



The Orange Peel

February 2022

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.

Due to the current COVID-19 restrictions, our February meeting will be held via ZOOM. The agenda and minutes are attached. Here is the Zoom Meeting participation information:

OCVCCA Regular Meeting via ZOOM



Director:

Jim Karras
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jimkarras@aol.com



Assistant Director:

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Treasurer:

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Secretary

Susan Hergenreter
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Director's Message

February 2022



Dear Chevy friends,

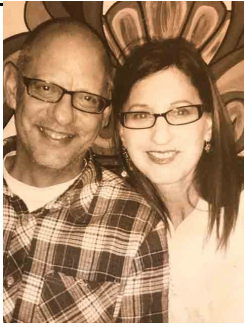
Happy Valentines everyone! Our February meeting will once again occur via Zoom. By now, you all should have received the Zoom meeting participation instructions. We have some important issues to discuss that may affect the car show in October and future years thereafter. Also, we will be welcoming Dean Echols, the Area 1 Director to our meeting.

Did you know you can now renew your national membership at a lower annual due rate? That's right, if you would enjoy receiving your G&D in a digital format, you can save \$15 on your annual renewal rate. The digital membership is \$25 and still provides for family membership. Learn more at vcca.org.

Future tours are being planned. Look for future information about our activities in upcoming editions of the Orange Peel. Bill is also always looking for member stories about their vintage Chevrolets and other interesting accounts. Submit your stories to Bill and your submission might be a feature article in the region newsletter.

Until next month, remember, life is a journey not a destination, so relax and enjoy the ride!

Jim Karras, #43031
Director - OCVCCA



Tour Chairman:

Mark Fliegler
760-728-1865
mark@proteamortgage.com



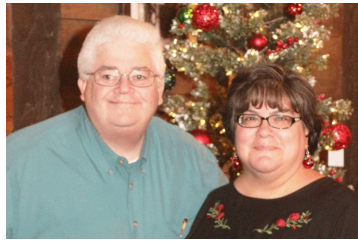
Membership Chairman:

Colleen Ingalls
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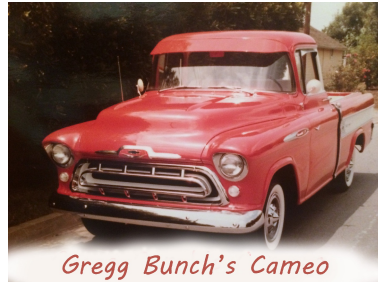
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Car Show Chairman:

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Gregg Bunch's Cameo

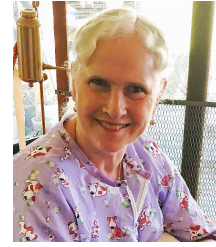
Picnic Chairman

Greg Bunch
gbunch1269@sbcglobal.net
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Car Show raffle Chairperson

Susan Hergenreter
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Happy Birthday

From Linda Clark
714-235-3826
Lmc5351@yahoo.com

- Jeanne Boberg 02-15
- Larry Boberg 02-18
- Bob Crane 02-01
- Fred Fossek 02-22
- Richard Palazzo 02-17
- Tom Roberts 02-23



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- Annette Bartolomucci 03-15
 - Susan Hergenreger 03-04
 - Bill Ingalls 03-09
 - John Kelly 03-15
 - Sabrina Karras 03-29
 - Ron Moyer 03-02
 - Mark Wilk 03-23
 - Linda Wesselman 03-27



Happy Anniversary

- John & July Patterson 02-12
- Angie & Dave Wilson 02-14
- Gary & Judy Howard 3-20
- Art & Linda Wesselman 3-27

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>ROLLINES Automotive Foreign & Domestic Specialists (714) 870-6900 242 W. Commonwealth Ave Fullerton, CA 92832 www.rollinesautomotive.com</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>

From Mark Fliegler, Tour Director

A great time was had by all while touring the Marconi Museum in Tustin. John Marconi led the tour that lasted a few hours. He was very informative and detailed about each and every automobile. I enjoyed seeing the yellow Ferrari that Sonny gave Cher in hopes of getting her back. It didn't work as she stayed with Greg Allman! Afterwards, a handful of us had a terrific lunch on the outdoor patio at Lucille's.

The Greg Bunch Camero Story, as told by Greg in 2016

Once upon a time (1978) I had a friend named George that owned a yellow truck. I had just purchased a house built in 1920 on a half-acre parcel in Tustin. This was an old farm house for which I thought I needed a truck to pick up stuff from the lumber yard and the nursery store. Yes, there were lumber yards back then! So I had been asking George to sell me his truck for quite some time and he kept saying no. Then one New Years Eve party he was a bit tipsy, I asked him again and he said ok. So I asked how much, and he said \$500.00. I said ok, and that was it. The next week my dad drove with me to Rancho Dominguez to pick it up. When we got down the



street it ran out of gas. To this day George laughs about selling me his truck on empty.

Many months go by and as I drive it everywhere there are always guys stopping to ask me if I'd sell my truck. I'd always say no, but wondering why everyone is so interested in an old yellow truck. Well, come to find out it's a 1957 Chevy Cameo Carrier pick-up, fairly complete and original except for the paint. There were only 10,000 of these made in three years, 1955, 1956 & 1957.

In 1980 I decided to give it another paint job with the help from a friend at work who had previously done body and paint. We worked evenings and weekends on it until I was so tired of sanding I could not stand it. Since I had very little money at the time, having just bought the house and having a 4-year-old baby boy, I was just going to do "a quicky" job. But, if you're going to go that far, you may as well go all the way. So I had chrome work done, found a few parts that were missing, etc ... Finally my wife said enough with the truck. It took us a little under a year, but it was finally time to put on color. Having to save on money, we decided to paint it in my driveway and use the garage for most of the small parts like doors, etc. We painted the body separate from the bed and doors. The bed was white and the rest was red except for a few areas on the cab and interior. It was quite a challenge painting different pieces each weekend. We found out about moisture levels and mixing paint week after week. Also, as the bed fenders are fiberglass they had to be treated carefully as well as the tailgate cover. We did have to weld in the two corners of the cab as they were rusted out, and do some fiberglass work on the tailgate.



I remember as we were finishing the last spray on the hood the paint gun dripped. This was before dripless spray guns. As I saw the drips, I panicked and took a t-shirt and wiped off the runs. OOPS – I found out that lint from a t-shirt is worse than paint runs. Oh, well.

Another weekend we were painting the doors. We had them hanging on 2 x 4's between two ladders. Just got the paint on and it started to rain. Oh Sxxx.... So we had to put them inside, let them dry, sand them down, and start over another weekend. I tried to restore it to original as best I could in the days of no computers or Internet. Also, there were very few parts houses, of which the best source was the Hemmings Motor News, which meant phone calls and mailing letters and checks for payment.

Anyway, it was finally finished assembled in 1981 and it looked great. As you see it now, it is still that paint job from 1980. It has never been washed, since I sanded every inch of it and I never wanted rust to appear again.

About six months ago I saw out my kitchen window a Cameo drive by my house. I chased after it, but couldn't catch up. Three months ago I was driving down a side street and there it was. I met the owner and we talked. It turns out he had restored his truck to original condition on the outside, but the engine and drive train were custom. Also, his interior was power steering, power brakes, AC, etc. As we spoke, I said some day I'd like to find an overdrive unit for my truck. He said he just gave his away and he thought he could get it back. He called his friend, I went over to his business in Garden Grove that same day and saved it from the scrap metal dumpster!!!! I just had it rebuilt, and it's ready to install.



This Cameo Carrier was painted with the original Chevy Cardinal Red and Bombay Ivory colors. It has a 283 V8 engine with a 4-barrel Rochester Quadrajcet carb. It is has 3 speed-transmission on the column or "three on the tree."

My truck looks pretty good for a 35-year-old home paint job!



Fred Fossek saying



Fred Fossek joke



Smog in the 60ties



Valves for heater

Blast from the past - Composite pictures from 2016





By: Natalia Jones, writer

Does your partner always look at the world through rose-tinted glasses?

If so, scientists found another reason to thank your cheerful and positive significant other. Apart from making you smile every day, your optimistic partner may also be helping you ward off cognitive decline as you reach your senior years. Interestingly, both dementia and Alzheimer's disease seems to be a lot less common in people whose better half has a positive attitude to life, and the overall cognitive capacities of these people are remarkably well-preserved even in older age.

My first car, By Tom Clark, 1st published in 2018

My first car was the infamous unsafe at any speed 1961 Chevy Corvair. I shared the car with my mother, but I don't think she ever drove it. She did not like to drive a stick shift. It was fawn beige with a fawn beige interior, a Monza with a four speed transmission.

We owned the car eighteen months and during the period, it was involved in four collisions. Three of those accidents were not the fault of the car or my driving. It was hit broadside by a lady who ran a red light. It was hit fairly hard by a lady that decided not to leave a parking lot and threw it into reverse and backed into the front of my Corvair (it blew out a headlight and crushed a front fender and front bumper).

One time I was driving up Diamond Bar Blvd. when it was a two lane road with a group of six cars, I was the last car. The lead car pulled off the road to the right and waited for all the cars to pass him except me and he made a u turn right in front of me. Needless to say I hit him broadside.

Then there was the last and worst collision, I was driving on the 10 freeway in Covina in the number 3 lane just enjoying a beautiful day at the start of spring. An elderly gentleman in a early 50's pickup who was doing about 45 in the number 4 lane, I was just about to pass him and he decided to change lanes with no signal or other warning into my lane. I hit the brakes and skidded across the freeway and hit the center divider chain link fence and wiped out 60 feet of fence. I was wearing a lap belt, by I still broke the steering wheel with my nose and the windshield with my head. Three other drivers who witnessed the accident told the police that the pickup caused the accident, but since I did not physically hit his truck, the police placed the blame on me. In all the accident repairs cost about one and a half times the cost of the car new.

From my experience the car was fun to drive. However, if you just looked at the brake peddle, you locked up all four wheels. The weight of the rear engine with rear suspension that tucked under the car did cause the car to spin out. The combination of the touchy brakes and the rear engine was dangerous. I only spun out once when I saw a street that I wanted to turn on and touched the brakes as I started the turn. The car spun around 180 degrees stopping a few inches from a curb that I was headed for broadside. If I had hit the curb, the car would have rolled over. I then had to take a few deep breaths and collect myself before continuing on. I also feel that the touchy brakes contributed to the freeway accident.

After owning the Corvair for eighteen months, it was traded in on a Azure Aqua 1963 Chevy Impala which I have today.

