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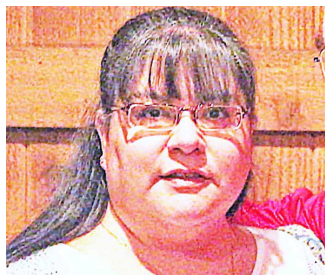
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The Orange Peel ***March 2023***

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 soon find pictures of all our cars, car events and more on our web site:

www.ocrvcca.org Jim Karras is our website designers.

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 held second Tuesday of the month which is **March 14th**. The meeting will be held at;

Church of Foothill's, 19211 Dodge Ave., Santa Ana

Most of you like Spires Restaurant located at 13451 Newport Ave. Tustin. It is located very close to our meeting location down the street. If you would like to attend, please contact me so I can notify the restaurant of the expect number.

–***Sabrina Karras, (714) 287-4757***

Breakfast has be cancelled this month. Insted of breakfact,, we are going to Bill Ingalls Birthday party on Sunday March the 12th. See enclosed information sheet.



Tour Chairman:

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Gregg Bunch's Cameo

Picnic Chairman

Gregg Bunch

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Car Show raffle Chairperson

Susan Hergenreter
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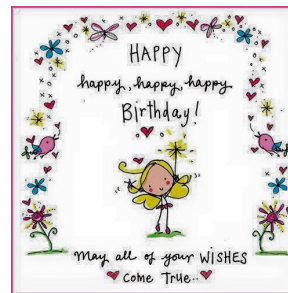
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Webmaster

Jim Karras

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Happy Birthday

Annette Bartolomucci 03-15

Susan Hergenreger 03-04

Bill Ingalls 03-09

John Kelly 03-15

Sabrina Karras 03-29

David Walsh 03-12

Mark Wilk 03-23

Linda Wesselman 03-27

James Bartolomucci 04-13

Kelly Barton 04-10

Linda Clark 04-21

Sharon Neff 04-14

Sue Palazzo 04-28

Michael Sherman 04-08



Happy Anniversary

Gary & Judy Howard 3-20

Art & Linda Wesselman 3-27

Gregg & Pamela Bunch 04/??

Robert & Marsha Devot 04-21

Jim & Sabrina Karras 04-22

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YOU'RE INVITED TO
BILL INGALLS'
88TH BIRTHDAY
PARTY



SUNDAY MARCH 12TH
AT HIS HOME
8801
VESTAVIA CIR
BUENA PARK, CA 90621

NO GIFTS JUST YOUR BEING HERE IS GREAT!


TACOS WILL BE SERVED FROM OUR FAVORITE
TACO DINER, B & C BURGERS.
STARTING AT 12.00
SERVING ENDING AT 2:00


PLEASE RSVP TO COLLEEN BY PHONE OR TEXT
AT 323-816-0305

TO OUR FRIENDS PLEASE COME. TO OUR FRIENDS IN THE OCVCCA
 CAR CLUB THIS REPLACES THE SATURDAY MORNING BREAKFAST
 MEETING ON MARCH 11TH. PLEASE COME AND ENJOY.



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>ROLLINGS Automotive Foreign & Domestic Specialists (714) 870-6900 242 W. Commonwealth Ave Fullerton, CA 92832 www.rollingsautomotive.com</p> <p>Recommended by Bill Ingalls</p>

<p><i>Hose-Man, Inc</i> <i>Automotive and hydraulic hoses</i> <i>6 locations in So. California</i> <i>Call 800-4-HOSEMAN for</i> <i>locations</i> <i>Highly recommended by Gary</i> <i>Howard</i></p>	 <p><i>Chuck Rosa, (714)734-7825</i> <i>1676 Sunny Cove, Corona, CA</i> <i>91720</i> <i>Recommended by Gary Howard</i></p>	<p><i>Cars Incorporated</i> <i>1951-1972 Chevy Restoration</i> <i>Parts</i> <i>Sheet Metal, Interior, parts</i> <i>1000B S. Melrose St. Placentia,</i> <i>CA.,</i> <i>714-666-8660, 800-451-1955</i> <i>www.carsinc.com</i> <i>Recommended by:</i> <i>Bill Ingalls & Gary Howard</i></p>
<p><i>D & P Classics - Classic Car &</i> <i>Hot Rod Restorations</i> <i>17395 Mount Herman</i> <i>Fountain Valley, CA 902708-8102</i> <i>Gary Howard has had a lot of</i> <i>work done there and they are top</i> <i>notch !</i></p>	<p><i>Orange County Sand Blasting</i> <i>Media blasting</i> <i>Paul Gravley</i> <i>415 West Walnut</i> <i>Orange, CA 92867</i> <i>Recommended by Ray Miller</i></p>	<p><i>Orange County Powder Coating</i> <i>Steve Hurwitz</i> <i>976 N. Parker Street</i> <i>Orange CA 92867</i> <i>714-532-4610</i> <i>Recommended by Ray Miller</i></p>

Hemmings Magazine article, 03-2023

It's official: The rumors of General Motors introducing an all-electric SUV and a four-door model under the Corvette name are true. As much as this news might hit some nerves, it doesn't come as a surprise. SUVs have been taking a sports car-inspired route for some time, with Porsche, Ferrari, Lamborghini, Maserati, Aston Martin, and Lotus already proving success. Then there's the Mustang Mach-E, perhaps the most controversial repurposed nameplate that came well before the EV Corvette. Despite some of the negative feedback from diehard muscle and pony car fans, Ford's Mustang Mach-E sold 39,458 units in 2022 and is the company's top selling battery-electric vehicle (BEV) by volume. From a business sense standpoint, Chevrolet would be taking a risk of losing out on trending sales if the brand didn't at least attempt to capitalize on the Corvette name.



According to AutoForecast Solutions and a second anonymous source, the BEV 'Vettes will be built on an entirely new chassis unique to the car and optimized for performance. Power will come from the latest GM modular Ultium battery packs.

The last reported time line for the Corvette EV says the four-door model will release in 2026, followed by the crossover SUV in 2027. The first rumors claimed a 2025 release, which was overly optimistic. However, the 2024 Corvette E-Ray hybrid is still slated to arrive later this year.

More rumors are suggesting that Chevrolet may release a two-seater Corvette EV after the crossover and sedan models are in production, sometime in 2028. The coupe could very well be designated as the C9, marking the sports car's ninth generation.

Hemmings Magazine article, 03-2023

It was only a matter of when, not if. Not even COVID-19 and the annual SEMA Show moving to a virtual event could delay the inevitable dawn of the electric crate motor. While the 1977 K5 Blazer-E is a one-off concept build, it previews



some form of future package that GM Performance Parts will sell to convert any project vehicle to electric propulsion. We saw this coming, of course, with the eCOPO Camaro in 2018 and the E-10 pickup from last year (yes, everything needs an "e" in the name to signify electrification, sigh). While those offer some sort of wow factor, with 9-second quarter-mile times for the Camaro and around 450 horsepower in the pickup, the Blazer-E is a little more, well, everyday. It uses the electric motor from the Bolt EV, putting out 200 hp and 266 pound-feet of torque.

Before you bemoan this as some form of weak sauce, consider that the stock engine that Chevy yanked out of the Blazer made a mere 175 hp. More significant is that, while the Blazer-E is a concept, the parts will soon be real. Chevy has already moved to train dealers and shops to be certified installers for the "eCrate" system, starting with Lingenfelter Performance Engineering. And the modularity touted with the E-10 pickup remains; multiple motors and inverters can be stacked in series for more power and torque.

The conversion shown in the Blazer is designed to bolt up to the existing powertrain and work seamlessly. Even the stock fuel gauge works as a battery level meter. There's a four-speed automatic in place of the original three-speed, but the rest of the driveline is unchanged. Power steering is an electric conversion, and there's an electric vacuum pump for the brake hydraulics as well. Chevy says 90 percent of the components on the Blazer-E come right from the Bolt, "Using production controllers and wiring harnesses preserves many Bolt EV features, including shock protection, battery heating and cooling, battery-overcharge protection and even regenerative braking." The regenerative braking, according to a Chevy spokesperson, is done through the gas pedal, similar to the one-pedal driving mode in the Bolt, while the brake pedal only works the conventional friction brakes.

And yes, those batteries take up a lot of space. It's a stock 60 kWh pack from the Bolt, placed in the rear of the Blazer behind the front seats and leaving room for only one passenger. That means kits like this will probably be limited to trucks and SUVs. According to Chevy, this will be the battery pack from the launch, as it's an existing part and already in the supply chain. The Bolt battery, however, is made up of five separate modules that could be separated and sold as individual pieces.

Then again, a truck or SUV is a wise choice when you need to safely carry 960 pounds of lithium-ion cells. The electric motor is lighter than a gasoline engine - Chevy said that the two motors and inverters in the E-10 weighed 350 pounds, 100 less than a supercharged LT-4 engine. Assuming half that weight for a single motor makes the front end a lot lighter than if it had an old iron small-block, but even without a full tank of gasoline or any exhaust the Blazer-E is probably a few hundred pounds heavier than stock.

It's not for everyone, and GM is still ready to sell a small block to anyone interested. In the press release, Jim Campbell, GM U.S. vice president of Performance and Motorsports stated that, "Our vision is to offer a comprehensive line of Connect and Cruise systems from Chevrolet Performance - delivering a solution for every customer ranging from LSX V-8s to eCrate conversions."



