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The Orange Peel

May - June 2021

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, up dates 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.

In person business meetings are temporality postponed!

Great news-Enderle Center in Tustin has approved our OCVCCA Car Show location, time and date. It will be October 10, 2021. Mark Wilk has again created an outstanding design for our shirts, awards and registration form. Jim Karras, the car show chairman, has designed and finalized the registration form for the show, along with completing the paperwork for a VCCA sanctioned show. We have approved VCCA judging at a maximum of 10 cars. We already have one car signed for the show and VCCA judging the registration form is now found on our website and will also be part of our newsletter.

Judy & I decided we needed a little break, her from doing registrations for the Fountain Valley Car Show and me from working on the 55 so we took an RV trip to Arizona. Judy has a cousin, Chris, who she has not seen in 18 years, lives in Colorado and is taking their new restored air stream to Sedona. We are going to meet them there in our RV. Her cousin has no family left except Judy. Chris wants to pass on a family bible to honor our family and pass on to the Howard family this historic document which holds many of our ancestry's births, deaths, etc. Our campground today is on the Colorado River, it is hot and windy, but the water is cool and a nice relaxing location.

Don't forget our upcoming Picnic in the Park, at Peppertree Park in Tustin, May 16 from 9AM to 2 PM. Gregg Bunch and Fred Waugaman will be cooking the food for the day, Hot Dogs, Hamburgers, Chili are on the menu. We are so pleased to see Gregg Bunch continuing on the road back to normal. I am so thankful we have these guys to make this such a fun day. Please plan to bring your Chevy and if possible a prospective member. We will give the prospective members all the information they will need to become a member of our great organization.

See you all Sunday at Peppertree Park for the picnic in park---Till next time--Gary

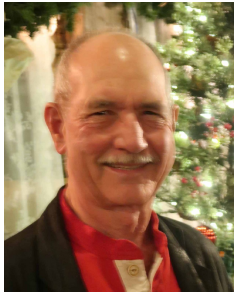
A " Mom ", poem by Colleen Anderson Ingalls

A Mom is the one gives you life.
She continues to guide you.
If she can't do it herself,
She finds someone who can.

A Mom helps you develop your talents.
She sees the parts of you that are soft.
She watches and knows when to comfort, when to advise.
She always listens to her heart and uses her knowledge.

A child takes what he/she learns
from their mom about life
To share, to give, to be,
Adding to the knowledge.

A Mom is a VIP.
She does her best for you,
To Live- To Love- Forever
And always there for you.



Tour Chairman:

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Membership Chairman:

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

Photographer & Newsletter:

Bill & Colleen Ingalls
323-816-2597 or



Webmaster:

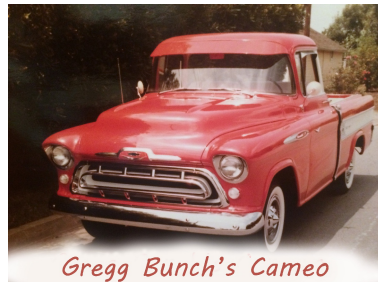
Mike Sherman
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Car Show Chairman:

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Gregg Bunch's Cameo

Picnic Chairman

Greg Bunch
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Susan Hergenreter
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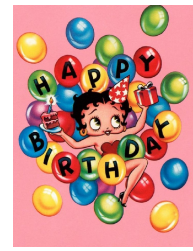
Sandi Schroeder is "Miss Sunshine"

Sandi Schroeder
949-837-7878

sandijimaloha@aol.com

and writes:

Jean Castle had gall bladder surgery on Friday April 2nd. She is home recuperating. I talked to her on the phone and she is feeling better.



Happy Birthday

- Arlene Fliegler 05-30
- Denis Hergenreger 05-07
- Bill Norman 05-28
- John Patterson 05-26
- Arthur Scully 05-26
- Bette Richardson 05-06
- Terri Spangler 5-25
- Diana Welch 05-28

- Pamela Brody 06-06
- Judy Howard 06-23
- Jeanne Krogh 06-02
- Pat Roberts 06-23
- Tweety Shattuck 06-26
- Art Wesselman 06-27
- Len Yerkes 06-16
- Jerry Yocky 06-19



Happy Anniversary

- Kevin & Terri Spangler 05-25
- Jerry & Judy Yocky 05-23

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



What a way to go!

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>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 17395 Mount Herman Fountain Valley, CA 902708-8102 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>

You are now a member! Now what!

Now is the time for you to get your club shirt and jacket. Insider information.

Polo shirts can be purchased at Golden Stitch Embroidery, 215 S Tustin, Orange. They have our logo saved and can embroidery it on your shirt along with your name. (714-288-0034). You can buy shirts from the shop or take in you own shirt. Most have white, some have black.

Jackets can have the same logo put on the front left and an Orange County logo can be purchased from our treasurer, Tom Clark, for \$20.00. Some have red jackets purchased from Lands End, others have a maroon jackets. It was voted on to go with the red jackets for those purchasing a

It is recommended to have the patch for the back of the jacket sewed on embroidery since they are quite large.



Shirt logo with your name



Patch for jacket

new jacket.
 by Golden Stitch

Gary and Judy Howard always go and supports this car show. We, Bill & Colleen, have gone as spectators. It's great fun. A good time to sit and chat. There is lot of food for sales and many cars and trucks to admire.



The City of Fountain Valley Foundation has agreed to go forward with their car show, which was rescheduled to this year. For those of you who are interested in attending I have attached the flyer and registration form. Judy & I have volunteered and supported this show for many years since it supports needy families in Fountain Valley. It is held on the grass at Mile Square Park in Fountain Valley and is always a fun event. Judy & I will be bringing the 57 and will be doing registration for the show.

Look Forward to seeing you there. ---See flyer for more information---Gary

Fountain Valley Classic Car Show

15th Annual **Saturday June, 19th 2021 7am-3pm**
Mile Square Regional Park
 16400 Brookhurst Street Fountain Valley, CA 92708



Vintage "Nitro" Dragster Competition!



INDIAN MOTORCYCLE
 Orange County



LAW TIGERS
 MOTORCYCLE LAWYERS

New!
 Vintage Trailers
 Pre 1985

New!
 Tuner Row **NS**
 Open to All Years
 Foreign and Domestic



Secret Auction
 Raffles

New!
 Vintage Motorcycles
 Mini Bikes & Scooters
 Pre 1985

New!
 Kid Zone
 Bounce House
 Face Painter &
 Balloon Artist



First 250
 Registered Receive
 Free Goodie Bags **AERO**
 PREMIUM DETAILING PRODUCTS

Grand Marshal
Celebrity Kustoms
John D'Agostino



Gourmet Food Trucks
 & Dining Area



Proceeds go to FVCF 501.c3



Live Entertainment!
 The
 Fabulous Nomads



Autograph Session at 10am to 11am

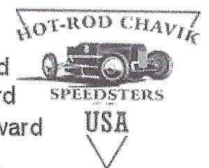
Top 20 Additional Awards **Award Ceremony at 2pm** **Special Car Club Awards**



Best of Show
 Best Engine
 Best Paint
 Best Unrestored
 Von Hot Rod's
 Award of Excellence

Best Vintage Trailer
 Best Decorated
 Best Vintage Motorcycle
 Best Unrestored

Fireballtim Award
 Wicked Lines Award
 Roger Jensen Award
 Fast and Furious Award



Come See Von Hot Rod's Pinstriping Circus!
 This is a great opportunity to bring something
 and get it pinstripped by the pros!



Free Admission for all spectators! Fun for the whole family!

The way you drive In is the way you're going to park.
So, if you're showing a vehicle and want to be with family,
friends or your Car Club during the show, Please drive in together.

We will not be saving spots for anyone. Please. No exceptions

Pack a picnic basket or purchase food from one of the gourmet food
trucks. Bring your family and friends and plane to have a great time!

(Please note: Alcohol is not allowed in the park.)



Event Location



Trailer Town*

Pre-registration only. Vintage trailers must be placed on the field
Friday June, 18th between 10am -10pm. No "Day of Show" entries.
Please No exceptions. Security/Staff will be on site and bathrooms
will be open.

Show vehicles will be allowed with trailers as a complete rig.
Maximum space allowed is 45'.

***We are taking covid precautions per O.C. guidelines as required.**

Complete and mail registration form *Email is required to receive confirmation *and Check to:

Fountain Valley Community Foundation
Attn. Classic Car Show
10200 Slater Avenue, Fountain Valley, CA 92708

To register online or for more information,
please visit our website: www.fvcarshow.com

Pre-registraion is \$40 and includes T-shirt!
Payment and registration form must be received by **June 1st**
Registration after deadline is \$45 and does not include T-shirt.
Extra shirts will be available at event for sale while supplies last.

*Show vehicals pulling "Vintage
Trailers" are considered as one entry

Year _____ Make _____ Model _____ Color _____
Name _____
Address _____
City _____ State _____ Zip _____
Phone to reach you during show (_____) _____
Email _____

Registration includes one T-shirt.
Additional T-shirts are \$20 each.
Indicate sizes and number of each shirt:
M _____ L _____ XL _____ XXL _____
Addl shirt(s) _____ at \$20 ea = \$ _____
Reg fee \$ _____ = \$ _____
Total enclosed _____ = \$ _____

Remember to include your email
for confirmation of you entry
Rain or Shine.
Entry fees are non-refundable.

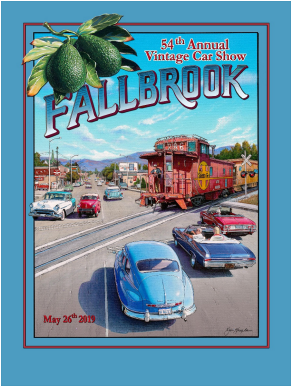
The undersigned desiring to enter and participate in the Fountain Valley Classic Car Show at Mile Square Park
does hereby 1) Release the City of Fountain Valley and all respective staff, volunteers and agents from any and
all liability from this event. 2) Release all other participating business facilities and participants from any and all
liability from event and 3) Give permission to use any photographs or information obtained prior to and at the event
for publication advertising and video filming of the event and 4) Agree to have vehical liability insurance required by
the State of CA DMV/CVC 16020 Section 9a. I have read and accepted the terms and conditions:

Signature of Entrant (Parent signature required if under 18)

Date

Initial





The Fallbrook show has been postponed until 2022



IF YOU COME INTO THE STORE WITHOUT A MASK WE WILL HAVE TO TAKE YOUR TEMPERATURE!
P.S. WE ONLY HAVE RECTAL THERMOMETERS!

Let's all be a part of this "PASSPORT PROGRAM"

You may obtain a Touring Passport by submitting a request to the Touring Committee via:

Dean Echols

2049 Mohave Street,

Chico Valley, AZ 86323-8213.

Your request must include the following:

- 1. A copy of your current G&D mailing label information*
- 2. Your phone number and email address [if available]*
- 3. A 4"X6" your vehicle*
- 4. Year, Make, Model, color/s of vehicle*

Please allow a minimum of 30 days to process a Passport request. A new passport using the same number will be issued once the original passport is filled.

Touring Awards

- 500 miles – Oval with Louis Chevrolet**

1,000 – 2,000 – 5,000 and 10,000 mile stacking tabs



Touring Awards may be displayed on the vehicle in addition to Class Judging Awards.

Before the Blue Flame: The 1929-1936 Chevrolet Six



David Conwill on Apr 6th, 2016 courtesy Old Car Manual Project.

The first-generation Chevrolet inline six has long lived in the shadow of the Ford flathead V-8 – so much so that many don't realize that it's a different creature from the 216-cu.in., 235-cu.in. and 261-cu.in. engines that replaced it, with all Chevy sixes from 1929 to 1962 being lumped together as "Stovebolts."

In reality, the 1929 to '36 Chevrolet inline six was even further removed from its 1937 to '62 successors than was the 1932 to '36 Ford V-8 from its 1937-'48 and '49-'53 progeny. This writer would argue, common usage notwithstanding, that the 1929-'36 engines are the true Stovebolts, with the '37-'62 engines being more properly labeled "Blue Flame Sixes."



The first-generation Chevrolet six-cylinder was developed as a replacement for the 1914-vintage Chevrolet four, a 171-cu.in. OHV engine that started life in the Royal Mail and Baby Grand Chevrolets and powered the Chevrolet 490 as it attempted to take on Ford directly. Ultimately, the Chevy four's biggest success would be in the 1923-'26 Superior series as it slowly eroded Ford's market share from above.

With the debut of the 1927 Capitol-series Chevrolet, it was becoming increasingly evident that the public's taste was turning away from rough-idling four cylinders and toward the smoother power of the inline six—usually in the form of a used car from the middle-price class. Chevrolet set out to develop a clean-sheet engine design that would allow the public to purchase a brand-new six-cylinder automobile in the low-price class.



The result was supposed to be ready for 1928, and if one studies the National-series Chevrolet, it is quickly evident that it was designed around a six-cylinder engine. The wheelbase was increased by four inches, to 107 inches, and the extra length was all in the engine bay.

Chevrolet was still stinging from [the 1923 recall of the "Copper Cooled" Series C](#), which saw the company recall and destroy nearly the entire production run. As such, Chevrolet elected not to introduce

the six without being absolutely certain it was ready and instead substituted the tried-and-true four with a revised head as a stopgap. The additional space in the engine bay was ameliorated by an extra-deep fan shroud between the four-cylinder engine and the radiator.



For 1929, though, the "Cast Iron Wonder" was ready. The timing was impeccable, as Ford's new Model A had stolen the show, and once the production difficulties of 1928 were sorted out, Ford recaptured first place from Chevrolet for the first time since 1926. The new "Six in the price range of the four" allowed Chevrolet to stay relevant in the face of the all-new Ford.

The 194-cu.in. Chevrolet six-cylinder featured a 3-5/16" bore and a 3-3/4" stroke. The crankshaft rode in three poured-babbitt main bearings benefitting from a low-pressure oiling system that squirted oil on the main bearings. Rod bearings, also babbitted, were oiled via the traditional "splash oiling" system using dippers on the rods themselves.

The new engine, like the outgoing four, breathed through an up-draft Carter one-barrel carburetor.

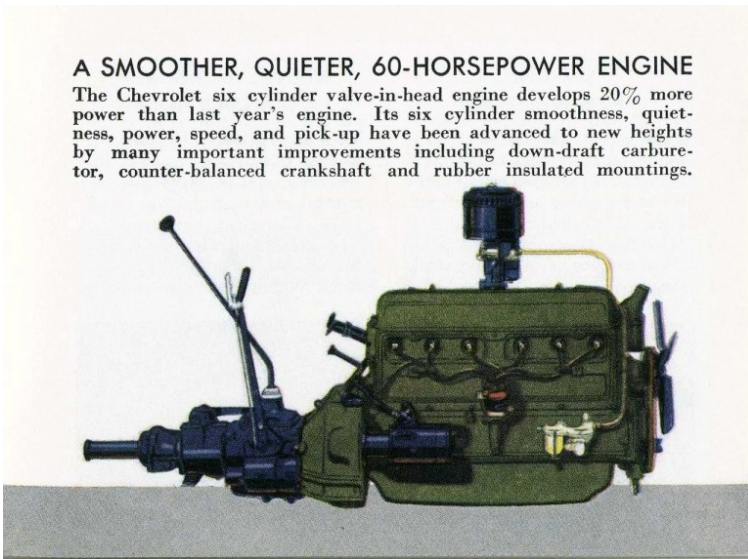
With around 5:1 compression (Chevrolet didn't offer an official figure, but this is what enthusiasts have calculated), the six produced 46 horsepower at 2600 RPM. And yes, the engine featured certain external fasteners with a slotted head, similar to the bolts that held together contemporary woodstoves—leading to the “Stovebolt” moniker.

Changes to the Stovebolt were minimal for 1930, save possibly a slight bump in compression to 5.02:1. Nevertheless, the 1930 and '31 engines were rated at 50 horsepower at 2600 RPM. In 1931, Chevrolet finally recaptured first place in sales from Ford, although sales

overall were way down thanks to the onset of the Great Depression.

A SMOOTHER, QUIETER, 60-HORSEPOWER ENGINE

The Chevrolet six cylinder valve-in-head engine develops 20% more power than last year's engine. Its six cylinder smoothness, quietness, power, speed, and pick-up have been advanced to new heights by many important improvements including down-draft carburetor, counter-balanced crankshaft and rubber insulated mountings.

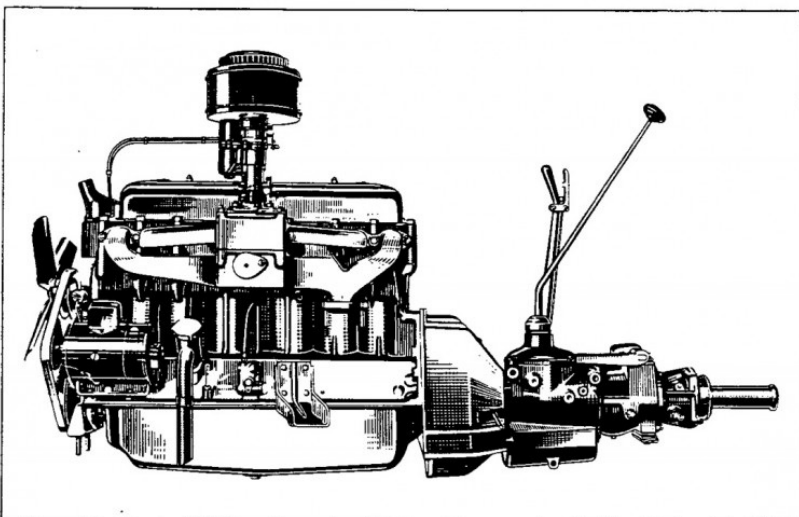


For 1932, the six received another compression bump, to 5.2:1, and a down-draft Carter W-1 carburetor—versions of which would grace the Chevrolet six every year until 1950. The combination was enough to push the Stovebolt to 60 horsepower at 3000 RPM. From a sales perspective, Chevrolet remained in first place, but the public's head was turned away from the six thanks to Ford's new 65-horsepower V-8, which was Henry's answer to the end of the four-cylinder era.

For 1933, Chevrolet split its line into two series: the upscale “Master” and the price-leading “Standard”. The Master had grown from 1932, riding a 110-inch wheelbase and featuring an enlarged six with a taller-deck cylinder block to accommodate a four-inch stroke. The new engine displaced 206.8 cubic inches and produced 65 horsepower.

At midyear, Chevrolet brought back the old 107-inch wheelbase and assembled lighter-duty components into the Standard. Into the same new engine block as the Master went a 3-1/2” stroke crankshaft to produce a 181-cu.in., 60-horsepower version of the six.

Standards sold for \$50 to \$60 less than Masters and were lighter by over 200 pounds. Chevrolet retained its sales lead another year.



Another development showing that the day of the four cylinder was over (for now) occurred in 1933, with Plymouth abandoning its Maxwell-based L-head four for an inline six cribbed from its DeSoto stablemate. With scant revision, that engine design would continue to power Plymouth passenger cars until 1959.

Although the appearance changed little and the engine not at all, the 1934 Chevrolet Master was significantly heavier and more expensive than the 1933—likely thanks to the newly standard Dubonnet “Knee-Action” independent front



suspension. Whether it was because of this or because of the ever-worsening Depression, the public's enthusiasm for Chevrolets slipped and Ford regained first place.

Perhaps attempting to make up for the lost performance of 1934, Chevrolet increased the compression of the 207 to 5.45:1 for 1935 and dropped the 181 entirely. Despite having apparently the same

engine, Chevrolet rated the Standard as having 74 horsepower and the Master as having 80. This may have been a marketing decision, however, as the Standard engine was rated at 3200 RPM, whereas the Master's horsepower was measured at 3300 RPM.

Although the 1935 Chevy standard may have been something of a sleeper, it was not enough to recapture the sales lead from Ford.



Perhaps realizing that it was never going to obtain a reputation to match the V-8, it was around this time that Chevrolet began to emphasize the durability and economy of the Stovebolt. For 1936, compression increased yet again, now to 6.0:1, but power was rated as 79 horsepower at 3200 RPM for both Master and Standard.



It was also around this time that Chevrolet engineers began to be quoted in the press and Chevrolet short films began to emphasize the efficiency of the Stovebolt combustion chamber design in getting every bit of power from the fuel used. The metaphor they used is familiar to anyone who has used a Bunsen

burner and tuned the flame from a sooty yellow to a hot, clean blueish-white: The Blue Flame.

For 1937, to better accommodate the changes envisioned for future increases in durability and efficiency, the Chevrolet six underwent a major redesign. While the oiling system changed little, the crank was de-stroked to 3-3/4" and now rode in four main bearings. The cylinder bores were enlarged to 3-1/2" and compression was increased yet again to 6.25:1. This new 216.5-cu.in. engine produced 85 horsepower and was so successful it would form the basis for Society of Automotive Engineers engine evaluations for years to come.

The tale of the 216 and its descendants is better suited to another story, however. And the story of the original Stovebolt doesn't end here. In Japan a new company was starting production of a downsized version of the DeSoto Airflow. Rather than copy the DeSoto's flathead engine, however, it was decided to license the outgoing six-cylinder design from General Motors. Thus, a metricized 3.9-liter Stovebolt would power Toyota cars and trucks from 1936 to 1947 before it was in turn replaced by a license-built version of the Blue Flame design.

Today the early Stovebolt is a largely unremembered engine but it is not significantly inferior to its immediate competitors of the era. It does suffer from some complexity at rebuild time due to the difficulty and expense of having older engines re-babbitted, but this is equally true of the Ford engines of the 1929-'35 model years. For its time, however, the Chevy Stovebolt was a mechanical marvel. Isn't it time you gave the Cast Iron Wonder a second look?

	<p>Vintage Chevrolet Club of America Orange County Region <i>Dedicated to the preservation and restoration of Chevrolets</i></p>	
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PICNIC IN THE PARK MAY 16, 2021

You are invited to come join the fun. The Orange County Region of the Vintage Chevrolet Club of America is hosting another Picnic in the park.

When: Sunday May 16, 2021. 9 AM until 2 PM. Lunch starts at 11 AM. Please let Judy know how many of you are coming so she can buy the food. jghoward@cox.net

Where: Peppertree Park- 230 W First St, Tustin, CA

Why: To meet potential new members, show off our Vintage Chevys and enjoy everyone's company.

***Bring your vintage Chevrolet along with you're lawn chairs and big appetite.
We are supply the:***



Hamburgers



Hot dogs



Chips



Sodas

For more information and to: email jghoward@cox.net Also contact Gary Howard at 909-227-7476

When a new member joins the club at the picnic, they will receive a 20-month membership for price of a one-year membership. Just attend the event and complete a simple membership application.



*Attendees will assume the risk for themselves and guests that they may be exposed to or infected by Covid-19 even though this is an outdoor activity. The City of Tustin assumes no liability. Please be sure that you, family or guests are in good health, if they are immunosuppressed, ill or not well they should not attend this event.