



NEWSLETTER  
of the  
Carpinteria Valley  
Historical Society

[www.carpinteriahistoricalmuseum.org](http://www.carpinteriahistoricalmuseum.org)

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July/August 2013

## CALENDAR

July 27—Saturday  
MUSEUM MARKETPLACE  
8:00 a.m. - 3:00 P.M.



July 31—Wednesday  
Board of Trustees Meeting  
6:00 P.M.



August 21—Wednesday  
Volunteer Appreciation  
Luncheon at Clementine's  
12:00 Noon



August 28—Wednesday  
Board of Trustees Meeting  
6:00 P.M.



August 31—Saturday  
MUSEUM MARKETPLACE  
8:00 a.m. - 3:00 P.M.



September 19—Thursday  
Field Trip to Petersen  
Automotive Museum  
8:00 a.m. - 5:00 P.M.



## VALLEY HISTORY

### Back When They Were Service Stations: Carpinteria Gas Stations, 1920s-1970s - Part III

by Jon Washington

edited by Roxie Grant Lapidus

We had a great response to our last installment, including some additions and corrections. Tom Groves points out that the Seaside Boat Shop was actually not the only one in town: "*Wilbur Humphrey also had a boat sales agency in the mid-fifties--he was my dad's competition, as Wilbur sold Evinrude and/or Johnson outboard motors and Glaspar fiberglass boats. I believe my dad acquired the Glaspar franchise when Wilbur closed his business. And I also recall that Wilbur worked for Dad at his Ojai boat shop.*" Tom also corrects the first name of Seaside-based newspaper delivery-woman Ethel Graeber. We pick up our story in the mid-1950s, when Carpinteria service stations were still a high school student's first job, and a social hub for the town's young people.

#### Working (and Playing) at the Stations, 1950s

Dave Goodfield '58 was one of the high school kids who hung out at Ernie McCurry's Shell. He wrote, "*When I reflect back on Carpinteria service stations during the 1950s, I immediately think of Ernie McCurry's Shell station and Johnny Moyer's Chevron, at opposite corners of Linden and what is now Carpinteria Ave. They were the two stations where everybody wanted to work. You pretty much saw everyone who entered and left Carpinteria. If you didn't work at the Shell, you at least hung out there, just to be in the center of anything and everything that was going on.*"

Diane McCurry remembers one of the things that was "going on" one day: "*One memory I do have of my Dad at the station was the time he sawed Gilbert Alonzo's cast off so Gilbert could play in the football game. He pulled out some kind of saw and off went the cast. Can't believe he did that!*"

Across the street, John Moyer was also a football fan. Ron Branscom '57 wrote, *"I worked for Fred Risdon (Jack's father) Mobil Station, and I also worked for John Moyer at the Chevron station. John only used high school students, usually boys who played sports. He would stay at the station until we finished practice, and he always closed the station so he could attend all football games, home and away. He was a super guy to work for. Jim Damron, Clyde Hickman, and myself are the ones that I remember working for him."*

George Coshow '56 worked there too: *"My first real job was working for John Moyer at his Chevron station at the light. I learned a lot about maintaining cars from him, and about being a responsible employee as well. About 1955 or 56, regular gas was 25.9 cents per gallon. The Damron brothers and I played many hours of ping-pong behind the billboard against the Rexall Drug store wall."*

Wally Ramirez '57 worked nearby at Risdon's. He wrote, *"Last year of high school I worked at Fred Risdon's Mobil, corner of Carp*

*Ave. and Elm, across the street from Texaco and a Flying A. Texaco at that time was run by Al Nelson (father of Whitey Nelson, who raced at the Thunderbowl). Later Mr. Brister (Jim Brister's dad) ran the Texaco. They had the Greyhound agency for Carpinteria. Later we got the Greyhound business at Risdon's."*

Dave Goodfield continues: *"My most significant memory of hanging around the Shell, after dark, was when the gypsies showed up. They would pull into the station with one or two cars to get gas and try to steal anything that they could get their hands on. The driver would occupy the attendant and the passengers would wander around the station stealing tools and anything of value that they could sneak back into their car. When we were there, my buddies and I always jumped out of our cars and shadowed a gypsy, following him or her throughout the station until they returned to their car, hopefully empty-handed. It was always really appreciated by the attendant, as well as by Mr. McCurry."*

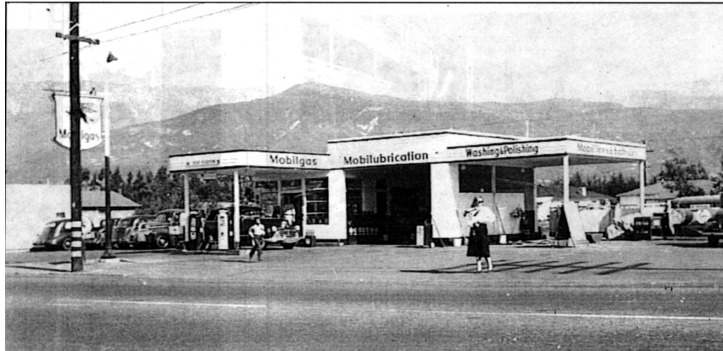
Across Linden at Moyer's Chevron, George Johnson may have wondered if the strange pair hanging around his office on Halloween night were gypsies. The taller one was attired in a man's suit, top hat, and eye mask, and had a definite paunch. A half-smoked cigar was in one gloved hand. The shorter one's face was completely hidden by a mask. But George had 3-4 customers, and it was a while before he could ask them what they wanted. As his daughter Melissa Whittemore '62 relates, *"Mom (Sadie Hales Johnson) and I had to stand in the office for a while trying not to giggle. She was pregnant with my brother Mark, and had borrowed the half-smoked cigar from her father, Orrin Hales. When Dad gruffly asked us what we needed, Mom*

*disguised her voice and said 'directions.' He said we'd have to wait while he helped another customer. We looked at one another with a twinkle in our eyes, realizing our disguises had worked! After quite a wait, Dad finally came into the little office to help us. Mom was getting tired, so we said 'Trick or Treat!' and pulled off our masks and*

*laughed. He was truly surprised. That was a once-in-a-lifetime experience for all of us!"*

Melissa continues: *"George worked at several gas stations in Carpinteria before becoming a ranger in the State Park. He was a gifted mechanic who always maintained our family cars. I appreciate that he taught me how to properly wash a windshield, how to check under the hood, how to check the tires and to listen for unusual sounds from the engine. Our family benefitted his whole life because of his ability and willingness to study and figure out the workings of so many things. He was always fixing, building, painting, refinishing, growing or improving something."*

Lou Panizzon '59 also worked at John Moyer's Chevron. He writes, *"The gas station scene in the movie 'Back to The Future' always reminded me of how gas stations appeared and what kind of services we provided. The rubber hose that ran across the service island always alerted us to when a customer pulled in. I can still hear the bell tone in my head."*



*Risdon's Mobil station in 1947 was located on the old Coast Highway (Carpinteria Avenue), and included a car wash, seen on the right. Danny's Deli and bait & tackle & car wash occupy the building today.*  
Risdon Family photo.

Customers usually asked for an amount either in dollars or gallons. Some of course said, 'fill 'er up.' Most teen drivers asked for 50 cents worth. We were required to check under the hood for the oil level, water in the radiator and water in the battery. Also, we checked to see if the fan belt was in good condition. We sometimes checked the tire pressure and for sure we cleaned the front and back windows.

The night shift during the week was a good time to get your homework done. The Dodgers were always on the radio. You could walk two or three blocks on Carpinteria Avenue and not miss any of Vince Scully's play calling. Memorial Day (the birthday of two famous Carpinterians--Jon Washington and Marty Panizzon) was usually a quiet day except for the sound of the radio broadcasting the Indy 500. I can still hear the announcer describing the Billy Vukovich crash in the 1955 race. The winner of his first two races, he died in that crash."

The younger kids also loved Moyer's Chevron. Chris Coffman was about 10 at the time Lou Panizzon was working there. He writes: "My favorite was John Moyer's station on the corner of Linden and Carp Ave. My buddies (Keith Gier, Gary Holsten, Barrett Jackson, and Johnny Moyer) would go to the gas station where Mr. Moyer would give us inner tubes from old tires. From there it was an easy task for us to partially inflate the tubes, finagle them in half, and then stick them in gunny sacks. Voila, instant rafts to ride waves at the beach! I revel in the memory of all of us riding our bikes to the beach one-handed, with the other wrapped around our gunny sack rafts."

#### You Never Know Who You Might Meet...

If it sounds like an all-male scene at the gas stations, it's because it pretty much was. The Rainbow Girls held occasional car washes at the Shell station, Julie Hirsch '56 recalls. Few girls had their own cars, but on foot or on wheels, they would discreetly check out who was working at the stations. Ann Kuizenga '58 wrote, "I can remember working at Carr's Dept. Store on Linden and wandering down to the corner on my lunch to talk to Clyde Hickman. He and I went

out several times during our Senior Year." Joanne Klug '57 wrote, "Remember the gas station Charlie Condelos worked at? Juanita Johnson & I would walk by there just to see what part of his group would be visiting." (This was probably the Texaco station at Vallecito & Carp Ave., where Charlie's dad, Mike Condelos, had a Ford agency.) Buttons Tobey '61 wrote "Dragging Linden to see who was working at the station (sometimes Charles Munro '56) was a pastime as well."

Charlie Munro's younger brother Tom '59 had this to say: "Charlie returned to Carpinteria after completing a two-year stint in the Navy. He had served aboard an icebreaker in Antarctica. While aboard ship, one of the ship's radiomen contacted a ham operator broadcasting from Sandyland Cove, Carpinteria, California! The local ham operator called our mother, and she and Charlie had a 15-minute conversation from Antarctica to Carpinteria! The local operator was Herbert Hoover Jr. A few years later Charlie was working at John Moyer's Chevron. A car pulled in for gas, and the driver was a Mrs. Hoover. Charlie told her about the radio contact, and she said yes, her husband was the ham operator in question.

Sometime later Mr. Hoover himself came in for gas, and Charlie had the chance to meet and talk with him.

Charlie worked at most of the gas stations in town at one time or another, for 7-8 years before he moved into construction. He said it was a great way to meet people, and he did. Everyone in town needed gas and Charlie was there to fill their tanks. Every tankful was a new friend or acquaintance. On Friday and Saturday all the local cruisers were out. Guys and girls. All of them came right past his station. Not a bad way to meet a lot of people."

Chuck Treloar '63 has a great story: "I worked at Groves & Hofmann Seaside station during the late '50s and early '60s. I was working one Sat. afternoon during the Russell Cup Track Meet that was going on just down the street at Carp High School. A man walked into the station and told me that his son was in the track meet and that he had



Don Groves (left) and Bob Hofmann and their Seaside station pictured in the late 1950s. Photo courtesy of Bob Hofmann as appeared in the Carpinteria Herald January, 1988.



locked himself out of his car. He asked if we had a locksmith in town. I told him that we didn't, but he could find one in Santa Barbara. I gave him our phone book and he went into the office and made a call. When he came out, he thanked me and asked if he could buy me a Coke. He went to our Coke machine and got two Cokes. We sat down and talked. He wanted to know all about me and he told me all about his son who was about my age, but he didn't say much about himself. As we were chatting, Don Groves would look over at us from time to time like he thought that I was spending too much time on my break. The locksmith came and the man thanked me again and shook my hand. He left with the locksmith and Don came running over and asked if I knew who I had been talking with. I told him it was just some nice guy who locked himself out of his car. Don said, 'Chuck! That was Gregory Peck!' My mouth dropped open. I hadn't known who I had been talking to, but will never forget what a nice guy Gregory Peck was."

Frank Fortunato Jr., who took over the former Moyer-Wright Chevron station at Linden and Carp Ave. from his father, Frank senior in 1987, recalls: "Jonathan Winters used to walk through the station and gather my employees to tell them 3 or 4 jokes before walking down to another shop in town, returning an hour or two later to do it all over again. One day he came by to tell his jokes, and as he finished a car drove in and a lady about the same age as Jonathan got out and stared as he walked around the corner. As I walked by her I said 'Yes' she said 'No way!' and I said 'Oh yeah.' She started screaming 'That was Jonathan Winters!' over and over. Her husband looked at me, trying to figure out what had happened to his wife. I was just glad that Jonathan was far enough away that he couldn't hear her!"

Just about every station had a coke machine. Danny Velasquez, who worked at Shell with "Arkie" (Larry) Lawrence, Bob Westfall and Rudy Duarte, remembers the time that Clyde Hickman and Phil

Schuyler stole their Coke machine. Chris Coffman (Bishop Diego High '67) had a confession to make, though it's not clear whether the station in question was Seaside or Union 76: "One of our favorite gas stations was the one directly in front of the historical museum on Carp Ave. However, the reason it was our favorite is kind of embarrassing to admit. The station had a rather typical but old type of coke machine. You'd put your dime in and then grab the top of the bottle and slide it horizontally along the rails to the release mechanism that had just been activated by the dime. It was then a simple matter of lifting the coke out and opening it using the big opener on the side. Well, we concocted a small, but illegal, variation to this theme. We would all carry straws and a hand held opener. We would simply pop the top off a coke, stick a straw in, then bend down and slurp away. We could only do this late at night, however, usually coming home from roaming around the beach camps."



Ad appeared in the special "Pioneer Issue" of the Carpinteria Herald, October 13, 1960. Museum archives.

### Flying A on Linden (Bud Sanders)

Sometime in the mid-1950s a Flying A station was built on the site of the former Hope Manning (Curtis) house, on the northwest corner of Linden at 8<sup>th</sup> St., just across from the Tobey house. Buttons Tobey '61 exclaims, "My parents refused to sell our corner to an oil company...thank heavens!" Bud Sanders was the owner/lessee of the station, and hired numerous high school students at one time or another, including Marty Panizzon '56, Neil Ablitt '60, and Eric Miller '67. Neil Ablitt wrote, "When I was working there, there was a contest under way to win a trip to Hawaii if you had the cleanest restrooms. There were people out there checking all the Flying

A restrooms. Bud insisted that we clean the restroom every hour! I remember once we had just cleaned the men's and there was a guy who wanted to use it. We said he had to wait. He did, but after a while he asked why it was taking so long. We said there was no one in there, we were just waiting for the floor to dry. Boy, was he ever mad! In the end I don't think Bud ever did win that trip to Hawaii."



Eric Miller '67 reminisced, *"I worked at the 'Flying A' gas station on Linden (across from the Safeway, now Vons) that was owned and operated by Bud Sanders. Bud's son Gary was a friend from 5th grade on through high school. I started working at Bud's Flying A one summer around 1962, mainly because it was just a few blocks ride on my bicycle from home. Gary and I washed cars, replaced brakes, did tune-ups, washed windshields, sold gasoline, tires, and batteries, and gave out S&H Green Stamps. We made 'road service calls' in the two late 1940s Ford pick-ups that were painted bright turquoise and had the Flying A logo painted on the doors.*

*I worked there until Bud Sanders sold the station to Bill Starnes, who changed it over to a Phillips 66 Station, and I continued to work there for several more years up to graduation in 1967. Bill Starnes also had a 'Bear Alignment' shop in his garage up by the 76 gas station (that later burned) at Santa Monica Road & 101. He helped me to completely re-build the suspension of my 1956 Austin Healy 100 M, and refused to charge me for his work. Bud's and Bill's families always took good care of me."*

#### Gas Deliveries Out on the Ranches

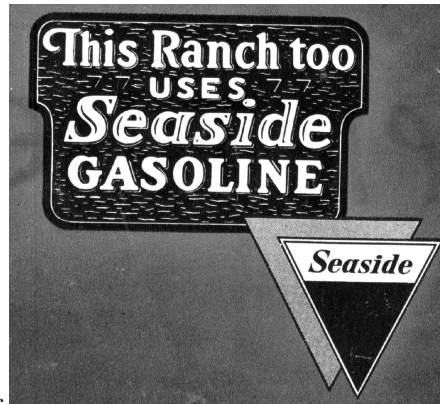
Outside of town, just about every ranch with a tractor had its own tanks, filled by Seaside or Richfield trucks. Roxie Grant Lapidus '62 recalls that Mr. Ludka (father of Carol, '63) drove the Seaside truck to their place. *"Up by the barn we had 2 metal tanks lying on their sides on wooden stanchions—I for tractor fuel, 1 for the cars. I remember how slow it was to fill the car—not anything like at a gas station. I once penciled on the tank, 'Patience is a Virtue!'" When the tank was low, I'd lift the back end of it to get more out. Once, when my brother Doug was about 14, he went up there after dark to clean some paintbrushes with gas. He made the mistake of bringing along the Coleman lantern. The lantern ignited the gas fumes, and it was very scary till the Fire Dept. arrived and put it out, luckily before the wooden stanchions burned."*

Bob Hofmann from Seaside would also come out to work on tractors, all around the valley. Son John writes, *"Bob worked on most of the farm*

*equipment in the valley and was respected by the powerful farm community in Carp."* Lawrie Bailard confirms this, recalling Bob Hofmann as the best tractor mechanic around. When Eric Miller wasn't working at Bud Sanders' Flying A or its sequel, Bill Starnes' Phillips 66, he worked as an on-call mechanic for many of the ranches. *"I even used to do rebuilds, maintenance and tune-ups on the tower-mounted wind machines up in the lemon orchards,"* Eric wrote. Jess Shaw also worked on ranch equipment, according to Tom Colson '64, who worked for Jess when he ran the Arco station on the former Risdon Mobil site on Carp Ave. Jess had been a mechanic for Tom's dad Frank at Colson's Garage for many years. (Unfortunately, Tom died in May, before his contribution to this article was published.)

Bob Groves '63 recalls Art Ludka delivering gas to his dad's Seaside Station. *"Seaside, being a local company with offices on State St. in Santa Barbara and a distribution depot in Summerland, held a big presence, with three dealers in Carp (Groves, Colson's, Delgado's) and one in Summerland. John Phillips was the first jobber/delivery guy for Seaside, then Art Ludka, whose daughter Carol was in my class. Other jobbers included Dick Gary, who delivered Canada Dry sodas (daughter Patty also in my class). I don't remember the name of the Knapp Shoe salesman, but I do remember the 44-cubic inch Crosley he drove. I doubt it would do more than 50 or 55 mph!"*

Editor's note: As so many folks are "pumped-up" by these recollections, and the memories just keep flowing, it seems this series has not yet run of gas. We will need one more installment to share with you stories of the stations on the west end of town along Santa Claus Lane; the 1960s & '70s gas wars, shortages, and ultimate changes to service; and what has finally replaced most of these old service stations of the past. You lovers of all things automotive will want to be sure and read the following Museum News article concerning our excursion to the world-renowned Petersen Automotive Museum.



*Signs such as the one depicted here from a magazine advertisement were distributed to ranches and farms throughout the West. Museum archives.*



## MUSEUM NEWS

### ANNUAL BENEFIT BLOOMS

With a wonderful sunny day and a beautiful selection of plants and cut flowers, our Memorial Weekend Museum Marketplace was one of the most successful yet. We raised over \$2,200 in the plant & flower booth alone; and combined with vendor space fees, used treasures sale, and refreshment booth, the marketplace raised over \$5,200 for museum operating expenses.

**Special thanks to the MANY volunteers** who helped to organize, set-up, pick-up donations, and work all the booths on the day of the sale.

**We truly appreciate** the annual support of the growers to this museum benefit, and wish to acknowledge and thank the following donors:

<i>Abe Nursery</i>	<i>King Growers</i>
<i>Belle Story Farm</i>	<i>Kitagawa Nursery</i>
<i>B &amp; G Color Nursery</i>	<i>KM Nursery</i>
<i>B &amp; H Flowers</i>	<i>Kono &amp; Sons</i>
<i>Colorama Nursery</i>	<i>Los Padres Nursery</i>
<i>Everbloom Nursery</i>	<i>Maximum Nursery</i>
<i>Farmers' West Flowers</i>	<i>Ocean Breeze</i>
<i>Foothill Nursery</i>	<i>Pianta Bella Nursery</i>
<i>Gallup &amp; Stribling</i>	<i>Sunshine Floral</i>
<i>Giovanni's Nursery</i>	<i>Toro Canyon Nursery</i>
<i>Hilltop Flowers</i>	<i>Valley Flowers</i>
<i>Hollandia Produce</i>	<i>Westerlay Orchids</i>
<i>Johannes Flowers</i>	<i>Westland Floral</i>

**Our next Museum Marketplace** benefit will be held **Saturday, July 27, from 8:00 a.m. to 3:00 p.m.** on the museum grounds. Nearly all 75 vendor spaces have been reserved for this popular fund-raising event featuring antiques and collectibles, hand-crafted gifts, plants, and bargains on vintage and quality used goods of every description. New vendors participate every month, so there are always new treasures to discover! **Future dates are August 31 and September 28.** Tax-deductible donations of used items for the museum's rummage tables are needed and appreciated, and will be accepted any time prior to the day of the market; but please, no large furniture or old computers and electronics. *Thank you!!*



### PETERSEN AUTOMOTIVE MUSEUM TRIP



**J**oin us on a special excursion to view one of the world's greatest automotive collections at the **Petersen Automotive Museum on Thursday, September 19.**

Located in the famed Orbachs Department Store building located on Wilshire Blvd. along L.A.'s "Miracle Mile" shopping district, the Petersen's exhibits include over 150 rare antique and vintage, famous, and one-of-a-kind automobiles. The following information has been taken from the museum's website: [www.petersen.org](http://www.petersen.org)

**The Streetscape** exhibit features historical displays that chronicle the evolution of the automobile and car culture in the 20th century. The lifelike dioramas are designed based on real places and people that existed throughout Southern California. The Streetscape begins with a blacksmith shop in 1901 where 17-year-old Carl Breer built a car powered by a 2-cylinder steam engine. The winding journey continues with 30 realistic and detailed displays that bring back the sights, sounds, and even smells of old Los Angeles and help us understand the automobile's vital role in sculpting our modern automotive landscape.

**The Hollywood Gallery** features cars from film and television. Cars and movies are among the most influential technologies of the twentieth century. Born in the same era, Hollywood and Detroit developed on parallel paths and rapidly achieved substantial economic and cultural power. Together, they revolutionized leisure time and came to symbolize glamour and mechanized utility to the American public. Exhibits include luxurious cars of the stars to the famous Batmobile and Green Hornet's customized 1966 Chrysler Imperial.



**1946 Ford Grease Lightning**

**Hot Rods** Few vehicles evoke the spirit of Southern California motoring like hot rods. Though familiar to only a small number of enthusiasts before World War II, postwar magazines such as Hot Rod helped popularize them among teenagers, young adults, and returning servicemen. (The museum's founder, Robert E. Petersen, is the publisher of Hot Rod and Motor Trend magazines, among others.) Eager to transform their cars (preferably 1932 Fords) into highway scorching street and racing machines, these aficionados applied their considerable mechanical skills and fabrication expertise to create a near infinite variety of vehicles that, while top performers, also served to express their talents and highly individualistic tastes. Now among the best remembered cars of their era, hot rods are revered for their grace, power, and rugged beauty.

**Motorcycles** and motorized trikes have long been a part of the Los Angeles motoring landscape. The museum celebrates these two- and three-wheeled engineering marvels by offering a look at some of the most unusual, desirable, and technologically advanced machines ever built. Among the special bikes on permanent display is the one-of-a-kind 1946 Jordan Twin Crank Four, a futuristic machine designed and built in Los Angeles by one of the city's first motorcycle CHP officers. Also on display are an ultra high-performance 1948 Vincent HRD, a 1907 Indian (powered by the firm's first V-twin engine), and a variety of Harley-Davidsons. Racing motorcycles round out the display and help to remind visitors that two wheels can be as exciting as four.

**Special exhibits on view** during our visit will include:

**Fins: Form Without Function** Today fins are remembered as the outward expression of American automotive design prowess during the height of postwar optimism. But they were first used far earlier than most would imagine. This exhibit features more than a dozen vehicles ranging from icons like the 1959 Cadillac and Exner-designed Chrysler to the impossibly Art Deco 1937



1937 Delage Aerosport.

Delage Aerosport and wild 1952 Spohn Palos. Together, they speak to a period of automotive history during which the public craved chrome-laden dream machines and imagination was the stylist's only limit.

**Pickups: The Art of Utility** Created to be a functional workhorse, the pickup truck has evolved into a high profile means of personal expression. The museum's newest exhibition illustrates how vehicles with such modest and practical beginnings have matured to become everyday high-tech luxury vehicles for some and indispensable tools of the trade for others. Vehicles on display include: 1909 International Harvester, 1932 Ford B pickup, 1934 Hudson Terraplane pickup, 1938 American Bantam, 1941



1952 Ford 4X4 pickup.

Studebaker Coupe Delivery, 1941 Chevrolet ½ Ton, 1942 Crosley, 1948 GMC, 1952 Ford (Marmon-Harrington-4-Wheel Drive), 1953 Dodge Swivel Frame, 1956 Powell, 1958 Ford Ranchero, 1958 Jeep, and many more.

**Extra Special Tour of the Vault** The museum's basement houses a collection of 150+ automobiles not currently on display. Beginning in January of this year, special access to "the Vault" has been allowed by special arrangement. **An additional ticket purchase of \$25 is required and includes access to the Vault**, as well as a guided tour by museum staff. To ensure a quality

experience, tours will be intimate (no more than 20 people at a time). Vault tour guests must be over the age of 12. Examples of vehicles currently located in the Vault include the spectacular one-of-one 1925/34 "Round Door" Rolls-Royce Phantom I Aerodynamic Coupe, a Ferrari given to Henry Ford II by Enzo Ferrari, a rare Jaguar XKSS formerly owned by actor Steve McQueen, the Volkswagen Beetle driven by Lindsay Lohan in "Herbie Fully Loaded" and a 1939 Bugatti given to the Shah of Iran as a wedding present. A wide variety of hot rods, muscle cars, Hollywood vehicles, exotics, vehicles used by heads of state, motorcycles, and even a Popemobile are housed in the Vault. Tours will last approximately 90 minutes; photography is not permitted. Temperatures in the vault can be low, so if you get cold easily, warmer layers are recommended.

We will depart the Carpinteria Valley Museum aboard a deluxe motorcoach with restroom on **Thursday, September 19 at 8:00 a.m. and return by 5:00 p.m.** **Cost for our Historical Society members is just \$49; \$59 for non-members.** Your regular ticket price includes bus transportation, snacks and refreshments aboard the bus, and general admission with guided tour to the Petersen Automotive Museum. If you wish to join the **special tour of 150 off-display autos in the Vault**, there is an **additional \$25 ticket**, so your total would be \$74 for Society members, and \$84 for non-members. A no-host lunch is available from the museum's *Johnny Rockets* old-fashioned hamburger diner and malt shop (great variety of hamburgers, hot dogs, sides, ice cream fountain treats, and many salads, as well). Reserve now for this extraordinary cruise down memory lane through our automotive past. Fill-out and return with payment the form on the back of this newsletter; or **call David at 684-3112 for reservations or more information.** 🍷

## MEMORIALS

**TOM COLSON:** Bonnie Milne; Roxie Grant Lapidus.

**ART GARCIA:** Carpinteria Senior Citizens, Inc.

**JACK HEROLD:** Ernest Johnson.

**WALTER HURD:** Angelo & Marie Granaroli.

**JOHN S. MENEGON:** Anita Lewis; Angelo & Marie Granaroli.

**CHUCK THOMPSON:** Walter & Janet Johnson; Mr. & Mrs. David Goodfield; Angelo & Marie Granaroli; Martha Hickey.

**FREDERICK THORNGATE, JR. & JOHN THORNGATE:** Angelo & Marie Granaroli.

**PETER ZANELLA:** Ozzie De Ros.

**BETTY ZITTEL:** Wilma Heidenrich.



# CARPINTERIA VALLEY HISTORICAL SOCIETY

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## *The Petersen Automotive Museum*

**Trip Date: Thursday, September 19, 2013**  
**Depart Carpinteria Museum 8:00 a.m. Return 5:00 P.M.**

### FIELD TRIP RESERVATION FORM

Name(s) \_\_\_\_\_

Address \_\_\_\_\_

Zip \_\_\_\_\_

Phone \_\_\_\_\_

**Number of reservations:**

**General admission & tour: Members @ \$49 \_\_\_\_\_ Non-members @ \$59 \_\_\_\_\_**

**Additional tour of "The Vault" @ \$25 \_\_\_\_\_ TOTAL PAYMENT ENCLOSED: \$ \_\_\_\_\_**

**Return this form with check payable to: Carpinteria Valley Historical Society or (C.V.H.S.)**  
**956 Maple Avenue, Carpinteria, CA 93013**