



The Orange Peel December 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 at 7:00 PM on the second Tuesday of the month which is **January 9th**. The meeting will be held at;

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

Dinner Club is held starts at 5:30 at 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 **Sabrina Karras, (714) 287-4757** so she can notify the restaurant of the expect number.

Also, come have breakfast with us on **Jan 13th** (Second Saturday) at 8:30 at our new location, Hoff's Hut in Seal Beach at 12489 Seal Beach Blvd, Seal Beach. Contact Sabrina when you plan to come so the restaurant so they can have the tables setup.



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Director's Message

December 2023



Dear Chevy friends,

Our Christmas lights, decorations, and our Christmas tree are set up to greet the holiday season.

The San Fernando Valley Region's Burbank All Chevy Show was amazing and had a record setting turnout of about 125 entrant vehicles. Our truck won an award in the Entrant's Choice category.

Thanks to the membership for electing Denis, Tom, Sabrina, and I to serve as the Club's officers for 2024. As your leadership team, we are eager to get started on all the club activities for the upcoming year.

To the outgoing and incoming committee chairs, thank you! OCVCCA wouldn't exist without each of you. A special thank you to Bill Ingalls for publishing 10 years (120 or so editions) of the Orange Peel. Bill, well done!

Judy has been working hard to bring us another holiday luncheon. We hope to see you at the party and at our first meeting in 2024, in January!

Sabrina and I wish each of you a very Merry Christmas! Until next month, remember; life is a journey -- not a destination, so relax and enjoy the ride!

Jim

Jim Karras, #43031
Director - OCVCCA



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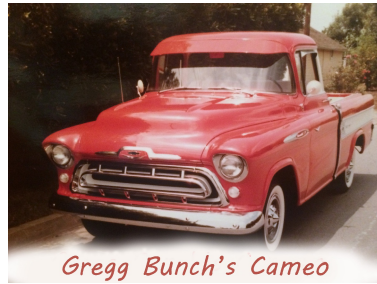
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Webmaster

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Happy Birthday

- Diane Bailey December 8
- James Bailey December 8
- Bill Roy December 10
- John Shattuck December 11
- Melba Capuano December 22
- Salvador Lopez December 24
- Howard Neff December 25
- Angie Wilson December 28
- Gitte Olsen December 28
- Dave Wilson December 29
- Phillip Capuano December 30
- Mark Fliegler December 31
- Fred Waugaman December 31
- Diana Welch January 9
- Mark Bird January 12
- Janice Wise January 16
- John Milia January 19
- Tom Clark January 21
- Diana Cinnamon January 25
- Allen Morris January 25
- Jim Richardson January 28
- Terri Spangler January 30

Happy Anniversary

- John & Tweety Shattuck December 2
- Bill & Linda Trousdale December 9
- Jeanne & Mark Krogh December 17
- Howard & Johanna Wallach December 25

- Bill & Connie Roy January 4



Jim and Sabrina Karras' 1959 Chevrolet Apache 32 Pickup -
A Boyhood Dream Comes True!
By Jim Karras, VCCA #L43031 w Orange, CA

It was a dream of mine to restore this pickup since I bought it in 1976 at the age of 15. The truck had been parked in a horse corral at my father's place since 1979. When we learned that my father and stepmother were selling their place to move into a smaller tract home, our choice was to sell it, or restore it. My wife Sabrina, said, "You've talked about fixing up that silly old truck since our first date. Let's find a shop and get to work!"



It took 18 months to complete the restoration project. We made the decision to undertake the commitment to restore this truck in January 2004. Two months later In March, the truck was transported on a flatbed tow truck from my father's home in Covina to Auto Tek in Orange to the shop that oversaw the restoration project and performed most of the work on our truck. The truck was completed in September 2005. Cerny's Auto Painting in Orange, CA did the bodywork and paint and Orange Auto Upholstery, also of Orange, CA, did the upholstery.



There are a few things about our truck that make it special. First, it is a long-bed step side pickup, of which few get restored because they aren't as popular with the rodders. Second, the 1959 Task Force truck was the last of the big front fender trucks produced by Chevrolet. Third, Chevrolet only equipped its trucks with dual headlights during the 1958-61 model years. Finally, it dons the badge "Apache" as its "model" designator. This moniker was new for Chevy trucks in '58. They used this badge on their light-duty trucks from 1958-61, which means the name badge spanned two model series in its brief four-year run. The Apache name side marker plates and the truck's hood badge plate were made in a

unique shape and design for 1959, providing the most obvious way to distinguish a 1959 light-duty Task Force truck from its identical twin - the 1958!

I bought this truck back in 1976 when I was 15 years old and I was in high school. A good friend of mine had received it as a hand-me-down gift from his father. It was his father's work truck that he used in the plumbing business. After about a week with the truck, my friend found a 1969 Ford Torino GT, which he decided, would be much more fun to drive than his father's old truck, so he sold me his dad's truck for \$500 dollars. I drove it through my last three years of high school.

When I purchased the truck, it still had its original paint. I thought the faded "Baby Blue" and "White" colors were to sissy for me so I immediately went to Chief Auto Parts and bought a bunch of primer spray paint the first day I owned the truck. I spray painted the entire exterior of the truck right away with gray primer. I used black primer for the trim. For the interior, I painted it beige and black with Rustoleum spray paint.

I also replaced the original bench seat with a pair of bucket seats from a 1963 Ford Thunderbird that my brother had given to me. The bird was so beat up we scrapped it for \$40 bucks, but the seats were in really

good shape and fit well in the truck.

Being young and careless, I was pretty rough on the old pickup. After it developed a rod knock from my hard use, I decided I better park it until I could tear the engine down and check out the noise. I figured it was a problem at the wrist pin as it only knocked when it was cold in the mornings, but it was progressively getting louder and louder over the last few months I drove it.



One of the most memorable moments I have about driving the truck was back when I was 16 and was a young new driver of all of just a few months, I was cruising down Colima Road in Rowland Heights, CA where I lived at the time, and I decided to “jump on it”. Well, I didn’t realize that one of the motor mounts was already busted, so when I popped the clutch, the truck’s mighty Stovebolt 235 inline six-cylinder engine delivered enough torque to snap the other motor mount! Needless to say, the whole engine lunged forward straight into the radiator. Before I knew what happened, white steam started pouring out from around the

hood accompanied by a loud and terrible noise. Being 16, I didn’t think to do anything other than walk to the nearest pay phone and call a buddy. He came to rescue me with his dad’s new 1978 Ford pickup. We hooked a chain to the front bumper and a few minutes later, I was looking at a severely damaged front bumper along with the other damage I had caused.

When I parked the truck in 1979, I had recently bought a 1963 Chevrolet Nova SS that another high school buddy of mine had fixed up. He put a 283 small block in that car with a 4.11 posi-traction rear-end and a Muncie four-speed with a Hurst Competition Plus shift kit. That car provided a much different driving experience behind its wheel than my old pickup did, so I soon got over leaving my beloved truck parked in a horse corral at my dad’s place! My old Apache truck rested in that corral for 24 years.

In January 2004, when we learned we had to do something with the truck because the ground underneath it was being sold, my wife (Sabrina) and I went to take a look at it. It had been quite some time since I had been in the horse corral where the truck was parked at my dad’s house.



It was covered in surface rust. The windows were all shot out from BB gun target practice courtesy of a few generations of neighborhood children and possibly a pair of unnamed nephews! The truck’s pickup bed was full of parts from the truck including the severely bent front bumper and its spare tire. It also had a cement mixer in it that was left from a home renovation project my dad completed on his house several years before. The interior was filthy because of the driver’s window being left rolled down from some inquisitive child sometime over the years and because of the broken glass

from the target practice.

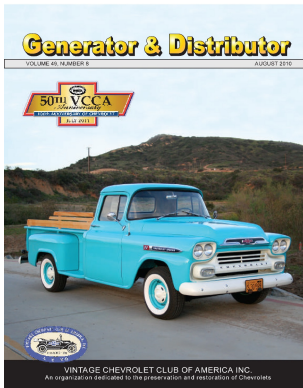
My wife had her doubts, but she remained supportive and said “Are you sure it can be fixed?” To which I immediately replied, “Honey, I know it looks bad, but really its in great shape, we can have it running in no time!” This must have been a classic case of beauty is in the eyes of the beholder I guess. In any event, standing there in the horse corral that afternoon, even after all of those years, I realized at that moment I still was “smitten” over this rusty old truck!

It was my wife that actually went over and supervised the extrication of the truck from the horse corral since I had to work that day. The truck was moved up to the front driveway with the assistance of two tow trucks after which it was loaded onto a flatbed tow truck and transported to Auto Tek to begin its total frame-off restoration.

One of the challenging parts of the restoration, aside from the cost, was the time and attention to detail it took to “get it right”. It was important to me to restore this truck to as close to authentic factory condition as I could. However, this truck was 17 years old when I bought it and many of the original details were



skewed. Validating things like correct engine color, interior colors and accessories are not as easy on trucks as on cars. I guess this is because fewer folks restore trucks to original condition than cars. While restoring the truck to stock condition was challenging, it was also a hoot! I've learned so much about Chevrolet and GMC trucks since starting this project. I have always been a Chevy truck fan, but I never noticed many of the subtle details I needed to know to do this truck right. Learning them has been a very rewarding experience.



The truck was painted in its original exterior colors of Tartan Turquoise and Bombay Ivory. The interior colors have also been returned back to their original colors of Comanche Gold Metallic and Charcoal Gray. The truck sets on a set of Diamond Back Classic White Wall tires mounted on stock wheels. The truck's Thriftmaster 235 survived the abuse I gave it in my teen years and after being completely rebuilt, it now runs strong. I was able to locate a pair of original bumpers and a bench seat to bring the truck back to its factory look. Other original equipment items we added include an AM radio and standard heater. It's funny how things change. Now, I love the truck's original color. What I didn't realize back then is the girls really seem to like it too!

Now that the parts hunt is over we are having fun enjoying the truck. We take it out just about every weekend. I drive it about eight miles each Saturday morning to breakfast with my new friends who are members of the Orange County Region of the Vintage Chevrolet Club of America. After breakfast, I usually go for a short cruise before coming back home. Sabrina and I go for a spin on most Sunday afternoons if we don't already have it on display at a local car show!



Because of the low gear ratio, the truck tops out at about 65-70 MPH and doesn't really like to run much faster than 55 MPH for any long distance, so freeway driving is not as pleasant as it could be, so we haven't been to far in it. We have taken it to San Dimas, CA about 20 miles north of us to show it to my dad and stepmother when it was first completed. We also drove it on a VCCA tour at the Peterson Automotive Museum in Los Angeles, CA, which is about 45 miles from home. One of the best parts about getting the truck back on the road is how it has facilitated us meeting new friends and becoming a member of the VCCA in September 2005. Sabrina and I have made

many new friends and believe we will enjoy their company for many years to come.

If not for the support of my loving wife Sabrina, most likely this truck would have went to the crusher. So, I am thankful to her for her dedication to me and to our truck, which resulted in both the completion of its restoration and a boyhood dream coming true.

From Bill Ingalls:

This is my last newsletter. It's been a blast for me to be your Orange Peel editor for 9 plus years. It all started in the month of December 2013. That issue is attached to this mailing.

I'll see you around. Even to help you publish your own story.