



**Director:**

Gary Howard  
714-270-2614

[jghoward@cox.net](mailto:jghoward@cox.net)



**Assistant Director:**

Denis Hergenreter  
714-746-4200

[denis327@hotmail.com](mailto:denis327@hotmail.com)



**Treasurer:**

Tom Clark

Cell 714-892-3383

[tom@tclarkcpa.com](mailto:tom@tclarkcpa.com)



**Secretary:**

Susan Hergenreter

714-814-7938

[hergifamily@sbcglobal.net](mailto:hergifamily@sbcglobal.net)

# *The Orange Peel*

## *May & June 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](http://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.

Business meetings are suspended for the time being.

From Gary Howard, Director

Hi Chevy Lovers:

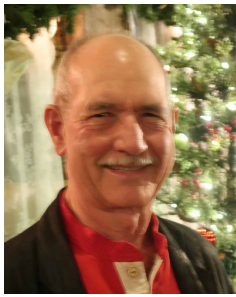
Hope you are all in good health by now you have had a chance to read the e-mail we sent out to all the member in regards to your regions activities. Sad Day!! Very little is happening and most car events have been cancelled or postponed for several months to come. I will continue to work with our tour chairmen to try and plan drivers, cruises and other activities that do not involve physical contact and maintain safe conditions for all our members.

As for me I am working on my 55 Chevy Bel Air sedan almost every day. All suspension steering, drive train is just about completed. I am installing radiator core support an AC as the next step. I will have to wait a while before I can install the fenders and hood. These things will require some help. I will try to send an update via email every month.

During these difficult times always remember we are all in this together. If there is anything you need, please feel free to call. We are here for you. Stay safe, hopefully, this will be over soon.---Gary



*1940 Chevy grill, slightly modified*



**Tour Chairman:**

Ray Miller  
714-307-7861

[simerestorations@sbcglobal.net](mailto:simerestorations@sbcglobal.net)



**Membership Chairman:**

Colleen Ingalls  
323-816-0305

[co.ingalls@gmail.com](mailto:co.ingalls@gmail.com)



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

**Photographer &**

**Newsletter:**

Bill & Colleen Ingalls

323-816-2597 or

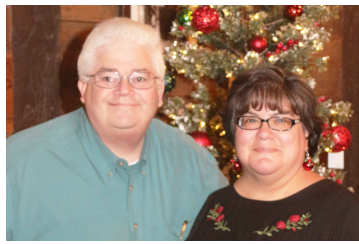


**Webmaster:**

Mike Sherman

714-389-0722

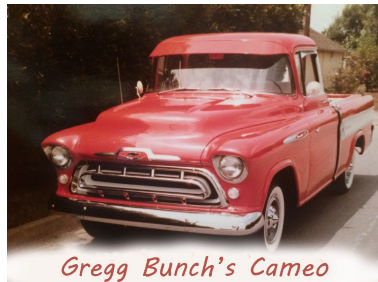
[ms55@cox.net](mailto:ms55@cox.net)



**Car Show Chairman:**

Jim Karras  
714-633-8210

[jimkarras@aol.com](mailto:jimkarras@aol.com)



Gregg Bunch's Cameo

**Picnic Chairman**

Greg Bunch

[gbunch1269@sbcglobal.net](mailto:gbunch1269@sbcglobal.net)

714-318-9642



**Car Show raffle Chairperson**

Susan Hergenreter

714-728-7938

[hergfamily@sbcglobal.net](mailto:hergfamily@sbcglobal.net)



**Sandi Schroeder is "Miss Sunshine"**

Sandi Schroeder  
949-837-7878

[sandijimaloha@aol.com](mailto:sandijimaloha@aol.com)

**and writes:**

Jim Miller has had a loss in his family. One of his sons passed away recently. Jim is coping with the loss and doing okay.

"Miss Sunshine" sent a sympathy card to Jim from our club.



**Happy Birthday**

Arlene Fliegler 05-30  
Denis Hergenreger 05-07  
Bill Norman 05-28  
Arthur Scully 05-26  
Bette Richardson 05-06  
Pat Welch 05-28

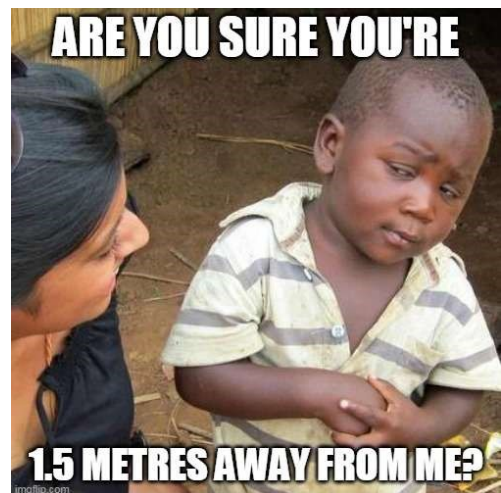
Pamela Brody 06-06  
Jesse Drenckhahn 06-26  
Judy Howard 06-23  
Tweety Shattuck 06-26  
Art Wesselman 06-27  
Len Yerkes 06-16  
Jerry Yocky 06-19



**Happy Anniversary**

Linda & Gary Hiltunen 05-10  
Kevin & Terri Spangler 05-25  
Jerry & Judy Yocky 05-25

Tom & Linda Clark, 56 years happy bliss 06-18



**Vendor that are recommended by our members**

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

**Driving the Superformance Corvette Grand Sport**

Article by Scott Oldhah. Published by Hagerty, March 27, 2018



Cook's Corner opened in 1926, serving the good stuff after Prohibition. Today the rugged roadhouse is one of Southern California's most famous biker bars. Tucked away in Aliso Canyon, its weathered wood façade and rural setting feel a world away from L.A.'s urban sprawl, although the clog of two freeways and the endless restaurant chains and housing developments of Irvine lurk just a few miles to the west.

On the weekends this place is packed with hundreds of bikers looking to escape real life, but on this late Wednesday afternoon, we find a dozen Harleys sitting in the sun.

Their owners are shooting pool and shooting the breeze, enjoying some onion rings and a few cold ones.

When our side pipes sing, the place empties out. We're driving a **Superformance Corvette Grand Sport**, and the rumble from its 550-horsepower LS3 is a siren call few can resist. "We could hear you coming down the road going through the gears," one guy tells us. "You were shaking the sawdust on the floor," he says with approval. "It sounds

fantastic.” The big, all-aluminum V-8 even idles nasty at 1100 rpm, rocking the car like a busted Maytag dryer. It’s a party at Cook’s Corner where a crowd gathers around the Corvette. Phones are out and selfies are being taken with the car. We unbuckle the two leather straps that secure the hood and reveal the heart of the beast. There’s a collective gasp. Lingenfelter Performance Engineering in Decatur, Indiana, supplied the 6.2-liter V-8 with an 11.5:1 compression ratio, severe camshaft, ported and polished CNC heads and Borla eight-stack fuel injection. It’s beautifully finished, to say the least.

One guy knows what he’s looking at. “Wow, it’s got air conditioning,” he says pointing to the compressor and the serpentine belt. “It does,” we tell him. “Vintage air, and it blows hard and ice cold. It was freezing us out. Power windows too. But no radio.”

Another guy chimes in. “Why bother? You couldn’t hear it anyway over those massive side pipes.”

And that’s a fact. On the highway at 80 mph, the Tremec T-56 Magnum six-speed manual transmission has the V-8 turning only 2300 rpm, but it still sounds like the small-block is churning inside the cabin alongside you. The engine’s roar combines with quite a bit of road noise from the car’s massive tires. The Grand Sport is nonetheless comfortable enough to be driven cross-country, provided you pack some ear plugs. In fact, Superformance principle Lance Stander and his son just drove the car on a 3400-mile road trip all over the West, from L.A. through Colorado, Utah, and back, meeting up with Superformance owners along the way.



*It ain’t cheap*, either. Base price for a Grand Sport roller is \$114,900; \$136,895 with options including the Touring leather interior, power windows and a/c; \$15,500 for the Lingenfelter engine; \$10,500 for the Borla fuel injection; \$3,495 for the T-56 Magnum; and \$10,500 to install the drive train. Total for this example—\$176,890. No denying that’s a hefty sum, but outside of the real thing these continuation Corvette Grand Sports are the closest you can get. And maybe that look and that sound are worth it.

We head back to Cook’s to mull it over and, filled with the joy of a very special Corvette, I’m happy to buy the first round.

---

### *American Pickers’ Mike Wolfe scores a DeLorean*

Jeff Peek, 16 August 2019. Hagerty

The new DeLorean's should be worth the wait. Built from a mix of new-old-stock (NOS) and brand-new parts, the cars could get a 350-horsepower engine and an upgraded interior with modern audio and connectivity. Espey says the bodies will conform closely to albeit with modern headlights.

Although the Low Volume Manufacturer law allows a company to make 325 cars per year, Espey says that this upcoming run of DeLoreans will be lower-volume than that—perhaps one or two per week. However, DMC is not taking orders yet, and production will ultimately depend on several factors.

"There will be no cars produced under this legislation for at least a year, and that's presuming the feds do their job this time and don't drag it out for four more years," says Espey.

He has reviewed the NHTSA documentation and says he does not see any "big surprises." A 30-day public comment period comes next. Following that, the Office of Management and Budget (OMB) will need to review the document and calculate the time and effort needed for applicants to complete it. That, Espey says, could take six months.

"SEMA is not asking the court to dismiss the lawsuit until NHTSA carries through," Espey says.

There are still some question marks, he adds, such as whether NHTSA will get an administrator before the next election, whether that person will keep this project moving, and what will happen after the 2020 election.

In addition to DeLorean, low-volume companies including Superformance, Revology, and Icon could benefit from a positive outcome.

"The DeLorean wasn't about horsepower. It wasn't about speed. It was really about design," Wolfe says. "I grew up in the '80s, man, and I remember these cars coming out. When you saw one going down the road... it was like seeing the future."



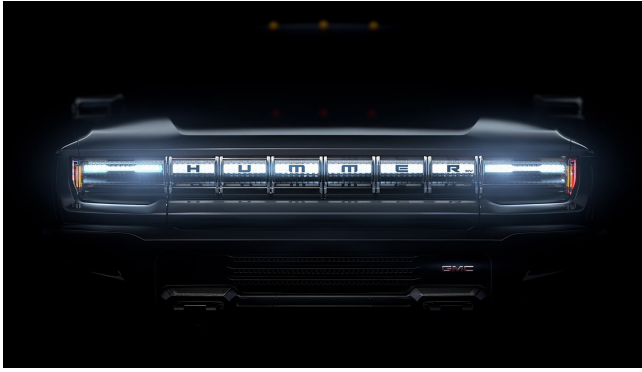

---

Yesterday, April 15<sup>th</sup>, we found a spot in SJC near the 5 freeway off Ortega. Tons of wild flowers and good spot to show case the car. Gary and Gerry Eldred



## Hummer to return as all-electric pickup

Hagerty's article by Brandan Gillogly January 10, 2020



The Hummer brand has experienced a turbulent history. General Motors' latest announcement seems to indicate that GM is taking the revival of the brand seriously, possibly looking to top the electric SUV heap rather than simply occupy a place in the market. That proof comes through in GM's upcoming Super Bowl ad, which includes claims of 1000 horsepower and 11,500 pound-feet of torque.

These estimated numbers are huge, and come with a hefty dose of skepticism from us. Asterisks abound in both the press release announcing the power output and also the 30-second spot slated for broadcast during this Sunday's big game.

We initially assumed a six-figure torque number was referring to wheel torque, which would mean the motor(s) output is multiplied by the gear ratios. For reference, a 6.2-liter, V-8-equipped GMC Sierra can lay down 20,112 pound-feet of wheel torque in the four-wheel-drive low setting of its transfer case. We reached out to GM for clarification, and the automaker confirmed the estimated number for the Hummer's output refers to real torque, not wheel torque. As for how the upcoming Hummer is able to achieve such performance, and whether the new iteration would stick to the Hummer legacy of using four-wheel-drive with a transfer case, a spokesperson indicated that no further details would be revealed until the full release of the SUV on May 20th.

With both Tesla and Rivian grabbing headlines with big range numbers and performance specs, the burgeoning EV utility heap is a tough one to surmount, but if these latest numbers come to fruition the new Hummer would be a force to be reckoned with.

In addition, GM is making it clear this vehicle will be a departure from the military-focused Hummers of yore; off-road ability takes a backseat to the luxury of a silent power train. The ad cites this is a "silent revolution," which means GM is hoping the new Hummer will be more than a drop in the bucket. In order for that to be the case, GM will have to price it very competitively, considering Tesla's Cybertruck has an entry price of \$39,900 and Rivian's offering is based at \$69,000.

## 2021 Rivian R1T is an all-new vehicle



Rivian is an all-new electric-vehicle manufacturer headquartered right outside of Detroit and is primed to set the automotive world on its head with its all-electric truck (the R1T) and its all-electric SUV (the R1S). Rivian looks so promising that Amazon invested \$700 million and Ford Motor Company invested \$500 million. Look for the Rivian truck to debut first, with production slated to begin sometime in 2020; the Rivian SUV will follow later. Both vehicles will be ready for rough terrain and semi-autonomous-driving capability, although hopefully not at the same time.

The seven-passenger 2021 Rivian R1S sport-utility vehicle will be the second production vehicle from Rivian. The 2021 Rivian R1S takes direct aim at the Tesla Model X, which is the only other three-row all-electric SUV currently available. The R1S will be also cheaper than the Model X when it goes on sale. The company has disclosed that the R1S shares many of its attributes with the R1T pickup. Like the R1T, it will come with three battery sizes, 105.0-kWh, 135.0-kWh, and 180.0-kWh, the largest of which offers up to a claimed 410-mile driving range.

### Pros

Among the first all-electric pickup trucks; Innovative cargo solutions, including central tunnel

Adventure-ready hardware & up to 14.1 inches of ground clearance

Up to 400 miles of range; 11,000-pound towing capacity; Runs in 3' of water.

Ford and Amazon have invested serious money.

### Negatives

2021 Rivian R1T is an all-new unproven vehicle. Costing \$69,000 starting price and relies solely on battery power.



**THE NEW NOMAD**—Long, low and very different—the car that stole the show at auto shows everywhere—the Nomad is the newest achievement of Chevrolet Station Wagon styling.

## Stylish Wagons by Chevrolet!

More and more people are joining the Station-Wagon set—and no wonder, with this spanking quintet of Motoramic Chevrolet wagons to choose from! Beautifully styled inside and out and with space to spare . . . from

the luxurious Nomad to the rugged Handyman, an entirely new concept of stylish low-priced Station Wagons. See them at your Chevrolet dealer's, now . . . and sample their versatility in a demonstration drive!



**THE "TWO-TEN" HANDYMAN**—At work or at play, this 2-door Station Wagon is a pleasure to look at—a joy to drive. Front-seat backs swing way up for easy access to rear seat and cargo area. Interiors—even roof linings—are of colorful, tough and easily washable vinyl.



**THE BEL AIR BEAUVILLE**—The rakish dash of the Bel Air sport series combines with utility in this sleek 4-door model. Only Chevrolet in the low-price field gives you Sweep-Sight vision, fore and aft—shoulder-to-shoulder windshields and curved rear quarter windows.



**THE "TWO-TEN" TOWNSMAN**—Rugged and handsome in every detail—because Chevrolet gives you something no other low-priced car can . . . Body by Fisher. Extra tough under the hood, too: your choice of two new "Blue-Flame" 6's or the surging new "Turbo-Fire V8."



**THE "ONE-FIFTY" HANDYMAN**—Like all Chevrolet Station Wagons, this 2-door boasts more load length than ever—fully ten extra inches, for both rear seat back and cushion fold into the floor. Glide-Ride front suspension and outrigger rear springs give new driving ease.

*Stealing the thunder from the high-priced cars!*

**See Your Chevrolet Dealer**

**The end of  
stay-at-home orders  
doesn't mean the  
pandemic is over. It  
means they currently  
have room for you in  
the ICU.**

