



10503 Oak Valley Trail, Austin, TX 78736  
<http://www.centraltexasclassicchevyclub.org>

## BOW TIES

Volume 40 Number 1

January 2018

Established in 1979 to  
encourage the restoration and preservation of all series and models of 1955,  
1956 and 1957 Chevrolets, including Corvettes and Trucks.

**MARK YOUR CALENDARS FOR THE NEXT MEETING**

**Thursday January 18**

**Mimi's on N MOPAC north of 183**

**Social hour 5:30PM meeting, 7:00 PM.**

### President's Message

**Happy New Year members,** 2018 will be a great year once again for our Club. Our last year was full of planned and unplanned trips and events. A few new members joined in with us and we are very excited to have them. Adding new Classics to our pool of already beautiful cars just adds more class when we show up to an event. This year will be our 39th year since we were formed. It sure does not seem to be that long ago but it has been. We have stayed pretty busy for all those years. At our End of Year Party for our awards and to celebrate the Christmas Season a poll was taken to determine which end of town our January meeting would be held. It was decided that we will be north in January at Mimi's and what prompted this was due to the fact that I have some very important business to conduct for our membership and I need all of our members present. We always have a larger turn out south but since the vote carried for a north meeting I hope that you can make it. This is important so I hope you will be at the meeting on Jan18th. at Mimi's.

Speaking of the CTCCC Party at the Oasis, I want to express my thanks to Kathy Cornelius, Connie and Wanda for making this a wonderful time for all. Many thanks to Linda and Ed Volek along with Taylor for handling the fun time at the gift exchange. It was fun and moved along very well. The top 20 members who tallied 200 or more points from the past year were awarded an 8 inch clock, in their choice of color, with our Club Logo and the wording of Participation Award 2017. We only had 16 members who qualified and hopefully next year we will have more. A few members asked if they could get a clock without the Award wording, so I am taking orders for anyone who would like a **Club Logo Clock** in your choice of color saying "**Tri-5 Chevy Club since**

1979" in place of it. They are \$15 each for RED, BLACK, WHITE, SILVER or GOLD. Any other color add \$3.00, even your car color.



The Top Award for 2017 "Igo Award" was voted on by members and presented to Barbara & Joel Parish for their 1957 Chevy 4 door Hardtop.

The "Technical Achievement Award" voted on by members was awarded to Marilyn & Don Peterson for their 1955 Chevy 2 door Sedan.

The President's Award was selected by me for members who have assisted and continually step up in support of the Club. This year's award was presented to Margaret & Pat Corbell for their outstanding dedication.

New Officers for 2018 are for VP, Don Peterson. The Aguilar' s for Secretary position, Thomas Zavaleta has taken over Robin's Website and Directory position, Cindy Lambert is our Wellness Liaison., Pat Corbell Newsletter, Treasurer Kay Bowen, and Dan Bowen as President. My thanks to Sonny Ables, and Robin Raben for all the service they have helped the Club with for many years.

**Kay and I both want to wish you all a very happy and prosperous New Year.**

Dan

### **CTCCC Meeting Minutes:**

#### **Club Minutes from December 10, 2017**

President Dan Bowen welcomed all for a brief meeting. He thanked Kathy Cornelius for arranging the end of the year Christmas Party, with able help from Wanda Zwernemann and Connie Hoelscher.

Thanks were also given to the outgoing and incoming officers.

Wellness report, birthdays and anniversaries were announced with congratulations to all.

Awards were presented as follows:

Larry Igo Award – Joel & Barbara Parish for their '57 Chevy

Technical Achievement Award – Don & Marilyn Peterson for their '55 Chevy  
President's Award was presented to Margaret and Pat Corbell.  
Participation Awards, a wall clock with the club logo – to all members scoring  
200 or more participation points.

It was voted that the January meeting be held at Mimi's north with a special attraction.

#### 2018 OFFICERS

NEWSLETTER EDITOR -----Pat Corbell  
WEBSITE EDITOR -----Robin Raben & Tom Zavaleta  
SECRETARY -----Xavier & Liz Aguilar  
TREASURER -----Kay Bowen  
VICE PRESIDENT -----Don Peterson  
PRESIDENT -----Dan Bowen

**Member's articles for the newsletter are needed.** Please send to Pat  
Corbell, [lorbell@austin.rr.com](mailto:lorbell@austin.rr.com).

Meeting adjourned.

For lack of a better description, I am this year's "Under-the-Weather Responder" on behalf of our  
membership. If you have any news of a member that could use a lift by knowing our club cares,  
please send me an email, text or phone call. I will use our membership directory but if a hospital  
stay is involved, it would be helpful to know which hospital.

Thank you kindly,

Cindi Lambert, [cindilambert3@gmail.com](mailto:cindilambert3@gmail.com), 830-660-2476

#### Upcoming Events

**Feb 24** Stephanie Nichols 7th Annual car and plane show at the Georgetown Airport registration 9-  
10:30. [Stephanie.Nichols@american-national.com](mailto:Stephanie.Nichols@american-national.com)

**Aug 9-11** Danchuck Tri-Five Nationals Bowling Green KY (Now a three day event)

#### Lone Star 36

**May 25-27, 2018 at Dallas/Ft Worth Airport Marriott, Irving TX.**  
**Book Rooms by calling 972-929-8800 and ask for Lone Star Room Rate**  
**or online**

**More information on [www.lonestarchevys.com](http://www.lonestarchevys.com)**  
**Special rate is \$99 per night which includes breakfast each morning. Special rate is good**  
**for consecutive days before and after the event.**

#### Club Activities

Feb 11 Brunch at the Roaring Fork. It is time to mark your calendars for our third annual "Brunch at the Roaring Fork". We can call it Pre-Valentine's Day celebration, Pre-Lent celebration or just a fun time for the club members to get together and drive our cars!

It will be on Sunday, February 11th at 11:00am, at the Roaring Fork, Stonelake. They have a previously booked party using the porch area, so we will be seated inside this time.

We will have a sign-up sheet at the January meeting, but if you know that you will not be at the meeting, or if you just want to sign up now, you can send me back an email and let me know that you will be coming. As usual, we will need to give the restaurant a head count, so please let me know when you know.

See you at the meeting,

Mary Haile

### Birthdays and Anniversaries

1/9 Ed and Linda Volek, anniversary

1/14 Gloria Majalca

1/20 Reuel Hoelscher

1/26 Wayne and Leslie Casteel, anniversary

1/28 Robert Raben

1/30 Richard Waite

1/16 Judy Kennedy

1/25 Phyllis Schwope

1/27 John and Gloria Majalca

1/29 Sonny and Gladys Ables, anniversary

### Ongoing Events

**Cabela's in Buda.** Saturday Nights. Gearheads Cruise-in.

Third Saturday Nov-April 3PM-5PM June-Oct 6PM-9PM no show in May.

[www.leandercarshow.com](http://www.leandercarshow.com)

I called Dick's Garage in San Marcos and they are no longer having the cruise-in..

**Lakes Area Rods and Classics** have moved their First Friday of the Month Cruise-in from Burnet to Marble Falls. They meet at the Food Trailer parking lot on the West side of Hwy 281 N. just across from the Urgent Care Clinic and usually get there around 4:30 - 5:00 p.m. and stay until 7:30 – 8:00 p.m. – all is subject to the weather.

**Cars and Coffee** is moving from the Oasis to Concordia University, 11400 Concordia University Drive, Austin beginning in 2018. Held the second Sunday of the month except May when it moves to the first Sunday to avoid conflicts with Mother's Day. Schedule is 9:00 a.m. to 1:00 p.m.

**For Sale** Owned by David Mixon for over 30 years.

Frame up restoration late 90's. Paint is the original color, Matador Red (single stage paint) Paint is perfect. See previous newsletters for photos and more detail.

**Price Reduction.** The Price for the complete package is \$65,000.

David Mixon

[davidmixon@me.com](mailto:davidmixon@me.com)

512.415.9555

One of my friends is **selling** his **1956 Chevy 4 door Hardtop**. This car is Adobe Beige and Sierra Gold. This car is original with many options. This Car runs and drives very well.

Ornamental Bumper guards, Power Steering, Power Brakes, Spot light w/ mirror, fingernail guards, rocker panel moldings and fender rock guards. 265 Cu In, V8, Powerglide, New tires with full hubcaps. Asking \$14K. Contact me for more pictures and contact information. Car is in Mineral Wells, Texas. Dan Bowen. See previous newsletters for photos.

**We are a Chevy Club, but Phil Meek's 55 Crown Victoria made the FOMOCO Magazine, "CROWN VICTORIA". Dan and I both felt that it would be an honor for us to have the article in the Newsletter. Personally, I like all old cars, and 55-56 Fords are among the prettiest. Pat.**

### **"Sweet Caroline": My 1955 Ford Crown Victoria by Phil Meek**



Back in my high school days in Dallas, there were only three things that interested the guys - - football, girlfriends and cars, and not necessarily in that order. Concerning cars, one of the rich kids came to school in a gorgeous deep triple black Crown Victoria with red and white interior, sparkling chrome and shimmering stainless steel that festooned the chariot, dual rear antennas, fender skirts, "flipper caps" and a continental kit. The sound of the rumbling V8 with dual glass packs was pure music! It was love at first sight! However, it would be many moons until September 2013 before I fulfilled my high school dream and bought my 1955 Crown Victoria. After negotiating on the phone for weeks and receiving lots of photos from the seller, we closed the deal. My brother, Gary, and I drove up to the Texas Panhandle to bring the car back to Austin. I thought this would be a quick, relatively inexpensive restoration (wrong!) since it had a "new" paint job that was seven years old, but the car had never been reassembled or driven after painting. The car also had a new, correct ABC Interiors upholstery kit that was partially installed. Importantly, the body was in good shape with no rust. We quickly determined that only a few parts to the mostly disassembled Crown Vic had been segregated, bagged and tagged. Almost all of the stainless trim, the bumpers and grille were off. Significantly, a large number of parts, fasteners of all types, etc., could not be located. After hours

of searching, we found some of the missing parts interspersed unmarked in the garage among parts of several other cars that were being restored.

When it came time to load the car onto the trailer the real fun began. The engine was difficult to start and stopped repeatedly. The brakes and parking brake were stuck as a result of the car sitting idle for years. It was very difficult to move the car and drive it onto the trailer. But we finally finished the task and headed for Austin. Once home, I gave the car a thorough going-over. It became apparent that I had overestimated the condition of the car, and that it was going to take a lot more time and treasure to restore it to the level that I wanted. But I knew this car had good "bones" and would be beautiful when finished.

My objective was to build a long distance driver, not a show car that sat unused in my garage. And I wanted a top quality restoration. Although I enjoy working on my cars, I recognize my limitations. When it comes to advanced auto mechanics, electrical, bodywork and painting, I leave those tasks to the real experts who have honed their professional skills over many years.

Gary and I removed all of the trashed brake system and replaced it with new components, brake lines and master cylinder. Tip: Pre-formed steel brake lines are difficult to impossible to install in frame-on restorations due to chassis/body restrictions!

Almost all of the heater system was missing and had to be replaced piece by piece. I could not believe how many parts comprised the heating system, and how much time and money it took to collect the parts and install them.

A shop experienced in rebuilding Ford Y-block engines handled the work on the V8 272 engine. Surprise! The crankshaft had been welded together, and the block had been bored .060, indicating at least one and possibly two rebuilds. But the block checked out strong so we pressed on. I switched the original two barrel carburetor to a new Holley 390 four barrel carburetor, gaining 20 horsepower in the process. After many fits and starts getting the carburetor to work properly, the car now cruises like a top at modern highway speeds.

While the engine was being rebuilt and balanced, the restoration shop rewired the electrical system and cleaned up the wiring under the hood. In the process they converted the electrical system from 6 volt to 12 volt without my approval. My first clue as to the change was a bill for a 12v heater motor. This was especially unfathomable since they had already rebuilt the 6v starter and generator as a 6v, the many electrical components I had provided to them were 6v, and the original 6v tube radio had been restored.

So why the error, I asked? The response was a weak "well, we talked about it." I was not a happy camper. Long story short, for a variety of reasons I now have a 12v car, with the relevant components being re-built or replaced as 12v. I purchased a second 1955 Ford 6v radio and had it converted to 12v with new modern components, boxed the original restored 6v radio and put it on the shelf. I'm still working through the electrical gremlins that never seem to get fixed permanently, especially the dash gauges - - pesky little devils are they. You can never have too many electrical grounds!

While the engine was out, the engine bay was cleaned up and painted. The radiator was re-cored and dents removed. The transmission and third member were refreshed. The steering box was sloppy, so it was rebuilt. Ditto the tired front suspension system, which was replaced. Since the car had its original gas tank and had been sitting for years, I replaced the gas tank and fuel lines. I didn't want the old fuel system possibly contaminating a newly rebuilt engine. At this point, I was getting depressed since I had invested a lot of money in the restoration, but you could not see the results because the costs were under the car and hood. My banker and I are becoming friends. Next in line were new Bilstein Classic shocks specifically designed for classic cars. They cost a bit more, but are great! When the car was on the lift for installation of the shocks, a friend noted that

there were two brands of rear springs, one with 5 leafs (leaves?), and the other with 6 leafs and one of the springs broken. Hmmmm. Maybe this is why the car listed to starboard slightly. Obviously, this necessitated new rear springs. I opted for Posey springs, which have Teflon between the leafs and are quieter than normal springs. I selected heavy duty springs to level the car due to the weight of my continental kit. They also stabilize the car nicely, much better than standard springs. A MagnaFlow stainless steel exhaust system with dual mufflers was installed. Love the deep, throaty '50s sound of those mufflers!!

In the spring of 2014, I began the process of having the gazillion pieces of stainless trim restored or replaced. I was very fortunate in locating a real expert in stainless steel restoration, Mickey Greer, to do the heavy lifting. Turns out, he lives a few blocks from me. We became very close friends during the restoration process, which took over a year because Mickey's skills are in high demand. Building such friendships is one of the great benefits of our avocation.

Although the paint looked good from 15-20 feet, closer examination revealed many flaws. I turned the car over to a body and paint shop to do their magic. Originally, I was just going to have minor body work done and touch up paint applied. However, when the Tropical Rose paint was mixed to original Ford specifications, the color was noticeably different than the color on the car. This necessitated a complete repaint of the car, interior as well as exterior. Once the old paint was removed, additional bodywork was required to get the body sides arrow straight. The front and rear windows were removed so the original rock-hard rubber seals could be replaced, and the window channels checked for rust (none!) before painting.

With the body and paint work completed, I began the tedious process of installing all of the stainless trim, chrome bumpers, emblems, and grille began. Installing many of the trim clips for the exterior stainless mouldings from inside the doors and rear seat area requires being a masochist and contortionist. Finally, the car was coming together!

Before installing the upholstery, carpets and finishing out the interior, I installed Dynamat sound deadener, followed by thick acoustic insulation matting. I also installed sound deadener in the trunk and inside the doors and rear seat window areas to reduce road noise.

Once I had the car back on the road, I was concerned with the lack of performance in the car, which I attributed to the differential gears. During the course of the rebuild, one of the shops determined that the car had been converted from the original Ford-O-Matic to a three speed manual. However, upon further inspection, the differential gears had not been changed. I obtained a replacement third member, gears and axle from CVA member Don Stickler. The performance of the car improved significantly. Don was instrumental in providing a wide range of parts and wise counsel in helping me throughout my build of the car. He was my go-to guy for everything that was not available through the aftermarket suppliers.

"Sweet Caroline" has Firestone 6.70 x 15 whitewall tubeless bias-ply dancing shoes. I preferred radial tires, but opted for originality and a true '50s ride. I laughed once when I saw a photo of a Crown Vic with a continental kit, trunk lid up, and a second spare tire in the trunk. Why would anyone want the extra weight of a spare tire in addition to the continental kit?

Months later, I wrestled unsuccessfully for several hours attempting to get the ring and disk over my mounted spare tire without bending the steel ring or damaging the disk. After reaching my patience point, I took the car, ring and disk to the body shop, where three men also wrestled with it for over an hour before successfully completing the installation. I felt vindicated! Murphy's Law dictates that if I have a flat tire, it will occur on a frigid, wet, moonless winter night in the middle of nowhere. The wisdom of a spare tire in the trunk became immediately apparent.

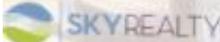
The rebuilding of my Crown Vic was basically completed in early summer 2016. Since then, she has been a regular participant in car shows and cruises, garnering more than her fair share of

trophies. She is a crowd favorite, with admiring folks asking lots of questions, which I enjoy answering. But the real pleasure is driving the car regularly. "Sweet Caroline" loves the road! What were some lessons learned? First, I found it important to keep a sense of humor and perspective. Restoring old cars is a long journey and there are many bumps along the way. Find tradesmen and craftsmen that you can trust, because the caveat emptor principle applies. Develop a network of suppliers of original parts, and determine which businesses sell quality aftermarket parts.

A special thanks goes to my brother, Gary, who is the proud owner of two Studebakers. I simply could not have rebuilt this beautiful car without his assistance. For three years, he beat the highways back and forth from North Texas to Austin to help me. Thank you, Gary! Finally, when I was in high school, many of the guys named their cars for girls and rock 'n roll songs. I have continued that tradition. "Susie Q", my restored 1956 Chevy pickup, is named for my wife.

"Sweet Caroline" is named for my precious 11 year old granddaughter, a happy-go-lucky child with an inquisitive mind, a warm heart and a bright smile who lights up the room. Caroline started with me on this restoration venture when she was 8 years old, and I promised her the first passenger ride when it was completed. She waited patiently for me to finish this challenging project. Understandably, after a few years she kept pressing me with "Pop, when are you ever going to finish "Sweet Caroline" so I can take my ride?" MISSION ACCOMPLISHED!!

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