



1941 4x4 1-1/2 ton cargo truck



Staghound Armored Car
Produced 1942-1944



1-1/2 ton 4x4 bomb service truck



1942 Class 125 crash & fire truck

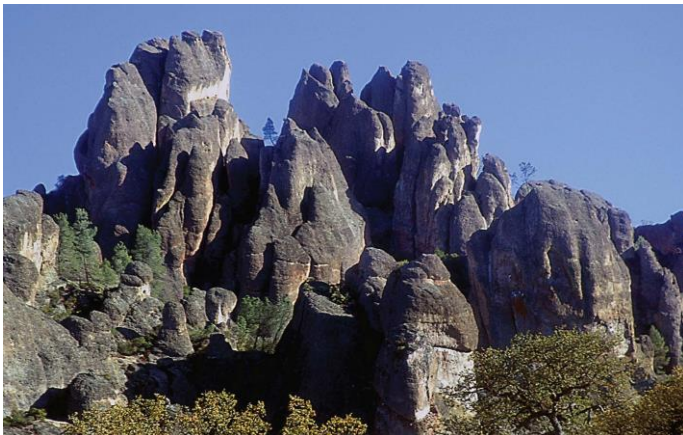


Amphibious 6x6 DUKW river crossing truck

Points of Interest

PINNACLES NATIONAL MONUMENT

This area was formed 23 million years ago when volcanoes erupted, flowed and slid to form a unique landscape. It was made a National Park in 2012 and is located north-east of Soledad and situated just off the San Andreas fault. The area is not only beautiful as a road trip but for the natural untouched nature and a destination for hiking and exploring the many cave opportunities. Home of the largest populations of prairie falcon and California condor in the nation.



Chevy trivia
When referencing a 1969 Camaro, what does COPO stand for?
See answer page 26

Lighten Up



Vendors our members recommend

HOME LAND BUILDERS
BUILDING THE AMERICAN DREAM
WWW.HOMELANDBUILDERSUSA.COM

Teddy Broussard
General Contractor
CA Lic. #902966
EPA Renovation Cert. # R-1-18317-12-1032
homelandbuildersusa@hotmail.com
(805) 895-1993
P.O. Box 8146
Santa Maria, CA 93456

ARROYO GRANDE CHEVROLET

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Made in the USA

food WISHES
Video Recipes with Chef John

ORIGINAL PARTS GROUP
INCORPORATED

News & Information

Unfortunately the weather has either postponed or cancelled a significant number of the scheduled car activities on the Central Coast this year however the good news is that all our neighboring lakes and reservoirs are now at or very close to full capacity. Water poured from the Lopez Lake spillway this season for the first time in 25 years!



Touring and Passport Programs
Touring Committee
Dean Echols - Chair

928-710-4325
deanechols@cableone.net
2049 Mohave St.
Chico Valley, AZ 86323-8213

To sign up mail Dean the following information:
Year, Model, Doors, Trim, Correct Color, Owner, VCCA #, City, State, 4" x 6" photo



Starting January 1, 2023 California law will again require drivers 70 or older to renew their license in person at a DMV office.



Trivia answer:
The Chevy Vega was shipped vertically as a cost savings. This allowed them to fit 30 cars per vehicle rather than the traditional 15.

Classified Ads

GM small block valve covers in original box, \$200 Contact Sal Orlando 408/892-1919; orlando1760@gmail.com



'62 Corvette steering wheel, \$250 Contact Sal Orlando 408/892-1919; orlando1760@gmail.com



'55 Chevy passenger, parking lamp lens, pair, Guide F1 55, as new condition, \$20
Contact Steve MacDonald 949/290-3699; macdonaldsteve55@gmail.com



CCR Anniversaries



3 Years
Steve MacDonald
Rich Pescatore
Rob Robinson

4 Years
Ron Bartow
Jim Perry
David Richardson

5 Years
Richard Miller
6 Years
Steve Cochran
Sherry Vivas

11 Years
Don Clark
24 Years
Tom Meleo

35 Years
Rod McCarthy

Impala Identification

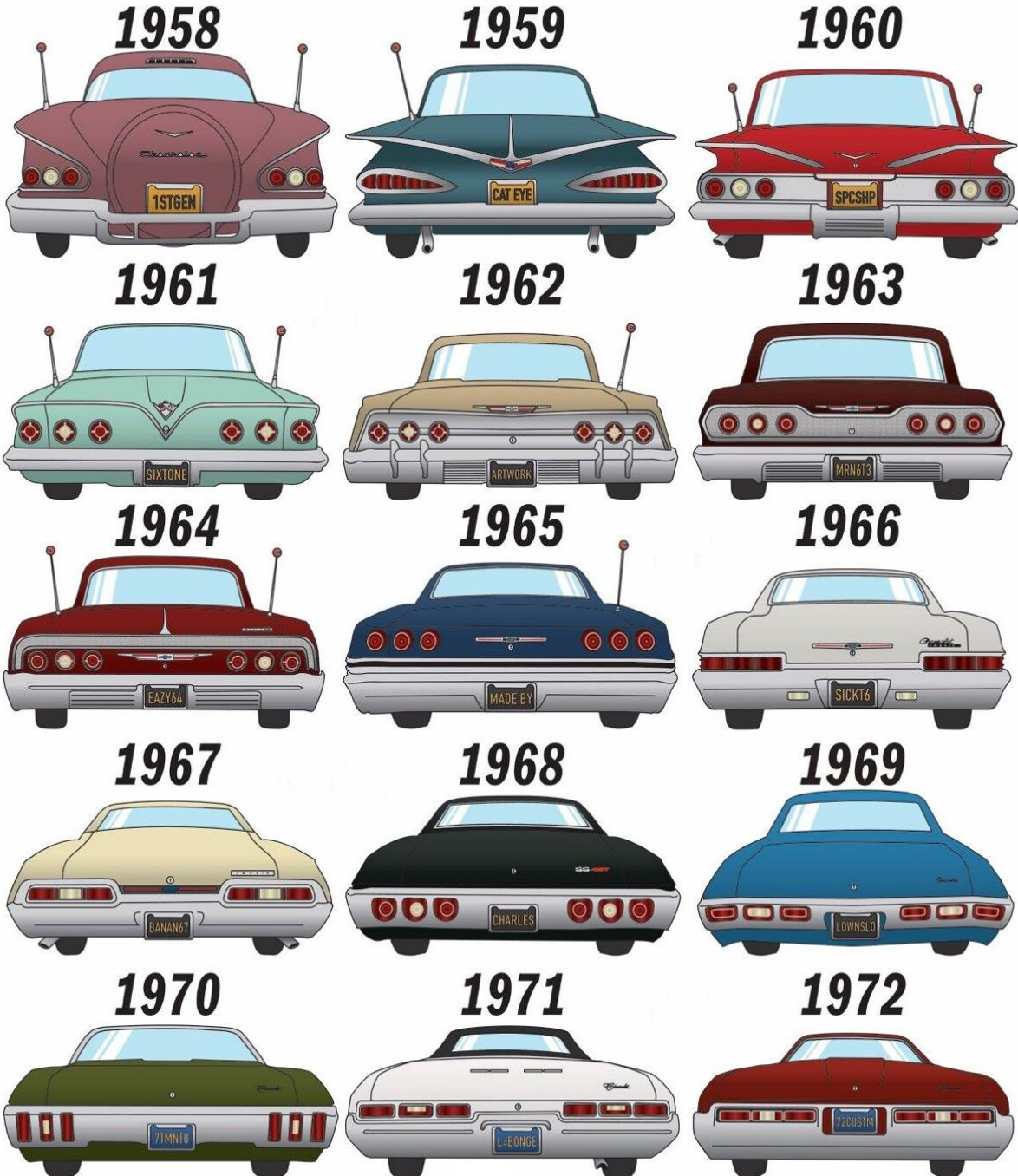


Illustration by Charles LaBonge available on Etsy



**CENTRAL COAST
TRUCK
CENTER**



PRESENTS

CARS *for* CANINES

**APRIL 1ST
10 AM - 2PM
FREE ENTRY**



ALL CARS, TRUCKS, MOTORCYCLES WELCOME!

1400 W. STOWELL ROAD SANTA MARIA, CA 93458

**LIVE MUSIC BY CLOUDSHIP
KZOZ • RAFFLE • FOOD TRUCKS**

VENDOR FAIRE • BOUNCE HOUSE • FAMILY ACTIVITIES • MORE



Raffle proceeds to benefit Santa Barbara Humane Society. Please email carstorcanines@centralcoasttruck.com for more event information or to participate as a vendor.

Journey Through the Eras



COMPASS HEALTH, INC.

Heritage Square Park Rotary Bandstand

401 Nelson St. Arroyo Grande

Saturday April 15, 2023

12:00 – 4:30 PM



Senior Angels of the Central Coast invites our community to bring their classic cars and enjoy a day outside on the lawn. We are encouraging our surrounding neighbors to bring out our senior community and let them enjoy a day of live music, food and check out our resources for available help from the multiple vendors.





WARBIRDS, WINGS AND WHEELS 14

CAR SHOW

MAY 13, 2023

HOURS: 7 AM - 4 PM
MUSEUM BUILDINGS OPEN AT 10 AM

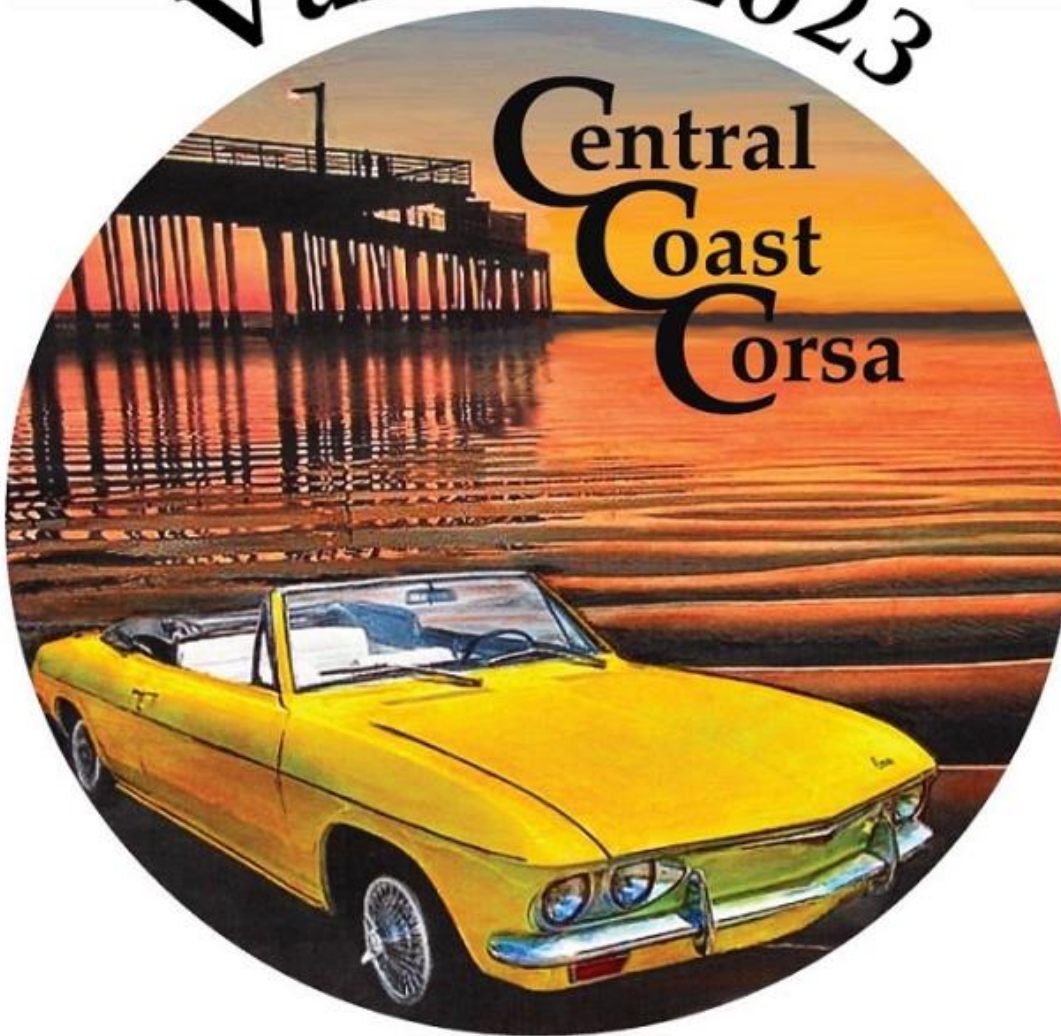
Paso Robles, Ca



ESTRELLA WARBIRDS MUSEUM · 4251 DRY CREEK ROAD · PASO ROBLES · 805-286-5566 · WWW.EWARBIRDS.ORG

Proceeds support Estrella Warbirds Museum, a non-profit 501(c)(3) corporation. Tax ID#77-0324714

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 – 3 PM)

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**

For **More Info** or to **Enter your Corvair** go to
www.centralcoastcorsa.com or mail@centralcoastcorsa.com

Central Coast Streetrods

Presents:

"Free food with entry!"

Prizes

Nojoqui Falls

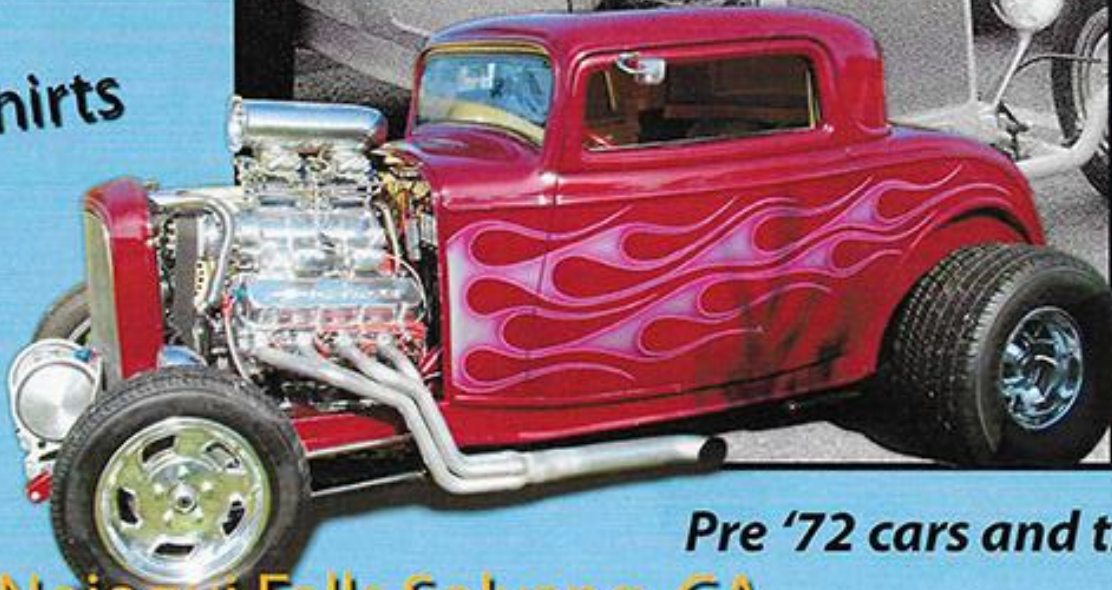
50TH

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.

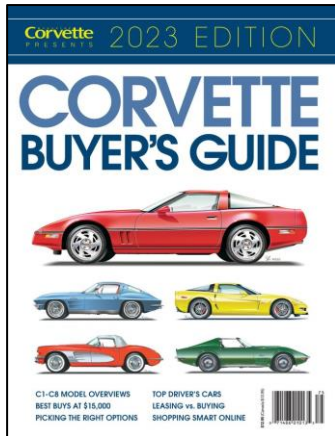
Contact: Richard Bouman 805-736-0759
CentralCoastStreetrods.com



Current Car Culture Collectibles



Chevrolet Trucks: 100 Years of Building the Future
Today, trucks are the biggest sellers in Chevrolet's lineup. Filled with vintage photos and insightful text, this book explores how Chevy pickups have developed over the years — from the earliest models to modern Silverado. Author Larry Edsall
 224 pages, 9.3 x 10.9 inches hardcover
 Published October 16, 2017 \$45 Amazon



2023 Corvette Magazine Buyers Guide
128 pages of detailed information on Corvettes from the C1 through C8 generations. As the centerpiece of the publication, an in-depth model reports feature up-to-date market values, smart-shopping tips, a look at common mechanical issues, and everything else you need to choose the car that's right for you. \$14.95
<https://www.corvette-mag.com/resources/buyers-guide>

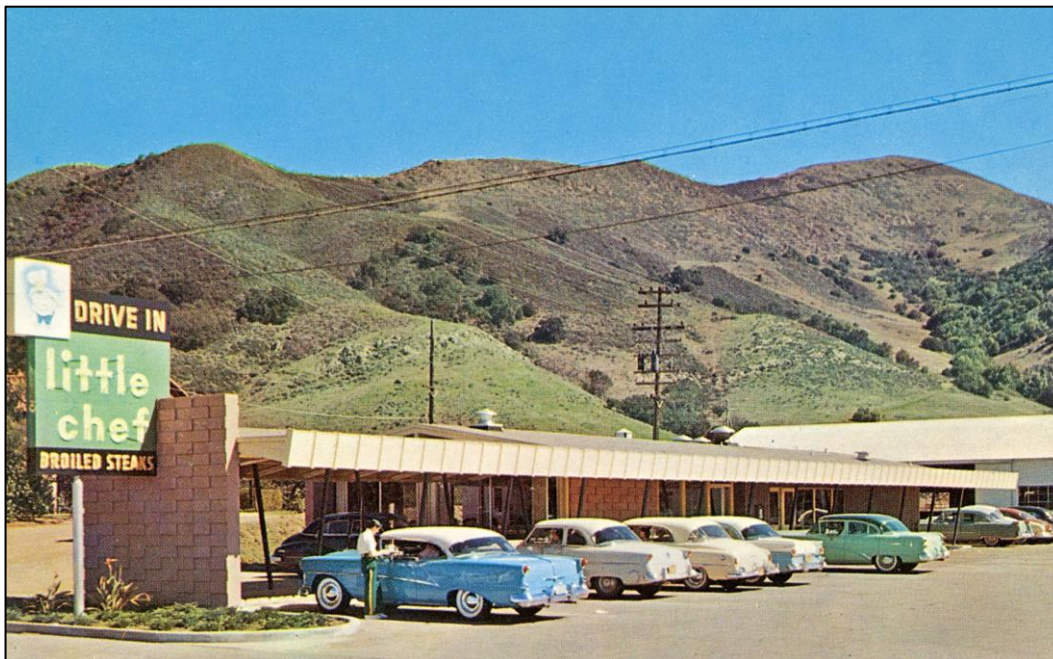


Chevrolet Genuine Parts Neon Sign
Looking to light up that Garage or Man Cave with some nostalgia? These Chevrolet Neon Signs pack enough light to illuminate the whole room with a huge WOW factor. Bright Chevrolet Genuine Parts Neon Sign with graphics behind neon. Many other designs available
Ships in triple box for undamaged delivery.
 24" diameter x 9" deep, \$429.99
 Available from www.garageart.com



Rolex Datejust 16018 with Chevrolet Anniversary Dial in 18k Gold
A very special limited edition Rolex watch commissioned by Chevrolet. Automatic movement, 27 jewels, magnified aperture for date. Circa 1987. Watch celebrates Chevrolet's 75th anniversary.
 Price estimated \$7,000 – \$9,000

BACK IN THE DAY



Event Calendar 2023

Apr 1, 9:15 AM	Monthly Meeting	Taco Bell, Pismo Beach
Apr 1	Cars for Canines	Santa Maria
Apr 12, 8:00 AM	VCCA Breakfast	CJ's Café, AG
May 4-6	2023 All-Cal Meet hosted by San Fernando VCCA	Oxnard
May 4-6	27 th Cruisin' Annual Car Show	Morro Bay
May 6, 9:15 AM	Monthly Meeting	To be announced
May 13	Warbirds, Wings and Wheels 14 & Swap Meet	Paso Robles
May 17, 8:00 AM	VCCA Breakfast	CJ's Café, AG
May 26-27	Golden State Classics Cruise & Car Show	Paso Robles
May 26-28	42 nd Annual West Coast Kustoms Crusin Nationals	Santa Maria
Jun 2-4	37 th Annual Classic	Pismo Beach
Jun 23-25	VairFest all Corvaair Car Show	Heritage Square Park, AG
Jul 14-17	41 st Annual Bent Axles Cruise & BBQ Weekend	Radisson Hotel, Santa Maria
Jul 22	Norgrove Gardens Railway	Arroyo Grande
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
 Central Coast Regional Picnic, Rich Pescatore's home
 Laetitia Vineyard & Winery, Arroyo Grande
 The Buckhorn Restaurant, New Cuyama

Trivia answer:
 Central Office
 Production Order

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		