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The Orange Peel

August 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 Chevis.

Business meetings are still on hold! We are working on the problem.

Chevy lovers:

Looks like we are getting close to back to normal, at least I hope so. Judy and I have gotten both Covid vaccines and it is nice to go to a restaurant, sit down and be served. Picking up our meals and taking home was just not the same. Yesterday we went to the Orange County Fair. It was not as big as usual but a fun day and really nice to see things starting to return.

Our yearly 4th of July Celebration which we were unable to have last year was a huge success this year. The Ingalls' beautiful red 1967 Chevy convertible carried the Irvine Mayor, **Farrah Khan**, in the parade. The Ingalls installed new flags in the front with special holders and had celebration American music coming out of their car the whole route. It looked like a presidential car and was a beautiful site. The mayor indicated she felt privileged to get a chance to ride in their car.

Here at the Howard house work continues on the 55. New padded dash was installed and I think it looks great, if I say so myself. The windshield and rear window stainless have been installed. I had to take a short break from the 55 to fix an oil and coolant leak on the 57. I will probably finish this week in time for our train museum tour down south. Thanks to Arlene & Mark Fliegler for planning this event. Hope to see you on August 14th. More details are in this newsletter.

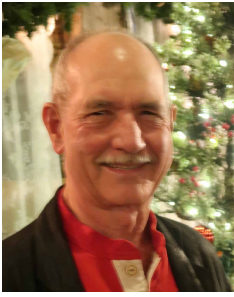
The Ingalls are adding to a historical record of our club that was started by Frances McGillis. Her records started in the year 1997 through 2005. To complete this record they need information on years 2006 though 2012. Please forward any information you have on these years.

Look forward to seeing you at our next meeting August 10 at Church of Foothill's, 19211 Dodge Ave., Ana, 7PM. Please bring your donation to the Oct. 10, car show raffle table, to our next meeting.

-----Take care, stay safe---Gary



Not an upside down truck? Then what!



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
323-816-0305

bi.ingalls@gmail.com



Webmaster:

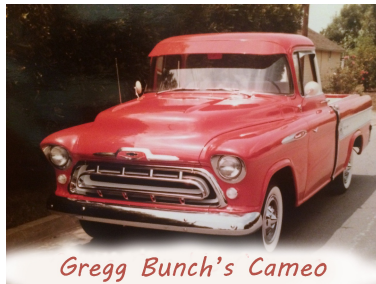
Mike Sherman
714-389-0722
ms55@cox.net



Car Show Chairman:

Jim Karras
714-633-8210

jimkarras@aol.com



Gregg Bunch's Cameo

Picnic Chairman

Greg Bunch

gbunch1269@sbcglobal.net

714-318-9642



Car Show raffle Chairperson

Susan Hergenreter

714-728-7938

hergfamily@sbcglobal.net



Sandi Schroeder is "Miss Sunshine"

Sandi Schroeder
949-837-7878

sandijimaloha@aol.com

and writes:

I talked to Bob Crane today.

He's in a rehab center to improve his strength. He sounded very good on the phone.



Happy Birthday

- Jean Castle 08-13
- Thomas Daug 08-02
- James Guinn 08-22
- Luke Redmann 08-01
- Sandi Schroeder 08-03
- Dorothy Scully 08-05
- Lee Tully 8-29
- Johanna Wallach 08-15

Gregg Bunch 09-20

Gary Howard 9-04

Colleen Ingalls 9-26

Rick Larriva 09-26

Judith Anderson Larriva 09-04

Kevin Spangler 09-09

Maria Woodward 09-13



Happy Anniversary

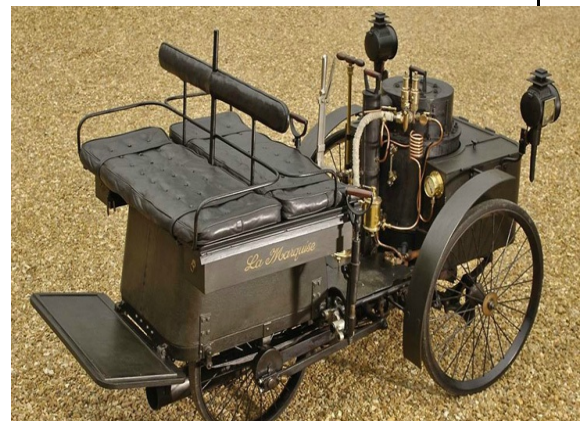
Mark & Arlene Fliegler 08-19

Richard & Sue Palazzo 08-15



Art & Dorothy Scully 08-04-1976

Pat and Diana Welch 08-26

Bill & Helen Norman 09-03

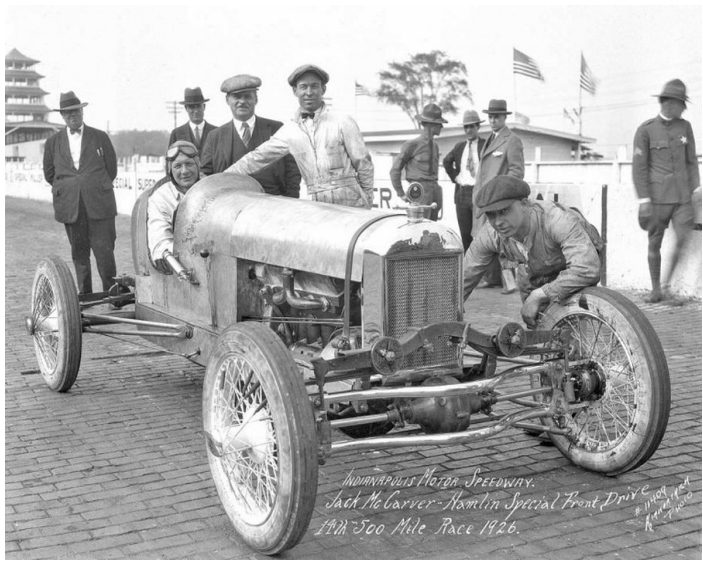


Oldest running car on the planet built in 1884.

<i>Vendor that are recommended by our members</i>		
<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 Ave. 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>714-870-6900 lopezbert25@yahoo.com 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>



Enjoying a meal in the car while getting cooled air piped in the car. This is a drive-in restaurant, in Texas, 1957.

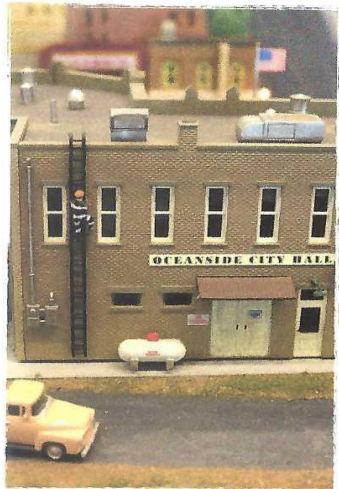


One of Louis Chevrolet's post-Chevrolet ventures, as The Old Motor pointed out recently, was the front-wheel-drive Hamlin, a racing special that he took to Indy.

Several of us have already signed up! Please call Mark ASAP.

Let's have a party!

AUGUST
14



OCVCCA '21 SUMMER TOUR

**North County Model Railroad Society
10AM - 11:00AM**

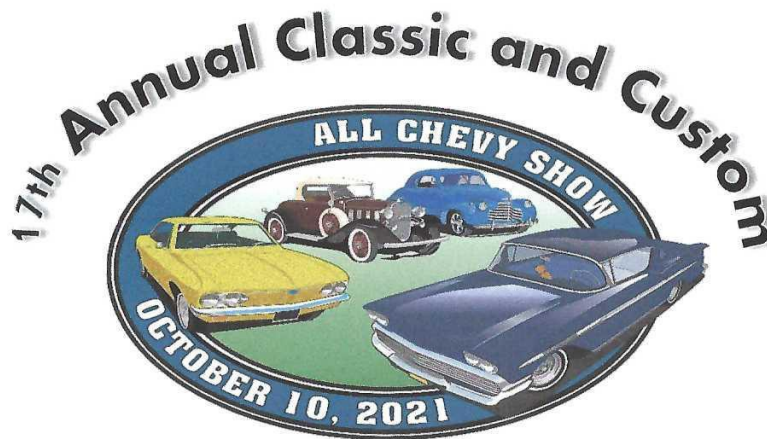
Meet for the tour at Heritage Park, 230 Peyri Street, Oceanside, CA 92058.
After the tour we will drive a short distance to the Pit Stop Diner for lunch
(3825 Mission Avenue, Oceanside). The museum is free, however donations
are gratefully accepted.

Please RSVP to Mark @ (949) 290-7865. Look forward to seeing everyone!

Spots for your car are filling up. Time to sign up!



The
Orange County Region
of the
Vintage Chevrolet Club of America
presents the



All Chevy Car Show

Sunday, October 10, 2021

Enderle Center, Tustin

(at the 55 Freeway and 17th Street)

9:00 am to 3:00 pm (Gates open at 7:00 am)

- *Pre-registration: \$25 | On-site: \$35*
- *VCCA National Judging available (see reverse)*
- *27 awards including 23 Best in Class selections*
- *Five on-site award-winning restaurants and coffee house*
- *A portion of the proceeds go to the Vintage Chevrolet Heritage Foundation*



All Pre-1997 Chevrolet and GMC vehicles are welcome!



Orange County Region of the Vintage Chevrolet Club of America

17th Annual Classic and Custom

ALL CHEVY CAR SHOW

SUNDAY, OCTOBER 10, 2021 ♦ 9 AM – 3 PM

Enderle Center, 55 Freeway and East 17th Street, Tustin, California



PARTICIPANT BALLOT AWARD CLASSES

Awards Selected by Registered Participants

ORIGINAL AND RESTORED-TO-ORIGINAL CLASSES

- Class A: 1939 & Older Passenger & Sedan Delivery
- Class B: 1940-1948 Passenger & Sedan Delivery
- Class C: 1949-1954 Passenger & Sedan Delivery
- Class D: 1955-1957 Passenger & Sedan Delivery
- Class E: 1958-1964 Passenger & Sedan Delivery
- Class F: 1965-1996 Passenger & Sedan Delivery
- Class G: 1953-1996 Corvette
- Class H: 1960-1969 Corvair
- Class J: 1962-1988 Chevy II, Nova, Monza, Citation, Vega
- Class K: 1967-1996 Camaro
- Class L: 1964-1983 Chevelle, Malibu
- Class M: 1955 (1st) & Older Pickup, Suburban & Panel*
- Class N: 1955 (2nd) – 1996 Pickup, Suburban, Panel & El Camino*

**All truck classes include Chevrolet and GMC trucks*

MODIFIED, CUSTOMIZED, STREET CLASSES

- Class P: 1954 & Older Passenger & Sedan Delivery
- Class Q: 1955-1957 Passenger & Sedan Delivery
- Class R: 1958-1996 Passenger & Sedan Delivery
- Class S: 1953-1996 Corvette
- Class T: 1960-1969 Corvair
- Class V: 1962-1988 Chevy II, Nova, Monza, Citation, Vega
- Class W: 1967-1996 Camaro
- Class X: 1964-1983 Chevelle, Malibu
- Class Y: 1955 (1st) & Older Pickup, Suburban & Panel*
- Class Z: 1955 (2nd) – 1996 Pickup, Suburban, Panel & El Camino*

- Please select one class only!
- To participate in VCCA Judging complete the section below.
- All participating vehicles must carry a fire extinguisher.

VEHICLES WILL BE PARKED FROM 7:00-9:00 a.m. (RAIN OR SHINE)

Alcohol, soliciting, balls, dogs, Frisbees, motorbikes, skateboards, and loud music are prohibited.

SHOW REGISTRATION INFORMATION

Name _____ Phone _____ Cell Home Insurance Co. _____
 Address _____ City _____ Zip _____
 E-Mail _____ Class (Shown Above A-Z) _____
 Vehicle Year _____ Model _____ Body Style _____ Color _____

Confirmations will be sent by email. Send a self-addressed stamped envelope to receive your confirmation by mail.

- ♦ On-site Registration Only as Space Permits
- ♦ No Substitution of Vehicles
- ♦ No Rain Dates
- ♦ No Refunds
- ♦ No Exceptions

VCCA NATIONAL OR PCC JUDGING/CERTIFICATION PARTICIPATION REQUEST

All VCCA Judging Requests Must be Received by September 11th and is Contingent on Judge Availability – Late Requests Will Not be Accepted

- VCCA Judging VCCA No.: _____ Check the applicable box and provide your VCCA number to request VCCA National or PCC Judging for your vehicle.
 - PCC Judging _____ VCCA Judging participation requires VCCA membership. If you're not a member, join today!
- VCCA Judging is limited to the first 20 registered vehicles. VCCA Judging is offered on a "first-come, first-served" basis.

For VCCA National or PCC Judging/Certification Inquiries: Mike Sherman, Chief Judge – e-mail: ms55@cox.net

PAYMENT INFORMATION

Early-Bird Entry Fee (*must be received by 9/11/21*) - \$25.00 | Regular Entry Fee (*after 9/11/21*) - \$35.00 Amount: \$ _____

VCCA National or PCC Judging/Certification Fee (*in addition to entry fee - must be received by 9/11/21*) - \$10.00 Amount: \$ _____

T-Shirts (*must be received by 9/11/21*) - \$20.00 each *Check box below adjacent to desired size and write quantity in the space to the right.*

M _____ | L _____ | XL _____ | 2X _____ | 3X _____ Total # Shirts: _____ X \$20.00 = Amount: \$ _____

Opportunity Drawing Tickets: \$1 Per Ticket | \$20 for 40 Tickets Total # Opportunity Drawing Tickets: _____ = Amount: \$ _____

50/50 Drawing Tickets: \$1 Per Ticket Total # 50/50 Drawing Tickets: _____ = Amount: \$ _____

Make check payable to: OCVCCA | Mail to: OCVCCA, Attn.: Judy Howard, 3822 Cosley St., Irvine, CA 92614

Total Enclosed: \$ _____

SIGNATURE: _____

DATE: _____

For General Show Information: XX, Show Manager -- Phone: 714-633-8210 -- e-mail: jimkarras@aol.com
For Registration Inquiries: Judy Howard, Registration Chair -- Phone: 714-270-2614 -- e-mail: jghoward@cox.net

Your car's oil is already 100 million years old—another year won't kill it. By Rob Siegel, Hemmings 22 February 2021

Hythem Zayed writes for Hemmings: I own a 1965 Mustang with a V-8. From March through October, I drive it about once a week. In the winter months, I start it every week and let it run for 15 minutes. At most, I put a couple hundred miles on the car each year. I have read different opinions on how often to change the oil in this kind of situation, and I cannot seem to find a definitive answer. I figure it can't hurt to change the oil, but am I wasting money and energy by unnecessarily doing so?

This is really a judgment call based on your personal comfort level. While oil is not hygroscopic like brake fluid (which does attract and absorb water) and doesn't spoil from sitting like gas does, a small amount of condensation can occur when a warm engine cools off. Regular drives, longer trips, and a properly functioning positive crankcase ventilation (PCV) valve give the engine a chance to cook off that moisture as well as unburned fuel that may have found its way into the oil during hard starting and overly rich warm-up.

Some of my cars have a similar usage profile to yours, and because my garage is a little humid, I'll typically change the oil after two years, even if the cars have racked up fewer than a thousand miles. On my lightly used 1999 BMW M coupe, I may go three years, as that car starts instantly and has a more sophisticated crankcase ventilation system. I don't, however, have data from an oil analysis to support any of this. It's just what feels right to me.

1973 Datsun 240Z light brown metallic. Jim Steinman writes: Where do you come down on the issue of color-changing a car? I'm prepping my 1973 Datsun 240Z for paint, and I've never been thrilled with the light brown metallic color.

I'm firmly in the "It's your car, paint it any color you want" camp, but here are some of the issues. All factors being equal, a mint correct car wearing its original color is going to be worth more than one that has been color-changed, but most cars aren't mint or correct, so the changed color just becomes one of any number of value factors. There's no question that a quick exterior-only respray—one where opening the hood reveals the original color—will substantially affect the value of a car. But if that car has been stripped to a shell for body restoration anyway, and if you love this particular car either for sentimental reasons or because you found one with a solid body you could afford but you still dream of owning a fill-in-your-favorite-color-here one, take the plunge. Life is short. After going through the pain of restoration, you should love the color.

Thirty years ago, I repainted one of my cars Signal Red (it was silver), and I've never looked back. Notably, I bet Ralph Lauren color-changed his 1938 Bugatti Type 57SC Atlantic coupe, possibly.



oil piston splash



1946 Chevy sales literature

HERE IS A BIT OF HISTORY... Hours after Pearl Harbor was bombed on December 7, 1941, the Secret Service found themselves in a bind.

President Franklin D. Roosevelt was to give his ‘Day of Infamy’ speech to Congress on Monday, and although the trip from the White House to Capitol Hill was short, agents weren’t sure how to transport him safely.

At the time, Federal Law prohibited buying any cars that cost more than \$750, so they would have to get clearance from Congress to do that, and nobody had time for that.

One of the Secret Service members, however, discovered that the US Treasury had seized the bulletproof car that mobster **Al Capone** owned when he was sent to jail in 1931.

They cleaned it, made sure it was running perfectly and had it ready for the President the next day.

Al Capone's 1928 Cadillac V-8 "Al Capone" Town Sedan became the President's Limo in December 1941.

Mechanics are said to have cleaned and checked each feature of the Caddy well into the night of December 7th, to make sure that it would run properly the next day for the Commander in Chief.

And run properly it did. It had been painted black and green to look identical to Chicago's police cars at the time.

To top it off, the gangster's 1928 Cadillac Town Sedan had 3,000 pounds of armor and inch-thick bulletproof windows. It also had a specially installed siren and flashing lights hidden behind the grille, along with a police scanner radio.

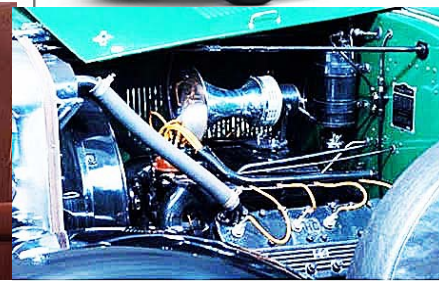
Footnote: The car sold at auction in 2012 for **\$341,000.00**.



Al Capone



Bullet proof glass



Siren

General Motors Concept Ad

Hemmings Motor News, Richard Lentinello on May 10th, 2017 at 2pm

Ad courtesy of Roger Peroutka.

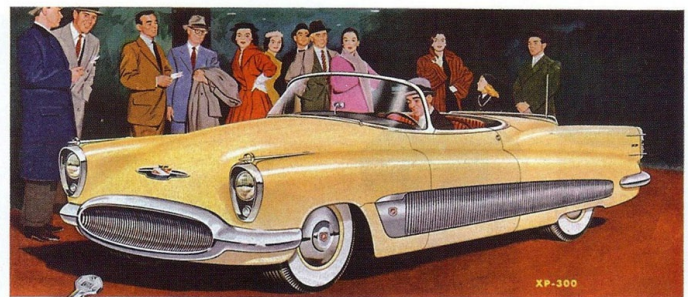
Rarely have auto manufacturers had advertising created to showcase the talent of their engineers, and the concept cars they built. But this ad from 1952 showcases two GM concepts, the XP-300 and the Le Sabre.

Clearly, the folks at General Motors were proud of the innovations that their engineers designed, including the supercharged 335-horsepower V-8 that powered the stylish XP-300 concept car; it was made of aluminum and weighed only 550 pounds.

While the blue Le Sabre has long been considered Detroit’s first concept car, here GM promotes the car’s rain-sensitized top, which automatically rises when rain hits a certain spot between the seats. The other endorsement focused on the Le Sabre’s contour-shaped seat backs, and the built-in jacks that were fitted to both cars.

In the ad, notice how GM had its divisions listed – from the entry-level Chevrolet being first, to the top-shelf Cadillac, followed by Body by Fisher, and GMC Truck & Coach.

The ad copy concluded by saying, “Your Key to Greater Value – the Key to a General Motors Car”



335-Horsepower Performance from a 550-Pound Motor—GM engineers developed an entirely new light alloy engine for these cars. It is a V-8, with 10 to 1 compression ratio, supercharged by a blower developed by GM engineers for Diesel engines. Operates on premium-grade fuel at normal speeds—premium fuel plus special fuel at higher speeds.

How GM engineers explore new horizons

HERE you see the XP-300 and Le Sabre. The press likes to call them “cars of the future.” Thousands of people have flocked to see them, and the question most often asked is, “When will you build cars like these for the public?” Well, the answer is—these aren’t intended to show exactly what future cars will be like. They were built and rebuilt over a period of several years, to give our engineers and designers the chance to test out fresh and forward ideas, and

get these ideas beyond the blueprint and laboratory stage. You never know, till you get far-in-advance ideas to the point where you can road-test them and let folks look at them, how practical they’ll be—and how the public will take them. Many of today’s commonplace features came right out of “tries” like these. And as time goes on, some of these advance features are sure to appear on cars in regular production.

Le Sabre and XP-300 are just the latest examples of how far we go to make the key to a GM car your key to greater value.

Your Key to Greater Value—the Key to a General Motors Car

GENERAL MOTORS
MAKES AND SELLS BUSES FOR BIRD PEOPLE
CHEVROLET • PONTIAC • OLDSMOBILE
BUICK • CADILLAC • BODY BY FISHER
GMC TRUCK & COACH



The Top that's Worked by a Raindrop—Rain falling on sensitized spot between Le Sabre seats starts mechanism which raises and locks top, rolls up side windows. Steering post and seats of XP-300 are

vertically adjustable to person's height. Contour seat backs can be moved forward at belt-line to ease back strain. Both cars have built-in jacks for easy tire changing.

GM PROVING GROUND
DURABILITY
RUN

LE SABRE