



Director:

Gary Howard
714-270-2614

jghoward@cox.net



Assistant Director:

Denis Hergenreter
714-746-4200

denis327@hotmail.com



Treasurer:

Tom Clark
Cell (714) 892-3383
tom@tclarkcpa.com



Secretary:

Susan Hergenreter
714-814-7938

hergifamily@sbcglobal.net

The Orange Peel

January 2020

A monthly letter by the Orange County region of the Vintage Chevrolet Club of America (OCVCCA) by and for its members

Bill & Colleen Ingalls, Editors

You can find pictures of all our cars, car events and more on our web site www.ocvcca.org. Mike Sherman, our website designer, updates and maintains it.

Thank you Mike.

You can now find us on Facebook. Under search, just type in "Orange County Vintage Chevrolet Club of America". There you can add your friends that are interested in Chevy's and write stories about your Chevies.

The next meeting be the second Tuesday of the month which is February 14th. The meeting will be held at: Irvine Ranch Water District Community Meeting Room
15500 Sand Canyon Road, Irvine, CA 92618

The All Cal this year is on April 1st though the 4th at:

Sacramento Arden West Hilton Hotel

Sacramento, CA 95815, 877-214-6722. \$139 per night. Make your reservations early!

Or information on All Cal; call or email Melford C Hicks

chevrolet.guy64@gmail.com; 916-436-6540

Go to VCCA.org 'Calendar, all-cal Annual event' for the Registration form or use the one attached.

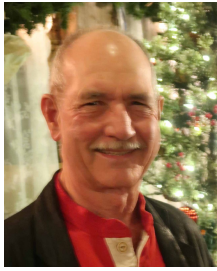
Director's message for January

Hope everyone had a good holiday season. Maybe this would be a good time to think about our New Year Resolutions which pertain to our Orange County Vintage Chevrolet Region. Things to consider:

- 1-Get involved (this does not pertain to the hard-working board members).
- 2-Talk to someone you know about joining the region, tell them about the benefits (Newsletter, magazine, monthly meeting, tours, friendly atmosphere and events such as the yearly All Cal, etc.
- 3-Volunteer to help at one of the many events.
- 4-Submit an article about your car or experiences, events you attend, etc. to Bill & Colleen Ingalls at bi.ingalls@gmail.com or co.ingalls@gmail.com
- 5-Submit a tour suggestion to Ray Miller, our new tour director, at simcrestorations@sbcglobal.net.

These are a few of easy things to do and I am sure you will feel good about them.

As for my resolutions, I am continuing to work on the 55 Chevy. Hopefully I will be able to get some more done this month. More next month---Gary



Tour Chairman:

Ray Miller
714-307-7861

simerestorations@sbcglobal.net



Membership Chairman:

Colleen Ingalls
323-816-0305

co.ingalls@gmail.com



All Cal 2015 Jackson, Ca
Bill's 67 Chevy with Colleen

Photographer &

Newsletter:

Bill & Colleen Ingalls
323-816-2597 or 323-0305

bi.ingalls@gmail.com

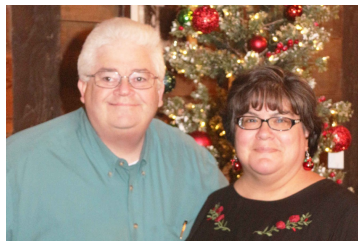
co.ingalls@gmail.com

Webmaster:

Mike Sherman

714-389-0722

ms55@cox.net



Car Show Chairman:

Jim Karras
714-633-8210

jimkarras@aol.com



Gregg Bunch's Cameo

Picnic Chairman

Greg Bunch

gbunch1269@sbcglobal.net



Car Show raffle Chairperson

Susan Hergenreter
714-728-7938

hergifamily@sbcglobal.net



Sandi Schroeder is "Miss Sunshine"

Sandi Schroeder
949-837-7878

sandijimaloha@aol.com

and writes:

Please email me news about your health issues so members can know about you and carry good wishes to:

sandijimaloha@aol.com



Happy Birthday

- James Bailey 12-08
- Diane Bailey 12-01
- Philip Capuano 12-30
- Melba Capuano 12-22
- Mark Fliegler 12-31
- Linda Hiltunen 12-12
- Howard Neff 12-25
- John Shattuck 12-11
- Angie Wilson 12-289
- Dave Wilson 12-28
- Gitte Olsen 12-28
- Judy Yocky 12-28

- Tom Clark 01-21
- Tom Gearhead 01-08
- Jocelyn Kelley 01-04
- Allen Morris 01-25
- Jim Richardson 01-28
- Terri Spangler 01-30
- Frank Tamada 01-26



Happy Anniversary

- John & Tweety Shattuck 12-02
- Johanna & Howard Wallach 12-26
- Janet & David Walsh 12-15

- Susan & Ray Chips 01-02
- Sharon & Howard Neff 01-05

Our local OCVCC dues are to be paid every January. Please mail the dues to our treasurer Tom Clark ASAP so that you are up to date.

The amount is. 1 year \$15 --2 year \$30—3 year \$45
Make checks payable to:

Tom Clark
5351 Huntley Ave
Garden Grove, ca 92845

National dues due on the month you joined. You will get notification in your G & D as to when they are due. So check carefully when you open your magazine.

The amount of National Dues are; 1 year \$40;
2 years \$79; 3 years \$118

There is a lower membership price when you opt to receive the magazine electronically. check it out!



Members who receive recognition for their role in our club:

From left to right

Bill & Colleen Ingalls, Newsletter Editors

Gregg Bunch, Membership picnic chef

Tom Clark CPA, Treasurer

Judy and Gary Howard, Director

Sabrina Karras, Secretary 2019

Sandi Schroeder, Miss Sun Shine

Jim Karras, Show chairman – plus

•Susan Hergenreter is our new2020



Everyone seemed to have a great time visiting at our Christmas Party!



At our meeting this month Gregg Bunch offered to investigate a tour of Randy Ema Inc. who provide automotive restoration services. Their address is 142 N. Cypress St., Orange 9:30 am Saturday February 15. Drive your Chevys if you can but not required. This is a member only tour for questions contact Gregg Bunch. We can park in Ruby's parking lot then go into his shop from there. Gregg is guessing the tour will take about 1.5 hrs. If you think you can attend let Ray Miller know (simcrestorations@sbcglobal.net) so he can make reservations for lunch at Ruby's Diner after the tour. This is our first tour this year and we look forward to a good group. Thanks, Gregg, for arranging this---Gary

From Judy Howard: I have tickets for the Fountain Valley, Old Car Breakfast. This is a yearly event which many of bring our cars & attend. It includes scrambled eggs, pancakes, syrup, butter, sausage and choice of orange juice, coffee. It also always includes raffle & tours after breakfast of **4 or more** local car related businesses. The price is \$10 per person. This breakfast support the Fountain Valley Car Show which in turn supports charities in Fountain Valley. We have gone every year. It's been a fun and educational event..

Vendor that are recommended by our members		
<p>Gail's Speedometer Shop 187 E 16th St. Costa Mesa, CA 92627 (949)646-9120 Contact is: Mike Recommended by Tom Clark</p>	<p>Orange Auto Upholstery 1909 North Enterprise Street Orange CA 92865 (714) 279-2990 Recommended by Gary Howard</p>	<p>Powder Paint 2737 Gamsey Street Santa Ana CA 92707-3340 United States (714)979-2233 Recommended by Gary Howard</p>
<p>Moyer's Repair Service Frank Moyer 2040 So Grand Santa Ana, CA (714)549-8131 Recommended by Gary Howard</p>	<p>ABS Brakes 233 N Lemon Orange CA 92866 (714)771-6549 Recommended by Gary Howard</p>	  <p style="text-align: right;">Recommended by Bill Ingalls</p>
<p>Saddleback Cars, Inc. 25701 Taladro Circle, Suite F Mission Viejo, CA 92691 (949) 855-6700 Nick Papageorges Recommended by Tom Clark. "He has done my vehicles for 40 years"</p>	 <p>Chuck Rosa, (714)734-7825 1676 Sunny Cove, Corona, CA 91720 Recommended by Gary Howard</p>	<p>Cars Incorporated 1951-1972 Chevy Restoration Parts Sheet Metal, Interior, parts 1000B S. Melrose St. Placentia, CA., 714-666-8660, 800-451-1955 www.carsinc.com Recommended by: Bill Ingalls & Gary Howard</p>
<p>D & P Classics - Classic Car & Hot Rod Restorations 15192 Goldenwest Cir, Westminster, CA 714-375-0889 Gary Howard has had a lot of work done there and they are top notch !</p>	<p>Orange County Sand Blasting Media blasting Paul Gravley 415 West Walnut Orange, CA 92867 Recommended by Ray Miller</p>	<p>Orange County Powder Coating Steve Hurwitz 976 N. Parker Street Orange CA 92867 714-532-4610 Recommended by Ray Miller</p>

The GMC Syclone story

Weather phenomenon, except this one is spelled wrong on purpose to avoid trademark infringement (thanks Ford).

The car: A Ferrari-spanking (at least in a straight line) turbo charged compact pickem-up truck that whipped a generation of fans into a frenzy.

Lives up to its name? Goodness yes.



A Creation of a Classic Flatbed Car Hauler, a Ray Miller project

The project began as a dream in the beginning. I was using up all my



AAA towing time moving cars and bringing in new project finds. So, I started scouring the internet, Craig's list and e-Bay for flatbed car haulers that would fit my budget.

Finally, after months of searching, I found this moldy old, broken down, weathered, car hauler on e-Bay. It had an ugly cab, but I was more interested in the motor drive train and chassis. It had a desirable Chevrolet 454 motor and turbo 400 Transmission with low mileage. Even though it had been sitting in outside storage for about fifteen years, I gambled that the motor, drive train and chassis were recoverable. So, I watched the bidding for awhile. When I felt the bidding was going to stay within my budget, I placed my bid. On January 14, 2006, I was awarded high bidder on a 1974 Chevrolet Chevalier flatbed car hauler. This was the beginning of a lot of work ahead of me.

Upon delivery of the car hauler from Minnesota to my hobby shop in Orange, California, I decided to see what kind of condition the motor was in. So, I changed all the fluids in the engine and transmission, rebuilt the carburetor Installed a new electronic distributor and ignition wires, new spark plugs and installed a battery. While I was changing the spark plugs, I poured about an ounce of Mystery Oil into each cylinder and cranked the engine for a few seconds. After inspection, the gas tank appeared to be relatively free of debris, so I poured five gallons of fresh gasoline into the tank and primed the carburetor. Then, with my fingers crossed, I cranked the engine and that old Chevy 454 came to life. Once the Mystery oil burned off the engine ran like the low mileage engine it was reported to be.

Now that I knew that the engine, transmission and brakes were functional, it was time to start sprucing up the car hauler with some updated improvements. First, a trip to the muffler shop to install a pair of nicely tuned Flow Master Mufflers. Good tone. Then, off to my favorite tire guy, Tire Club, for a new set of tires and wheels.



The ramps to drive cars onto the flatbed were pretty shabby. Each of the two ramps was constructed of two 8" X 2" Steel Channels welded together at the centers. Years of corrosion had caused the ramps to warp at the centers, so, the ramps were separated, ground to bright metal, painted with "Rust X" (a rust encapsulation material), and welded back together.



After fixing the ramps, it was time to clean-up the bed rails and frame. I took a wire brush and grinder to all the accessible surfaces to remove all the years of dirt, grime and corrosion I could reach. I followed this operation by coating the cleaned surfaces with "Rust Destroyer" purchased from the local Home Depot.

I bought a 10,000-pound 12 Volt remote controlled winch from eBay. I had the winch and a pair of suspension booster air bags installed by L&M Truck Body. They suggested that while I was at it, I should add three strategically placed cross stringers for added support, which I agreed with. Their installation of the winch, air bags and the additional cross supports was well done.

I contacted a friend in the construction industry who was able to supply me with some heavy duty 1 1/8" thick plywood for the flatbed decking. I painted all surfaces of the decking plywood with "Thompson's Wood Sealer". Then I cut the plywood sheets to fit the bed surface and lagged the planks down with plank lag bolts (these are 1/4" carriage bolts with 1-1/2" diameter heads to prevent being pulled through the wood decking when lagged down).

Now that the plywood decking was in place, I ordered two sheets of 4' X 16' X 1/4" polished aluminum diamond plate. I had to experiment with several method of cutting because the aluminum plate kept galling up the different cutters which I had available. First, I tried a hacksaw in my reciprocating saw, then, I tried a diamond impregnated blade in my jig saw, finally, I tried a cut saw blade in a skill saw. This worked well; labor intensive, but it worked.

Once the diamond plate was cut to size and shape, I applied a bead of silicon sealant to the surface and edges of the decking and then laid the diamond plate in place. I then drilled and screwed the diamond plate to the decking.

Once more it's back to the muffler shop to pick-up a set of Mike Leach Positive Performance headers my muffler guy had up for sale as surplus. As luck would have it, as I tried to remove the old exhaust manifolds, three of the manifold bolts broke off in the heads (2 in the right head and one in the left head). A friend trying to help me (god bless his soul) thought he could just drill and easy-out the bolt stubs. The bolts were so hardened that it took half a dozen good drill bits to drill deep enough to get an easy-out started. Of course, he broke the easy-out off in the bolt, so, the alternative was to remove the heads and have machinist remove the bolt stubs. While I was at it, I might as well have my machinist do a complete valve job. A couple of weeks and a couple hundred dollars later, I've got it all back together with the new header installed.

While I'm cleaning up the chassis and installing the equipment that will make this a decent service truck, I'm also searching the internet, Hemmings Motor News and local sources for some kind of a COE (Cab Over Engine) body that would catch my interest and attract attention at car shows when restored. I looked at a '47 Ford COE that was located near my shop where a '47 Dodge that caught my interest. I also spoke to a guy in Kansas that was trying to convince me that his '54-55 GMC snub nose cab would be just the thing for my chassis, but I wasn't convinced that this configuration would fit my chassis.

Finally, one day I was browsing through e-Bay and ran across a listing for a 50's Mack Truck Model H-63T COE body. No motor, no drive train, just a cab complete with driver's seat, passenger seat and sleeper bunk. It had the two front wheels the steering system (still intact) and the frame back to where the rear axle was at one time. This really sparked my interest. Lots of restoration shops have built Chevy COE's, GMC COE's, Ford COE's and even Dodge COE's, but I've never seen a Mack truck COE. Even some of the folks who restore Mack Trucks say that not too many of these Model H-63T COE trucks have been restored. So, I bid on the truck body and was deemed the high bidder (actually I think I was the only bidder).

The Mack Truck Model H-63T COE body was delivered to my shop from Roanoke, Virginia, around the end of October, 2006. I began removing structure that I did not want to be part of the restoration; broken down mirrors, a storage box, old wiring harnesses, old hydraulic tubing, the old clutch system, and other miscellaneous unusable equipment. I supported the cab of the truck on suitable stands and removed the wheels and tires.

I cut the remaining chassis frame rails off with a cut-off saw and transported the rails to a friend's house who is a hobbyist welder. Between the two of us, we designed and fabricated a dolly to support the body while we performed patch panel installation and body prep work.

It was at about this point that a young fellow walked into my shop one day and asked if I could use a guy that welds and does body work. I asked him to show me what he could do. He told me what materials he needed and proceeded to completely remove and re-skin the body of the Mack (as we began to call the project) below the roof line. He re-skinned the nose, both cab extensions behind the doors and both doors. He made new hinge pins so the doors didn't sag and latched as they should. His patch panels were perfect matches to the original contours.

Once the patch panels were installed, we treated all the surfaces with "Rust X" to inhibit any further corrosion and rusting of the new skins. The body was then prepped with Evercoat Lightweight filler and Metal Glaze. Once all the body lines were established, the first coat of PCL Polyprimer was applied. This helped to establish the body lines again, after which, the final coat of PCL Polyprimer was applied.

It was time to marry the Mack body to the Chevalier flatbed chassis. The Chevalier flatbed was driven up the street to L&M Truck Body for the removal of the Chevalier cab and the preparation of the chassis for the installation of the Mack body. When ready, the Mack body was rolled (on its specially built dolly) up the street to L&M Truck Body.

The original steering wheel and steering column, the original brake and gas pedal and (most importantly) the cab tilt capability to facilitate future engine maintenance were kept. So, a special brake master cylinder set-up had to be implemented into the installation.

The power steering system on the Chevalier chassis was to be incorporated in the conversion, so a special connection had to be employed to facilitate this function. L&M devised a chain drive system with a master link that worked well. The master link was necessary so that the chain could be removed when the cab was to be tilted up for maintenance. This was necessary because we couldn't incorporate the steering link that was used in the original Mack chassis.

Because the front wheels of the Chevalier chassis were set back a good 18 inches from the front, we weren't able to utilize the original fenders of the Mack Body, so we fabricated our own design with bug-eye headlight buckets (the buckets were from the original Mack). The fenders were filled and faired with Evercoat Lightweight filler and Metal Glaze. A coat of PCL Polyprimer was applied and the body lines were checked and aligned once again. The final coat of primer was then applied.

Now, it's off to the paint shop. I chose to use Cerny's Paint & Body because Larry Cerny has been painting custom cars and hot rods for many years and I was confident that he would do his best on this project.

I selected a Burnt Orange over a Raven Black paint combination. I felt that this combination was subdued enough to be graceful while catch enough to attract attention at car shows or while cruising down the road. Larry then contributed a few of his own personal touches by adding a centerline third color of Champaign. He outlined the Champaign centerline with a bright Orange pinstripe which set it off very nicely.

While the Mack was being painted and polished, I was busy on the internet locating and purchasing any and all the Mack Truck logos and mascots I could find; and I found many. I purchased a new Mack Bulldog nose mascot, new mirrors with the Mack Bulldog profile mascot on the back of the mirror head, Mack Bulldog profile mascots that were installed on the tool storage compartment doors and, finally, mud flap weights inscribed with the Mack logo and a bulldog cutout on either side of the word "Mack".

To give the Mack that bright look, the grille and the bumper were taken across the street to Orange County Plating for cleaning, prepping and chrome plating.

When the paint and polish had been completed, we drove the Mack back to the shop where all the logos, mascots and bright work were carefully installed. To make it easier to climb up into the cab, which is about four feet off the ground, or onto the flatbed, we incorporated lighted step pockets ahead of and behind the front wheels. To keep from scuffing the paint on top of the fenders we fabricated and installed polished diamond plate step pads.

Now it's around the corner to Creative Coach Interior Design, the upholstery shop I opted to use on this project. They have designed and installed interiors in many of the limousines built and owned by White Rose Limousine Service located near my shop. Jodvin Escriva (owner) and I discussed types of materials, color combinations and design schemes. He suggested all vinyl materials for cost and durability which I agreed to. I wanted to keep to the exterior color scheme with a Champaign headliner, joined by a Burnt orange inset on the side walls and back wall corresponding to the color break on the exterior, then black from that point to the floor. The floor is carpeted in black. The seats are done with a wide Black band around the edges and Burnt Orange insets with Champaign piping.

Once the upholstery is completed, there are only were a few bits and pieces to finish. The biggest item to complete is the final touches on the dashboard, installation of a heater and installation of a compressor to actuate the air horns. A few flaws in the paint are scheduled to be worked out with Cerny Paint and Body.

This project, as with most Classic/Custom Projects, will be a labor of intensive love and enjoyment for a long time to come and worth every moment. I am anxious to share it with others who appreciate classic automotive art.

Raymond E. Miller, Owner of his Hobby shop called 'Special Interest Motorcar Restorations'

955 N. Parker St., Orange, California 92867. Cell Phone: (714) 307-7861; FAX (714) 744-1450; E-mail:

simcrestorations@sbcglobal.net

**2020 VCCA ALL CAL REGISTRATION Form
April 1-5, 2020 Sacramento, California
Registrant Contact Information**

Attendee 1: _____ Attendee 2: _____
Attendee 3: _____ Attendee 4: _____
VCCA Membership #: _____ Region: _____
Address: _____ City: _____
State/Provence: _____ E-mail: _____
Area Code & Phone: _____ Cell Phone: _____
Car Year: _____ Model: _____ License: _____ State: _____ Exterior Color: _____
Insurance Company: _____ Policy #: _____ Exp.: _____
Will you be trailering your vehicle? _____ Yes _____ No

Lodging Registration Information

Hotel: *Hilton Sacramento Arden – Sacramento, CA 2200 Harvard St., Sacramento. CA.* Make your own reservations by calling the hotel directly at 1-800-HILTONS (445-8667) and mention group rate code "VCC". Our event rate is \$139.00 per night for April 1-4, 2020. Hotel room rates are subject to applicable state and local taxes and assessments. The guest room cut-off date is Wednesday, March 11, 2020. Please note: Parking at the Hotel costs \$5 per day.

RV Park: If you are wanting to stay in your RV please contact our Wagon Master Mel Hicks at 916-436-6540 or chevrolet.guy64@gmail.com. Spaces will be \$50 per day.

ALUMINUM PULL TAB CONTEST

As has become tradition for the last several years, we're challenging all participating regions to collect and bring pounds of aluminum pull tabs as a fundraiser for the Sacramento Ronald Mc Donald House. Start saving them now!

RAFFLE

We are asking each Region to provide a Raffle item. These may be turned in at the All Cal Registration desk.

Completed Form

If mailing form, include payment and proof of insurance. Make checks payable to Auburn Region, VCCA and mail to Wanda Matus, 1921 Buckhorn Lane, Rescue, CA. For more information contact Wanda at 1-916-947-6657 or at alterimatus@hotmail.com. You may also register online at vcca.org/2020allcal.

ZIP CODE IS 95672

2020 VCCA All Cal Registration Form
April 1-5, 2020 Sacramento, California

Event Schedule and Fees

Registration payable by March 15 \$102 per single, \$100 each for 2 or more.
 All event fees are included in registration fee.

No. attending _____ Total due \$ _____

Events:

Wednesday

Registration table – Open 3 P.M. till 9 P.M.	Hotel Lobby
Ice Cream Social -4 to 6 P.M.	Terrace
Turn in pull tables -4- to 6 P.M,	Terrace
Dinner on your own	

Thursday

Drivers meeting	Parking Lot
Tour to Western Railway Museum via Sacramento River Delta, Ride River Ferry with your old car. A box lunch will be provided. Return to Hotel. Dinner on your own	

Friday

Drivers meeting	Parking Lot
Tour to the California Agricultural Museum and the Capay Valley. Lunch on your own. Return to Hotel Dinner on your own.	

Saturday

Drivers meeting	Parking Lot
Tour to California Automobile Museum, Cars will be included in The car show. People's Choice awards Catering trucks will be available for those who stay at the car show Free Shuttle to Old Town Sacramento	
Banquet 6:30 P.M.	Eagle-Berryessa Rm.
Entre choice:	
Attendee #1: Chicken Rosemary_____ Chimichurri Tri-Tip _____	
Attendee #2: Chicken Rosemary_____ Chimichurri Tri-Tip _____	
Attendee #3: Chicken Rosemary_____ Chimichurri Tri-Tip _____	
Attendee #4: Chicken Rosemary_____ Chimichurri Tri-Tip _____	
People's Choice announced	
Pull tab winner announced	
Area awards announced	
Raffle	

All Cal 2020 Shirt Med__ Lg.___ XL ___ 2XL ___ 3XL ___ \$20.00 ea \$ _____

Total due \$ _____

January meeting's minutes by Susan Hergenreter

Call to Order—Gary Howard

·Flag Salute

Introductions and Announcements-

·Introduction of New Members-
·Tonight's host: Denis & Susan Hergenreter

Administrative Actions:

§Approve minutes from November 21, 2019 meeting, prepared by Sabrina Karras
·Treasurer's Report / Collect Badge Fines --Tom Clark CPA,
- Donation to Orangewood from Christmas Dinner.
- Regional Directors Report – Jim Karras

Old Business:

·Thank You presentation
·Holiday Party-48 signed up, 43 required ---Judy Howard
·2020 meeting location options: Ray Miller, Gregg Bunch-Group
·Membership picnic update- Gregg Bunch
·Business cards for members for recruiting update: Tom Clark & Susan Hergenreter
·Ray Miller our new Tour Director,
·Car Show Chairman (Mike Sherman-Chief Judge) Updates-Jim Karras
·Charity for next year car show- Final decision must be made at this meeting.

New Business:

- Host Sign up for 2020
- All Cal information update April 1-4th Sacramento

Committee Chairs / Reports:

Sunshine –Sandi Schroeder.
Car Show Chairman—Jim Karras
Orange Peel Editor---Bill & Colleen Ingalls
Tour Director – Ray Miller
Membership Chairman—Colleen Ingalls
Webmaster – Mike Sherman

Next Meeting: February 11, 2020 at 7:00 PM

Open Discussion

Adjourn

At our last meeting, we discussed numerous locations for our 2020 meetings. There was no final decision made but we decided to try for our January meeting, as a trial, at Irvine Water District Community Meeting Room located at 15500 Sand Canyon Avenue, Irvine. It is located on Sand Canyon between the 5 Freeway and the 405 Freeway (Phone: 949-453-5356). This location was available on the second Tuesday of the month at 7:00 PM and is available free to us, for the rest of the year, if we decide to chose this location.

The Irvine Water District Community Center building is attached to the Memorialcare Breast Center and is located to the left of the Breast Center.

405 Directions:

If you are coming **South on the 405 Frwy** you would make a left on Sand Canyon and be turning right into the 15500 Sand Canyon Avenue parking lot.

If you are coming **North on the 405 Frwy** you would make a right on Sand Canyon and then be turning right into the 15500 Sand Canyon Avenue parking lot.

5 Freeway Directions:

If you are coming **North on the 5 Frwy** you would make a left onto Sand Canyon and be turning left into the 15500 Sand Canyon Avenue parking lot.

If you are coming **South on the 5 Frwy** you would make a left onto Sand Canyon and be turning left into the 15500 Sand Canyon Avenue parking lot.

Note: This 15500 Sand Canyon Avenue location is in the same parking lot of the Irvine Water District but a different part of the parking lot away from the Irvine Water District Building and attached to the Memorialcare Breast Center.

We have two different kind of dues.

Local OCVCC dues are to be paid every January. Please mail your check to our treasurer Tom Clark ASAP The amount is. 1 year \$15 --2 year \$30—3 year \$45

Our Treasurer's Address is:

Tom Clark

5351 Huntley Ave

Garden Grove, Ca 92845-1925

National dues vary as to when they are due. You will get notification in your G & D as to when they are due. So check carefully when you open your magazine.

The amount of National Dues is 1 year \$40—2 years 79—3 years 118

You can send this to Tom also

These dues includes bi monthly magazine called the G & D.

You can pay both amount to Tom I one check and he'll send Nation to them.