



# BOWTIE 101

JUNE 2023, VOLUME 9

**Chevy trivia**  
 What does the Chevy manual specify for a 1956 Chevrolet 150 327 c.i. engine ignition timing?  
 See answer page 31

## Monthly Meeting (Apr 1)

Eileen Cochran chaired the meeting held after the Pismo Donuts event at Taco Bell. We're still searching for a nice breakfast spot to replace Coco's. The trial at F.McIntocks proved to be unsuccessful due mostly to high noise level.

## Cars for Canines – Santa Maria (Apr 1)

Teddy, Jim Perry, Rob, Richard and Patience Miller arrived first to save spots. Pam & Dean and Robin & I attended after the meeting to attend this nice little event held at the Central Coast Truck Center open to all vehicle types. There were food trucks, vendors, live music and KZOZ was present. Finally, a clear day again. By Steve MacDonald



Richard Miller's 1950 Coupe

Jim Perry's 1965 El Camino



Rob Robinson's 1955 3100

Pam & Dean Berto

Dean & Pam Berto's 1970 Corvette



Teddy Broussard's 1949 School Bus

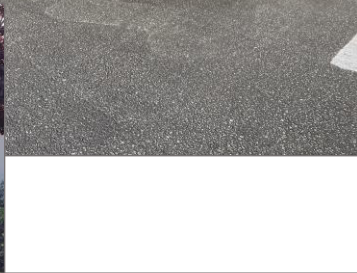
Robin w/ Teddy Broussard's 1964 SS Malibu

Steve MacDonald's 1955 Belair



# Cider Creek Bakery – Paso Robles (Apr 15)

We had 6 VCCA Central Coast members at the Cider Creek car gathering Saturday April 15. Teddy, Steve MacDonald, Sal and myself left the parking lot of Pismo donuts a bit before 7:00 am to arrive at the Cider Creek Bakery parking lot to check out the cars, meet their owners, and drool at the offerings at the bakery. Don and Chris showed up as well in their Nomad and Malibu respectively. We finished our day with breakfast at Joe's Place in Paso. This trip was a long time coming since the last time Teddy and I went was before the pandemic. I hope to make at least one more visit to Cider Creek this year. By Steve Cochran



Don Clark's 1957 Nomad



Chris Collin's 1964 Malibu



## Journey Through The Eras - Arroyo Grande Heritage Square Park - (Apr 15)

Richard & Patience Miller, Sal, Robin and I participated in a community event orchestrated by founder/executive director Angie Miranda of Senior Angels of the Central Coast which hosted a plethora of vendors and service providers for helping seniors in managing life during later years. A live band (Sound Investment) and Señors Kitchen food truck was on site. This was truly a generational event which was enjoyable for people of all ages. Visitors all seemed to agree; Sal Orlando's 1931 Phaeton was the parks "E" ticket ride. By Steve MacDonald



Steve MacDonald's 1955 Belair



Sal Orlando's 1931 Phaeton



Patience Miller's 1965 SS Malibu





# The Common Yeoman

By Steve MacDonald VCCA# 57145




I've always liked this model but unfortunately no one in our club has one (or even a '58) to interview, so here's my self-indulgent article. Introduced in late 1957 and produced with either 2 or 4 doors, this common man's entry level wagon holds the honor of being a one and done model. But there's something intriguing about the almost truck/SUV like utility of this car. After the success of the tri-five from 1955-57 the all-new 1958 platform was a completely redesigned Fisher body that was slightly longer, wider, and lower than the shoe boxes with the flagship for '58 being the new 1<sup>st</sup> generation Impala model. It bolstered an X-frame chassis for increased torsional rigidity, rear coil springs, and quad headlights. This redesign only lasted one year as 1959 introduced a complete makeover that continued through 1960 until the 1961 model introduction finally killed the fins.

In-reality, the design for 1958 was a very expensive engineering, tooling and inventory investment for Chevrolet and because it was such a small window of manufacturing it is often regarded as a transitional blip between shoe boxes and the improved second generation of Impala which was exceedingly more pronounced and competitive being it was longer, wider, and notably having a new profile nearly 3" less in height than the '58's.

So even though the Yeoman was developed to target the outdoors man or gardener with substantially common appointments, due to its basic, lowly features it remains as one of the most uncommon Chevys ever produced. Production numbers are not too well documented, but it is known that sales in 1958 fell considerably from the year before, to a level not seen since 1952. After 1957, Chevy did not provide a breakdown of individual model series, but of the 187,063 1958 Chevrolet wagons built, only 16,590 of these were the 2-door model. Contrast this with 1957 production numbers of 291,972 wagons in which 39,347 were 2-door wagons. The 1958 Chevy cars and wagons just didn't sell very well.

Year	Wagon Model	Overall dimensions (inches)			
		Length	Width	Height	Wheelbase
1957	Handyman	200	73.9	59.9	115
1958	Yeoman	209.1	77.7	59.1	117.5
1959	Brookwood	210.9	79.9	56.3	119



Features which distinguished the Yeoman were vinyl upholstery, rubber floor mats and a linoleum rear platform making the interior completely washable with a hose and sponge. The lack of door arm rests were also a unique lack of a feature. It could be ordered with any engine that was made at the time. New for 1958, Chevy introduced the first big block 348 c.i. engine with the option of triple 2-barrel carburetion rating it at 315 hp; i.e. the first "Rat Motor". I don't think many configurations of this motor were sold on a wagon but that would have made an interesting sleeper. The Yeoman never spawned any off shoots in the way that 1959 Brookwood 2-door wagon became the basis for the El Camino. As gold prospectors used to say, it was a flash in the pan. 





## 1970 CORVETTE *Stingray* Coupe

Owners: Dean & Pam Berto VCCA #56598

**Members'  
RIDES**

# TALE OF A SURVIVOR

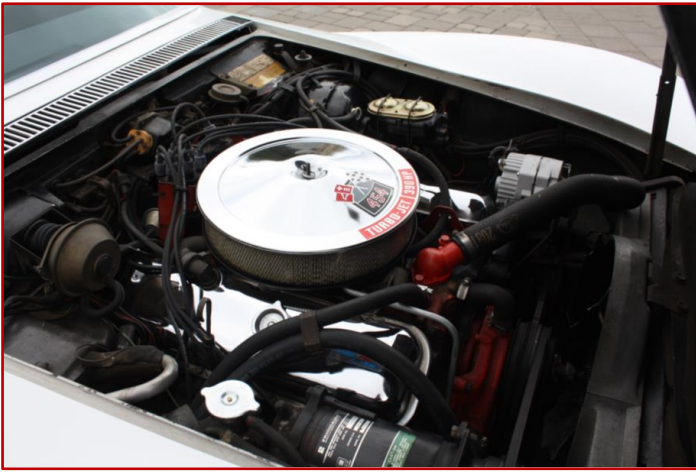
**BY DEAN & PAM BERTO** PHOTOGRAPHY BY THE OWNERS

It was love at first sight. At twelve years old you might ask? Well, first car love at least. My best and lifetime friend Dan and I for years had a running argument about the age old question of whether Chevy or Ford had the best cars. His dad's family had for years bought nothing but Fords and my dad was partial to the GM line, mostly Chevys. Chevy had a great body style but when the argument came around to power, how could an "all about power" preteen even pretend to boast about the Chevy inline six-cylinder engine? It was hopeless but I put forward my best effort.

In the model year 1955 a miracle came about with the debut of the ever so popular and robust small block Chevy V8 which gave a huge boost to the Chevy line and especially to the Corvette with its upgraded 195 HP "Turbo-Fire" engine. Now Dan and I were on equal ground with, in my mind, a definite higher debate position. Then in 1956 Chevy unveiled the incredible new style Corvette with a 225 HP V-8 power plant mated to a 3-speed manual transmission. And, there at the Garden Grove, California annual car show right across the street from my house sat my dream car, a 1956 Corvette with its incredible side coves, a real V-8 engine, 3-speed manual transmission and in Venetian Red color. I spent so much time checking out that car it's a wonder the sales guys didn't chase me out of their display.

My friend Dan didn't have much to argue with now and then in 1958 the icing on the cake came with the Corvette sporting twin headlights, the upgraded popular and powerful 283 engine that by now was available with a 4-speed transmission and had a stylish grab bar mounted on the passenger side of the dash.





How cool was that? Not having a driver's license and the minor point of no money put the possibility of ever owning one on the back burner for many years. As usual, life gets in the way and the years go by. Then the 1963 debut of the first-generation Sting Ray stirred my interest again but when the C3 second-generation Stingray (notice the slight change in spelling) came out in 1968 with its sleek styling it hit a home run with me and even though I now had my license for years that minor point of no money kept any Corvette purchase barely on the back burner.

While waiting for the opportunity to buy my dream Corvette I had fun with a variety of other cars. One, a 1967 El Camino came my way with a built 327 engine running a pretty wild cam. It was fun to drive as it made a lot of power but only at above about 3,000 rpm and wouldn't idle for any length of time slower than 1100 rpm without loading up. It had a 4-speed manual trans that made off the line starts a challenge as you had a choice of either a really low rpm, slow launch with little wheel spin or an impressive smoked filled higher rpm launch that while fun to do produced a still quite slow acceleration with the El Camino having little weight over the rear axle. Other draw backs were that the impressive launch seemed to attract the interest of those guys that drive around in black and white cars and once both the rear tires were well "warmed up" directional control became very important. Money was always in short supply, so it was spent on quality tires for the front, but the rear tires were always recaps as they seemed to frequently wear out. During those years I also had several big block cars of a variety of brands and was always impressed with their torque and drivability while still providing impressive performance. This finally persuaded me that when looking for my future Corvette, it just had to be a big block like the one Chevrolet offered in 1970 with 390 hp., a massive 500 ft-lbs. of torque at only 3400 rpm, and at the same time providing a wide range of drivability and reliability.

<p>78 Z28, 8,000 mi. Mint cond. \$6500 (760UJS) pp 633-6159</p> <p>0 Camaro RS xint cond \$2000 pp 635-7797 af 5pm 051CCC</p> <p>77 Camaro \$5600 839RKA pp 979-6666 840-5850</p> <p><b>'77 CAPRICE 4 DR</b> Fact air, V8, AT, radio, PS &amp; PB, pwr windows. Just like new! (46305-2968) <b>\$5295</b></p> <p><b>MICHAEL CHEVROLET</b></p> <p>805 Brea Blvd NEAR BREA MALL 2-9000 Brea 990-9000</p> <p><b>'73 CAPRICE 4 DR</b> Fact air, AM/FM stereo, AT, PS, P/windows. Much more! (170GPZ-2781) <b>\$2395</b></p> <p><b>MICHAEL</b></p>	<p>leather, auto, 527-107-107 air, Orig. &amp; clean. (216AEP) \$5950. pp 527-0064</p> <p>●VETTE '64, 4 sp Roadster, nu pnt, chrome, tires, 2 eng inc, a sacrifice, \$4000. pp FMJ661, 879-7725</p> <p>New '79 Corvette, loaded \$15,585 (1Z8789S412448) Miller Chevrolet, 996-9332</p> <p>'76 Corvette: T-top, fully ldd, brn, nu tires &amp; mags, 19A mi, bef 4 527-6068</p> <p>'70 VETTE 454/4, T-top, white, AC, lo mi, Beautiful. \$6500 (534BIA) pp 997-4518</p> <p>'75 VETTE-loaded, Serv contract. Consider trade. \$8500 (099MNK) pp, 537-8337</p> <p>'76 Corvette silver with blk leather int lo mi mint cond. \$8600 847-6126 (594NJD) pp</p> <p>'78 VETTE L82, yellow. Many options, lo mi, \$11,600 pp (VGY566) 559-6086</p> <p>'73 VETTE, 66K mi, 454 eng, auto, 1-top, wire rims. \$7250. (747MCE) pp 525-2695</p> <p>'73 CORVETTE 454 eng, good cond (835HEJ) pp 529-7579</p> <p>Wanted Corvettes, Pay cash. Call 523-3221</p> <p>'75 VETTE-Xint, \$8350/bst loaded. 3A1AMPV pp 847-3435</p>	<p><b>LAST!</b></p> <p><b>NEW 1978 MONTE CARL \$6699</b></p> <p>Fact air, AM/FM with tape, V8, AT, PS pwr windows, pwr cruise, tilt whl, more! (402475-035) Come Where The Discounts Are...</p> <p><b>MICHAEL THE CHEVY MA</b></p> <p>800 S Brea Blvd, B NEAR BREA MA 542-9000</p> <p><b>'77 MONTE CARL</b> Fact air, V8, AT, stereo, PS, PB, ti Rally whls. More! (355TAE-2653) <b>\$6400</b></p>
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1979 Santa Ana Register classified ad

In 1979 I finally had some money saved up and after many hours of searching around found a white 1970 Corvette for sale at a somewhat reasonable price advertised in the Santa Ana Register car ads, the page which I still have in my file as I don't throw much away. After negotiating the price and borrowing a little money, it came home with me. I was third owner and the previous two had done a few rather strange things to it but nothing that couldn't be easily returned to stock. When I first saw it, it had chrome spoke wheels on the front and Cragar mags on the back. Needless to say, that was not a very good look and was the very first change I made back to stock. That task was quite easy at the time, finding the correct stock rims, beauty rings and caps that came off a Corvette that someone was modifying to their likes.



Since then, I have done very little to it other than normal maintenance and replacing the normal consumables. I did replace the original seat covers and padding as with the years of use both had started to fail, producing an interesting driving experience at freeway speed with the T-tops off. The disintegrating foam would work its way through the seat covers and float around in the air like dust, eventually catching in your eye which proved to be very painful. Since driving around on a good weather day with the T-tops on is just not right. I finally gave in and replaced the offending items. Fortunately, new covers and foam are available from Al Knoch Interiors that exactly match the original and a local upholstery shop did the work to perfection. The rest of the interior is still original. I never was much into modifying my cars which



was a good trait as now replacement back to original of common items carries a considerable cost.



*Gazing at the oaks in spring through an open roof*

Most Corvette engines and related parts have a date of manufacture or part number stamped on them which naturally would have to be at least 2-3 weeks before the manufacture date of the car. For a 1970 model, to replace a simple Rochester Quadrajets carburetor that used to be available at most junk yards or almost any place you might happen to shop now runs about \$2500 to have the correct part number

and date stamping. The correct one year only alternator if needed to be replaced runs you about \$1500. Also making the possibility of finding correct original used parts more difficult is that Corvette production was low with only 10,680 coupes made due to delays caused by UAW strikes. Many Corvette reproduction parts are now available, but a knowledgeable Corvette person can immediately tell the difference. To restore a neglected vintage Corvette back to National Corvette Restorers Club "Top Flight" condition, especially trying to use original parts, is definitely not recommended for a faint pocketbook.



*The open road beckons*





All this to say I was fortunate to first, find the one I really wanted and then manage to hang on to it since January 6, 1979 making it now more than 44 years since purchase. Second, that I never changed much on it, so it is now considered a survivor. Even though I tried to take reasonable care of it I didn't pamper it, enjoying using the car and all the "smile miles" that come along with that. It had 71,000 miles on it when I bought it and now shows just a little over 92,000. When one of the front brake calipers developed a slight leak it spent a number of years stored in my back garage when life again got in the way, making vintage car repairs pretty low on the priority list.

Pam and I met in the late ninety's and recalls our first date, getting on to the 55 freeway in Tustin. She remembers that we were doing 95 mph in third gear on the on ramp. I don't recall the speed, but I know it was pretty well wound up and I was busy trying to slow down a bit to merge with traffic. I figured if she accepted a 2nd date after that she was a keeper and that's how it turned out. We married in November of 1998 and now are in our 24th year, still both enjoying the Corvette. An interesting question comes up frequently when we're out with the car with people asking Pam if she has driven the car. The answer is a definite, yes she has!



*Sans T-tops and rear window*





The 1970 Corvette came out with some interesting features which led me to its selection. That year featured the new 454 engine, which with its generous torque produces a very drivable car. It was the last year of the higher compression and higher horsepower engines but still doesn't balk at our current so-called-high-octane fuel, although years ago it ran much better with the 100+ octanes that were available which allowed a little tinkering with the spark advance. That year came with the egg crate side vents and square tip exhaust outlets. The available options ours came with are the LS5 390 hp engine with a four speed Muncie M20 wide ratio manual trans, tilt and telescoping steering wheel, power steering,



brakes and windows, A/C, and an AM-FM radio which still is operational. And, for me, its Classic White color just seemed to show off the styling of the Stingray body design.

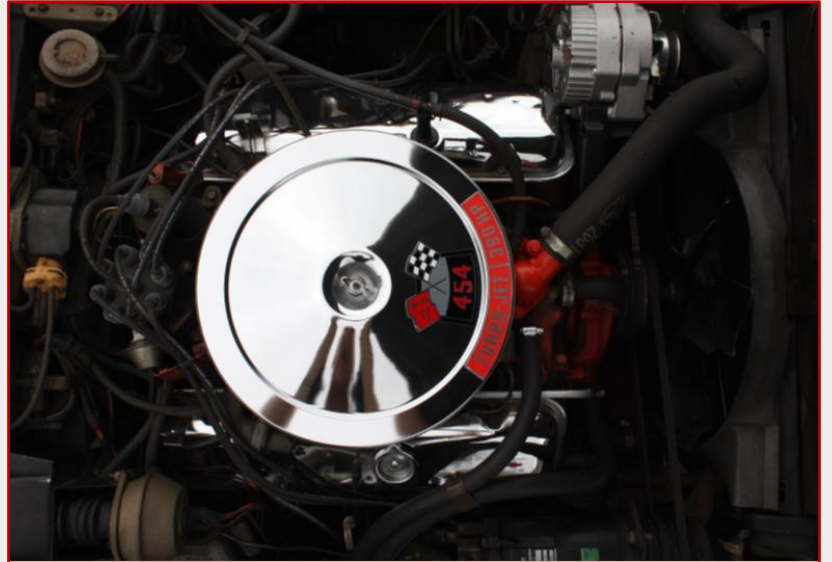
A unique feature our car has is the fiber optic light feedback system, which started in 1969 and ran through 1971. All major lights, including low and high beam headlights, front turn signals, taillights, brake/turn lights, parking lights and even the license plate light have a small fiber optic cable that runs back to the center console display from each light that shows the driver the functionality of the given light when turned on.




*Fiber Optic Dash Display*



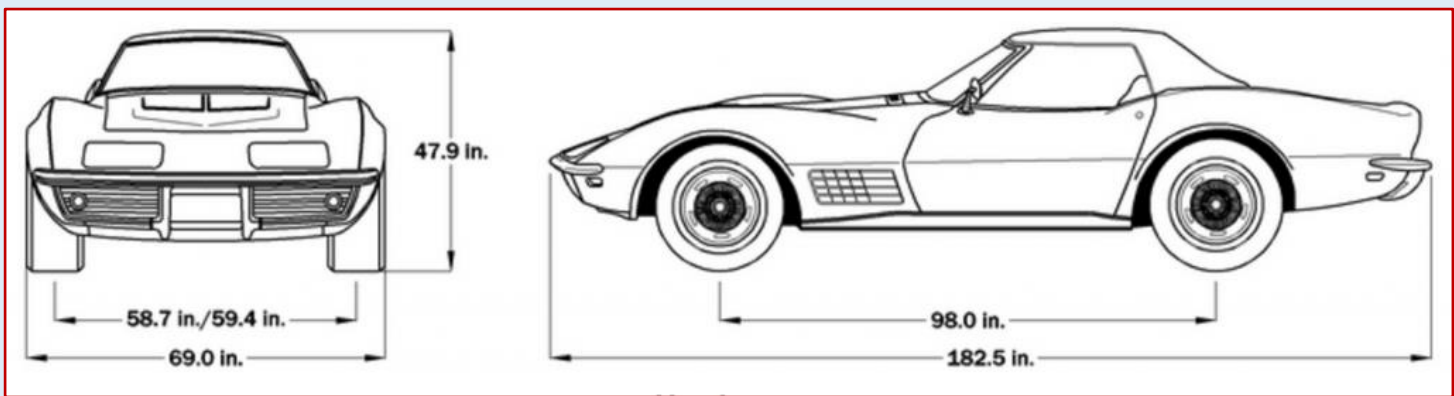
In its day the 1970 Corvette 454 was a pretty fast car so when I first bought it in 1979 it jumped ahead of almost any newer car on the road and provided some fun driving miles when the car industry had fallen prey to the then current government restrictions for pollution and frowned upon high horsepower engines. With the current high-performance cars we now have available, and my added years competitive performance has lost its charm but it's still fun to just go out for a "just cruising around" type drive in my first real car love, T-tops off, rear window out, enjoying the ride along with my first real life love Pam, still getting quite a few comments and thumbs up along the way.



I remember many years ago while parking at the Market Basket grocery store in Orange, California I saw a beautiful '63 red corvette parked far away from the other cars in the lot. Just then I saw an elderly white-haired couple slowly walk out of the store, pass all the other cars and to my astonishment, he opened the Corvette passenger door for her, then he got in and off they went. I thought, wow, that's pretty cool! Now, Pam and I have become that elderly couple, parking as far away from the other cars as we can, and on return me opening the door for her, as the push down door handle flap takes a lot of brute force and is hard on nice fingernails (clean and lube is on the list of upcoming projects) and then off we go. Who would have thought? 







## Factory specifications

Base price: \$5,192

### ENGINE

Type: LS5 OHV V-8, 2 valves per cylinder  
cast-iron block and heads, forged steel crank and  
connecting rods, forged aluminum pistons

Displacement: 454 cubic inches, 7.44 liters

Bore x Stroke: 4.251 inch x 4.00 inches

Compression ratio: 10.25:1

Horsepower @ RPM: 390 hp @ 4,800

Torque @ RPM: 500 lb-ft @ 3,400

Valvetrain: Hydraulic valve lifters

Main bearings: 5

Fuel system: Single 4 bbl Rochester Quadrajets carburetor, steel  
intake manifold, mechanical fuel pump

Lubrication system: Wet sump, mechanical, gear driven pump

Electrical system: 12-volt, 80 AH alternator

Ignition: Breaker point inductive

Exhaust system: Dual exhaust, cast iron manifolds

### TRANSMISSION

Type: Muncie M20 wide ratio, manual

Shifter: Center console floor-mounted

Ratios: 1st - 4th: 2.52:1, 1.88:1, 1.46:1, 1.00:1

Shafts: 10-spline 1-inch input - 2 groove, 27-spline output

Reverse: 2.59:1

### CLUTCH

Type: Single dry disc centrifugal

### DIFFERENTIAL

Type: Positraction

Gear ratio: 3.36:1

### STEERING

Type: Power, RPO N40, tilt & telescoping

Ratio: 16:01

Turns, lock-to-lock: 2.92

Turning circle: 37 feet (Curb to Curb)

### BRAKES

Type: Caliper disc - 4 wheel hydraulic

Front: 11.75" x 1.25" rotor

Rear: 11.75" x 1.25" rotor

### CHASSIS & BODY

Frame: Steel full frame, 5 ladder crossmembers

Body style: Fiberglass reinforced, backboned by steel cage  
outlining passenger compartment, two-door,  
2 passenger, T-tops, removable rear window

Layout: Front engine, rear-wheel drive

Accessories: A/C, AM-FM, PS, PB, PW

Color: Classic White

### SUSPENSION

Front: Independent, SLA type, coil springs with center mounted  
shock absorbers, spherical joint steering knuckle pivots

Rear: Full Independent rear suspension with frame-anchored  
differential unit. Position of each wheel established by  
three links: tubular axle drive shafts, transverse strut  
rods, torque control arms. Vertical suspension loads  
taken by transverse leaf springs. Built-in camber  
adjustment at strut rod inner ends.

Rear leaves: 9, chrome alloy carbon steel

### WHEELS & TIRES

Wheels: Short spoke spider welded steel, 5 x 4.75 bolt centers,  
Corvette rally center caps & wheel trim rings

Front: 15 x 8.0

Rear: 15 x 8.0

Tires: Nylon-2 ply

Front: F70-15B-4PR, tubeless, 24 psi

Rear: F70-15B-4PR, tubeless, 24 psi

### WEIGHTS & MEASURES

Wheelbase: 98 inches

Overall length: 182.5 inches

Overall width: 69 inches

Overall height: 47.9 inches

Front tread: 58.7 inches

Rear tread: 59.4 inches

Curb weight: 3913 lbs

### CAPACITIES

Crankcase: 5 quarts with oil filter change

Cooling system: 22 quarts w/heater, 21 quarts w/o

Fuel tank: 20 gallons

Transmission: 2-1/2 quarts

Rear axle: 3.7 pints

### CALCULATED DATA

Bhp per CID: 0.86

Weight per bhp: 10.03 lbs

Weight per CID: 8.62 lbs

### PERFORMANCE (RoadandTrack.com)

0-60 MPH: 7.0 seconds

1/4 mile: 15.0 seconds @ 93 MPH

Top speed: 144 MPH

Panic 80-0 MPH: 310 feet

Normal driving MPG: 9

### PRODUCTION

1970 Corvette total: 17,316

Coupes: 10,668

454 LS5 Option: 4,473



## 2023 All Cal Annual Event - Oxnard (May 4-7)

I recently returned from the 2023 All Cal hosted by the San Fernando Region. What a blast! Most of us stayed at the Hilton, who fed us breakfast Fri. and Sat. The food was good and we had a chance to see and meet other VCCA members from other regions. Friday, we toured the Stagecoach Inn Museum, the Mike Malamut Museum and the Commemorative Air Force (CAF) Museum, Camarillo. Saturday, we toured the National Weather Service (NOAA), the Channel Islands visitor Center, and the US Navy Seabee Museum before heading back to the hotel to prepare for judging. After judging we spruced and headed to the Santa Paula Airport for great food, great company and the awards banquet.



Teddy, Richard and Anthony Palazzo, Rod McCarthy, Darold Shirwo, and Gene, Sally & Fritz Kruger and myself entered our cars in the event and we all got recognition! To me, most of the fun was seeing old friends and making new ones. With so many knowledgeable people there, a lot was learned about the club as well as detailed car info. There were SO many great cars! At the banquet (Pacific Central Area 2 Director) Jim Matus, informed us that the 2024 All Cal meet would be hosted by the northern region. Clear your calendars because we want to see you there.  
By Steve Cochran





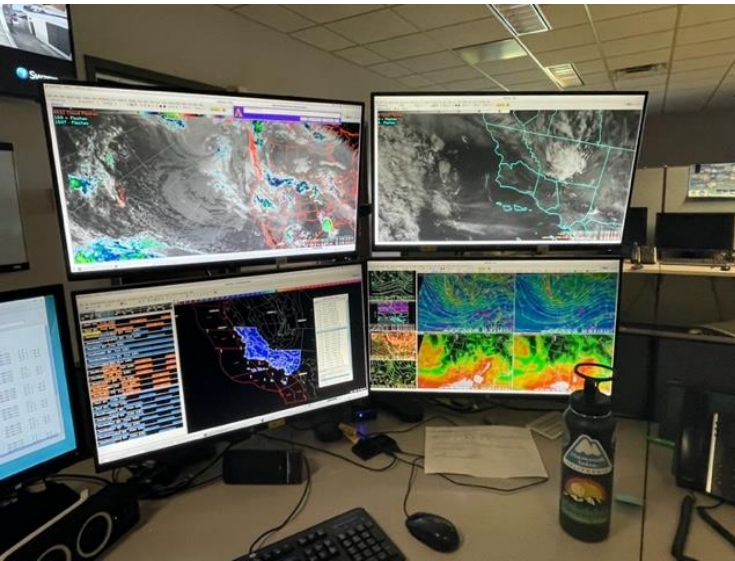
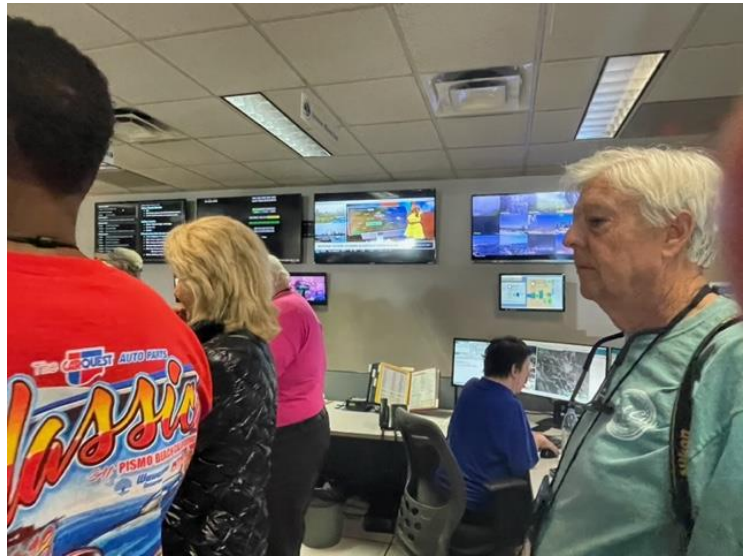
## Stagecoach Inn Museum – Newbury Park



## Malamut Museum – Newbury Park

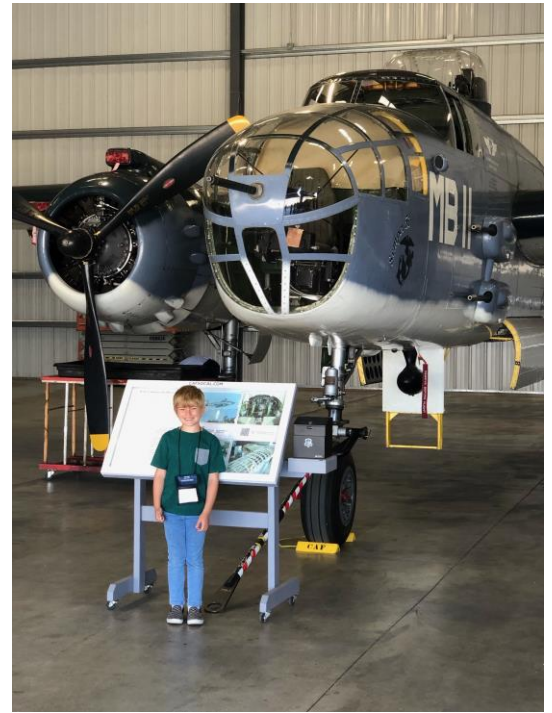








# Commemorative Air Force Museum - Camarillo



# US Navy Seabee Museum (Port Hueneme)



**Chevy trivia:**  
What was the only production car that Chevy supplied with these wheels?  
*Answer on page 22*





1. The infamous 57 Chevy, she is painted buffed and waiting for her trim. The techniques you are about to learn can be used on any make or model car.



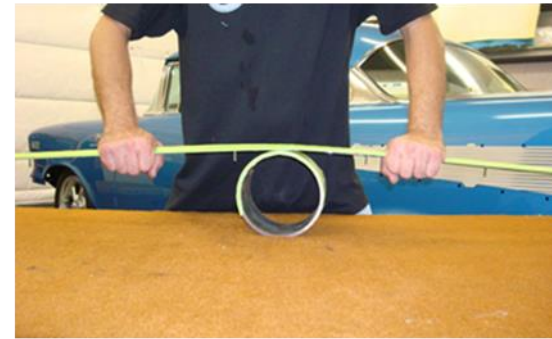
2. It is rare for stainless trim to fit dead on to a body panel. The heat that is generated from a buffing wheel transfers to the stainless which relaxes the molecules and in turn distorts the molding some. The trim fits flat near the fender but way off at the end. Most people would simply bolt it up and tighten it down. The problem is it would distort the body panel because of the pressure generated by the molding and the mounting studs. You will then see small ripples above and or below the molding on the bodies painted surface. You must make the molding fit exact in a relaxed state against the surface.



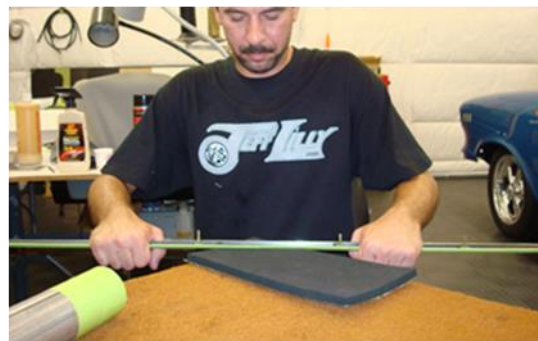
3. As seen when Eric pushes in the center the ends come off. The diagnosis on this part is that it needs more "ARC" as it is too flat overall.



4. Tools: 6" and 2" round tubing taped for added protection-cushion.



5. Using a "little" 1-2 lbs. of pressure to start with Eric rolls the molding back and forth a bit at a time in between the fasteners.



7. In some cases you will encounter a slight twist in the molding. We use 5/8 thick closed cell foam. Eric applies a bit of pressure while twist-tweaking to get it to conform to his liking.

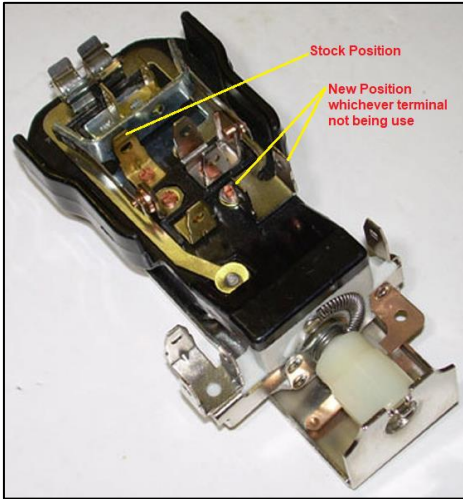
6. Then on to the next section. You may want to remove the clips during this phase if you do not have much experience "tweaking" parts to fit. For shorter moldings and stubborn areas use the smaller diameter pipe.



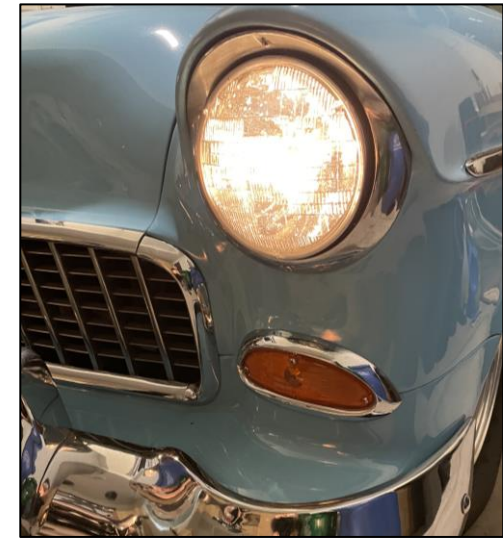
8. As seen she fits like an isotoner glove. At this point we remove the tape then "finger tighten only" the serrated locking nuts. Just tight enough to keep it from coming loose but not enough to distort the body panel.



One of the drawbacks to early car designs was that your front parking lights work fine when you pull the light switch out to the first position, but are not active once the headlights are turned on by pulling the switch to the second position. In modern cars the parking lights are typically on when the car is running as this is a safety feature to alert others that the car is in operational status. Fortunately though if you want, there is a way to update the wiring so that the parking lights can remain on once the headlights are turned on.




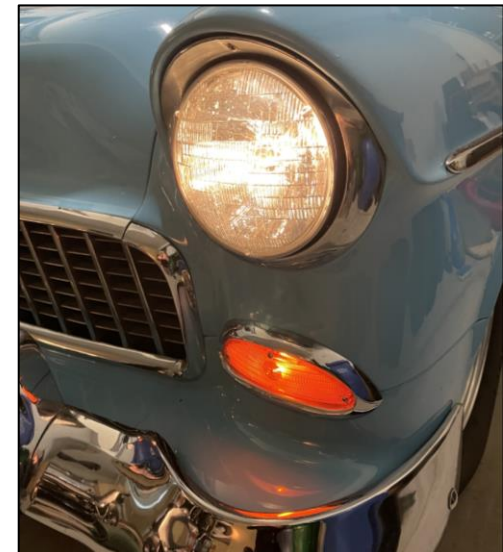
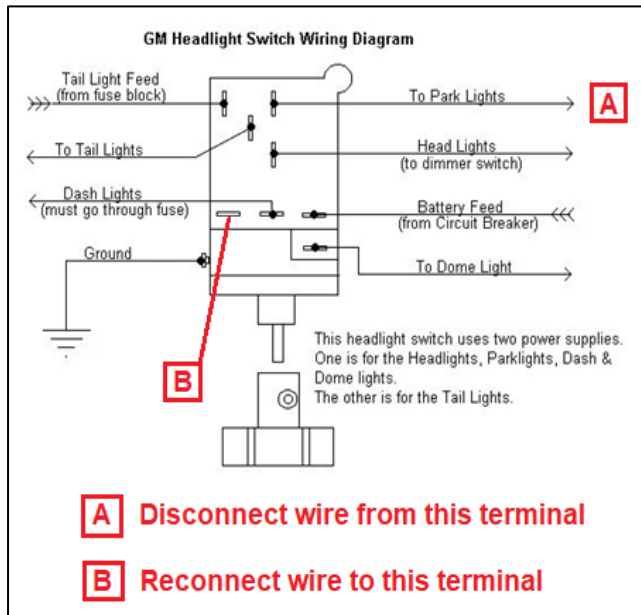
To do this costs nothing and can be accomplished in a matter of minutes. Because the switch wiring is not visible from under the dash you'll need to disconnect the switch from the dashboard. To begin I recommend removing the negative battery terminal. Only then begin to disconnect the headlight switch. Pull the headlight switch shaft fully out to the on position and then reach up under the dash to the back of the switch and press the button to allow the switch shaft to disengage (See here; <https://youtu.be/dXczoh8fjV4>). You may



then pull the shaft out from the front of the dash which exposes the nut fastener that can then be removed with a straight bladed screwdriver. The switch may then be lowered from the dash to expose the wires and terminals.

What makes this conversion so easy is the switch already has an extra unused terminal that is active when the headlights are on. There is only one wire that needs to be disconnected and then reconnected to a different

terminal. Make sure to pull on the wire connector when removing the connection rather than pulling on the wire. Reassemble everything in the reverse order and you'll now have parking lights that function in concert with your headlights. I also choose to install amber lens as a safety measure since clear lens can be mistaken for reflections of sunlight off chrome or headlights. 





## Warbirds, Wings, and Wheels & Monthly Meeting – Paso Robles (May 13)

To facilitate this event and fit in our monthly meeting, Steve Cochran, Teddy Bousard, Don Clark, and (welcomed new member) Steve Hovey brought their cars (150, Malibu, Nomad, & 210 respectively) while Pam & Dean, Jim Perry and I were also present sans Chevys. Teddy garnered an award for his '64 SS Malibu. As anticipated it was a warm and clear day, thus cars glistened in the sun amongst the massive collection of vintage planes and military vehicles. This is quite a significant show and a winner with well over 150 cars. The museum doors opened at 10 AM which housed an extensive array of exquisite classics, vintage engines, and historic race cars of many genres. Food, shade (Jim Perry's canopy), and live music were also on hand. We should plan to bring even more cars in 2024. By Steve MacDonald









## Water Resource Recovery Facility – San Luis Obispo (May 15)

Here are some pictures of the sewage plant in SLO. It was very interesting and it is quite a process. There is a lot of technology that goes into this effort and the standards that have to be followed. Overall, a good tour with fifteen folks from the Model A Club, Chevy Club and the British Motor Club. Thanks to Rich Pescatore for setting this up.  
By Sal Orlando



## 66 American Legion Car, Bike and Pancake Breakfast – San Luis Obispo (May 21)

A small gathering of cars and bikes were present for this great \$5 breakfast that allowed tour of the Central Coast Veterans Memorial Museum. One outstanding 1969 Impala SS there was quite original. By Steve MacDonald





## Richard Alexander's Annual BBQ – Lompoc (May 20)

Vintage vehicles came from all over the Central Coast to this event that felt like the middle of nowhere. There were a good assortment of cars coming from two Model A clubs, our Chevy club and the Bent Axles. The weather was perfect and a great day for a Tri-tip BBQ. Thanks go to Richard for having this great event. Sal Orlando thoroughly documented the road trip and cars that participated on his Cuesta Crankers Flickr account. He takes excellent photos which are worth seeing. Words and photos by Steve Cochran



## TECH

## Shop Tools & Tricks

### New Tool to Remove an Oil Filter



Where space is limited or you're in an awkward position this might come in handy.

### Bent-handle flex ratchet



Ordinary ratchets are short, so you need lots of muscle. But longer ratchets don't fit well under the hood. Flex ratchets are the answer. These suckers let you get into tight places and still get the leverage you need.

### Tite-Reach Extension Wrench



This wrench transfers your ratchet point location to a position that may have more clearance or advantageous for a full ratchet rotation. Available in 1/4", 3/8", & 1/2" sizes.

<https://tite-reach.com/products/tite-reach-3-8-do-it-yourself>

### Coco Cola



Apply Coco Cola to your battery terminals and connectors to remove accumulated acid and restore metal surfaces. It is also useful to a minor degree for removing light surface rust on metal parts of your car.



## Mendenhall's Museum of Gasoline Pumps & Petroliana - Buellton



The Mendenhall Museum is a private collection located in California's beautiful Santa Ynez Valley. The museum has one of the west coasts largest petroliana collections including gasoline pumps, globes, and porcelain gas, oil, & road signs. There are also race cars, racing memorabilia, license plates, gas & oil items, and other miscellaneous antiques. Private tours approximately 1-1/2 hour long available for individuals or groups and dining opportunities may be arranged.

<https://mendenhallmuseum.com/contact.php>

### Trivia answer:

The 1957 Chevy 150 Black Widow w/ 283 c.i., 283 HP fuel injected engine.



<https://www.sportscarmarket.com/profile/1957-chevrolet-150-black-widow>

## Grazing Dinosaurs – Huasna Valley

If you look carefully and you're lucky you might catch a glimpse of life-sized inhabitants of this earth's earliest beasts. 10747 Bobcat Ln, Arroyo Grande





## Classified Ads

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



'62 Corvette steering wheel, \$250 Contact Sal Orlando 408/892-1919; [orlando1760@gmail.com](mailto:orlando1760@gmail.com)



## Youth Engagement

With California's high rate of unemployment and underpaying jobs for young people today, there still exists great opportunities to receive technical education and earn solid wages in the automotive industry. Inform our youth. Bring your kids or grandkids to Donuts on weekends to get them introduced and help germinate the interest bug.



Exemplary training in the fields of Automotive Technology with AS or AA degrees in:  
Auto Engine Rebuilding  
Auto Service Management  
Auto Tune Up and Diagnostic Procedures  
Automotive Chassis  
General Technician Engine, Power Train Specialist  
General Technician Tune Up Emission Control Specialist

<https://www.hancockcollege.edu/>



The Lions Automobilia Foundation supports youth of all ages to explore the world of the Automotive, Motorsports and Service Vehicle Industries. Students and Young Adults can learn the history of car culture in Southern California and discover the craftsmanship and passion invested in vehicle restoration, maintenance, and design. Lions Automobilia Foundation has launched its online SAE Foundation's A World in Motion® (AWIM®) program that brings STEM concepts to life for students aged PreK – 12th grade. Click the link below & explore these AWIM-inspired STEM resources for DIY activities, fun experiments, and learning extensions.

<https://www.sae.org/learn/education/stem-at-home>



## Lighten Up



## Vendors our members recommend

**J&J PRODUCTS CO.**  
CUSTOM METAL FABRICATION MACHINING & WELDING  
SPECIALIZING IN FOOD GRADE STAINLESS STEEL

EARL JEFFRIES  
835 CAPITOLIO WAY  
SAN LUIS OBISPO, CA 93401  
EARL@J-JPRODUCTS.COM

(805) 544-4288  
CELL: (805) 459-7632  
WWW.J-JPRODUCTS.COM



**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

**Miller's**  
Home Improvements and More...

**Richard Miller**

Bonded/Insured/References  
Santa Barbara County

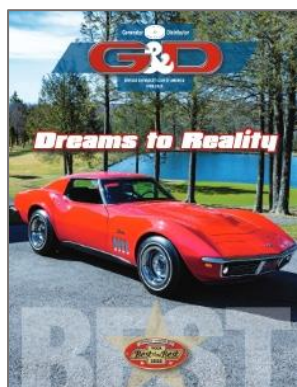
Cell: 448-6742  
Home: 934-1252



## News & Information



**SAN FERNANDO VALLEY REGION  
WELCOMED PCC TO THEIR 2023  
ALL-CAL MEET IN OXNARD**



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

**WELCOME!**

Recently joined Central Coast members:  
Steve & Joanne Hovey (Paso Robles) – 1955 2 Door Coupe  
Mark Rosenthal (Arroyo Grande) – 1968 x 2, 1969, & 1970 Corvettes





34 Years  
Tom Meleo



## THE CLASSICS HAD DISTINCT INDIVIDUAL STYLING

Dodge



Chevrolet



Lincoln



Honda



Buick



Mercedes



Ford



Infiniti



Nissan



Hyundai



Porsche



BMW



BMW



Toyota



Acura



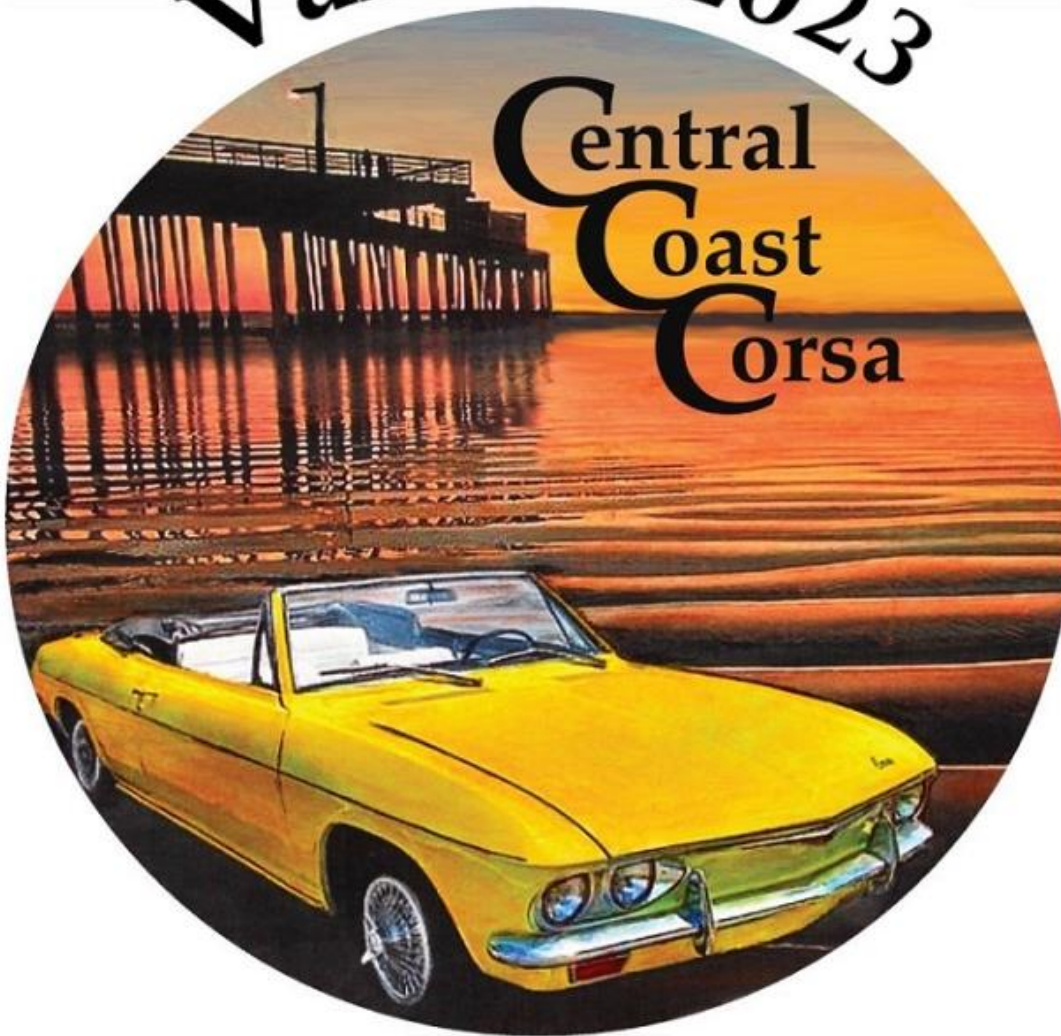
Jeep



## CARS TODAY NOT SO MUCH



# 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](http://www.centralcoastcorsa.com) or [mail@centralcoastcorsa.com](mailto:mail@centralcoastcorsa.com)



Proceeds to benefit



12<sup>th</sup> 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

**ALL YEARS, MAKES, MODELS OF CARS, TRUCKS,  
AND BIKES ARE WELCOME**

Trophies, Prizes, 50/50, Raffle & Vendors

LIVE MUSIC BY **MESTIZO**

**10:00 AM–2:00 PM**

*Food will be available  
for purchase*

## INFORMATION

Jimmy at 805-264-5954 or  
[Madbomberzcarclub@gmail.com](mailto:Madbomberzcarclub@gmail.com)





Hurry, secure your tickets now, as space is limited! Book your passage to the past today!

MORRO BAY MARITIME MUSEUM HOSTS

# San Salvador

THE PACIFIC HERITAGE TOUR 2023

SAIL *Across THE Centuries* ADVENTURE AWAITS. SEAFARERS WANTED.

FRIDAY AUGUST 11 – SUNDAY, AUGUST 20, 2023 | HOURS: 10:00 a.m. TO 5:00 p.m.

## ADVENTURES *Ashore*

Admission and Dockside Tours

Adults (18+): \$12  
Seniors (65+): \$10  
Active Military: \$10  
Children (4-17): \$8  
Children (0-3): FREE

PURCHASE YOUR TICKETS  
IN-ADVANCE ONLINE OR ON-SITE

**BUY TICKETS NOW**

Be part of history, as the full-scale replica of *San Salvador*, the first European vessel to explore California's coast, makes her next voyage.



<https://my805tix.com/e/sansalvador>



# Central Coast Streetrods

Presents:

*"Free food with entry!"*

Prizes

# Nojoqui Falls

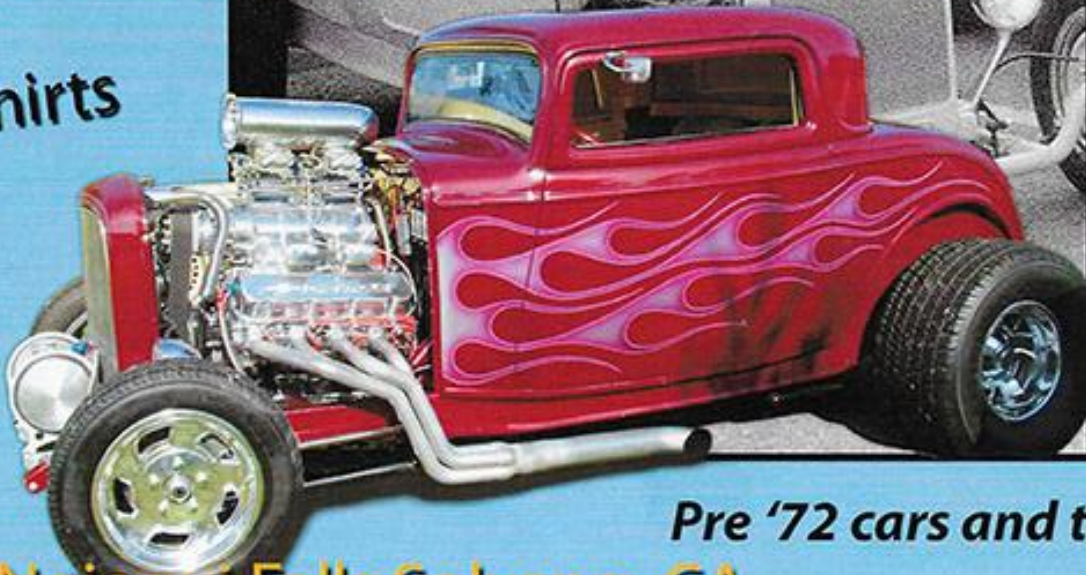
50TH

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**





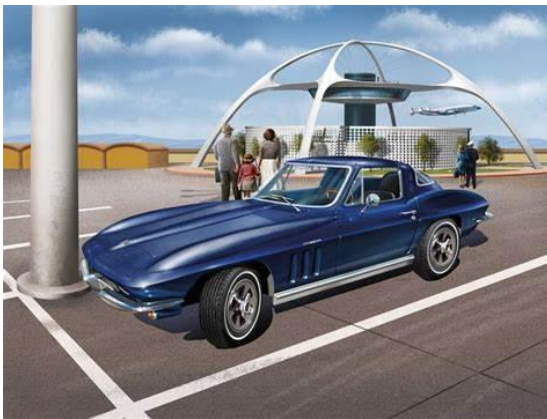
# Current Car Culture Collectibles



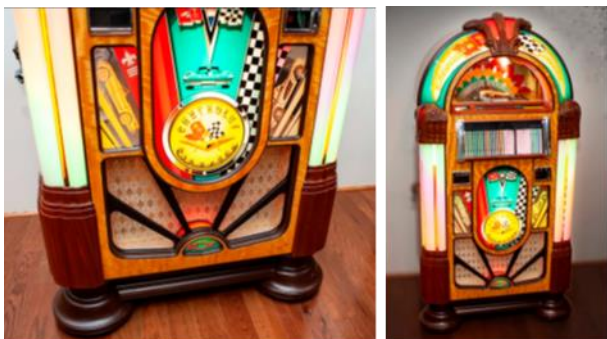
**California Retro Vintage USA Custom License Plates**  
*Embossed Aluminum date boxes. Whether your plate need restoring or just want to be creative, here's a great option. Many popular periods for your vintage car. Our members cite great quality and quick turnaround. From KretschmerDesign in Ergoldsbach, Germany \$75 and includes Express Shipping*  
<https://www.etsy.com/shop/KretschmerDesign?ref=l2-about-shopname>



**“American Showster” 57 Chevy Guitar**  
*Custom hand-built guitars made by Rick Excellente of Kramer guitars beginning 1984 and continued to be made by different builders until 2010. They originally sold for \$799 but now only available on the used market for significantly more. They were well made, played and sounded good. A nice piece of art to make music or adorn your wall. Some examples had a working taillight.*



**1967 Chevrolet Corvette Coupe**  
*The 1967 Corvette® was the fifth and final year for a body style that began in 1963. They removed moldings to clean body surfaces and new styling with reversing lights, and new rally wheels.*  
 Revell 85-4517 1967 Corvette Coupe Model  
 Car Kit 1:25 scale 116-Piece  
 Highly Detailed Skill Level 4 Plastic Model Building Kit  
 Released 2022 \$28.99 on Amazon



**Rock-Ola Wurlitzer Bubbler Corvette Themed Jukebox**  
*These exist and are hard to find. This sold at Mecum from the Eddie Vannoy Collection in 2020. Replete with Corvette insignia, car images and plays 100 CD's, 5-speaker, 360 watts RMS Surround Sound system, Int'l power supply (90-250 VAC). 36" x 65" x 28"*  
<https://www.mecum.com/lots/NC0420-409909/wurlitzer-corvette-themed-jukebox/>



# BACK IN THE DAY



## Event Calendar 2023

Jun 2-4	37th Annual Classic	Pismo Beach
Jun 3, 8:45 AM	Monthly Meeting	Lil' Bits Cafe, Grover Beach
Jun 10	Annual Geezers Gathering	Paso Robles
Jun 14, 8:00 AM	VCCA Breakfast	CJ's Café, AG
Jun 23-25	VairFest all Corvair Car Show	Heritage Square Park, AG
Jun 24	27 <sup>th</sup> Elks Car Show	Santa Maria
Jul 1	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	Norgrove Gardens Railway	Arroyo Grande
Aug 11-20	San Salvador Sailing Ship	Maritime Museum, Morro Bay
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



### **Trivia answer:**

It doesn't because Chevy didn't offer the 327 c.i. until the 1962 models.