



REGIONNAIRE

SEPTEMBER 2020



A newsletter of the Southern California Region of the
Vintage Chevrolet Club of America by and for its members



Happy Fall Ya'll!

Director's Message

Hello Chevy Friends,

Boy it has been a hot summer! With the upcoming Labor Day holiday marking the end of summer, I am looking forward to cooler weather and more time out on the road with our old Chevy's before winter hits. The open roads are calling!

We will not be having our membership meeting on September 19th. Hopefully we will be able to come together for our next scheduled meeting in November. If we cannot meet in person, we might consider having a meeting online as we do have some administrative details to take care of before year end. I will keep you posted.

Until we can meet again, I wish everyone good health, safe driving, and happy fall.

Sabrina Karras, 2020 Director, So. Cal Region VCCA

“The Worlds Best Chevrolet Club!”
“Dedicated to the restoration and preservation of all Chevrolets.”

1961-'64 Chevrolet Corvair Rampside and Loadside

A novel approach to cargo bed access

By Dave LaChance from October 2007 issue of Hemmings Motor News

If Chevrolet's Corvair proved not to be the stake through the heart of Volkswagen that the GM brass hoped it would be, you couldn't blame the division for lack of effort. Chevrolet spun out the lineup in every direction it could think of, offering not only coupes, sedans, convertibles and station wagons, but also a line of forward-control light trucks that included two pickups, the Loadside and the Rampside, to take on their counterparts from Wolfsburg.

The Corvair 95 trucks--the name was derived from their 95-inch wheelbase, in contrast to the passenger cars' 108-inch wheelbase--joined the lineup for the 1961 model year. Like the passenger cars, they featured rear-mounted, air-cooled, 80hp flat-six engines driving the rear wheels through a three-speed synchromesh transaxle. They offered more power than Volkswagen's pickups, and could be had with Chevrolet's two-speed Powerglide, or a four-speed manual. The gross vehicle weight rating of 4,700 pounds meant that they could handle a payload of up to three-quarters of a ton.



Chevrolet beefed up the flat-six a bit for cargo-toting duty, giving it more durable exhaust valves, exhaust valve rotators, lowered compression and carburetors with larger jets for a richer mixture. When the passenger-car engine was enlarged from 145-cu.in. to 164-cu.in. in 1964, the forward-control engine followed suit, gaining a heavy-duty, 12-plate oil cooler. The default final-drive ratio for the pickups was 3.55:1, though 3.27:1 could be specified for highway cruising, or 3.89:1 for heavy hauling or steep hills. Powerglide-equipped pickups were fitted with a transmission cooler, mounted under the battery box. Chevrolet initially fitted the Corvair 95 with a front suspension based on that used on full-size Chevrolets, later switching to the full-size pickups' setup. The rear was a heavy-duty version of the swing-axle rear suspension.



Both trucks featured a two-door cab with an integrated double-walled cargo box that measured 105 inches by 45 inches. Construction was semi-unitized, with a subframe providing support for the cargo area. The Loadside was a conventional pickup with a tailgate. Because the back end of the load floor was raised to make room for the engine, access to the cargo area was poor. The Rampside, in contrast, featured a brilliant idea: Part of the passenger side of the truck was hinged at the bottom, and could be lowered to form a ramp to the cargo bay. A bit of rubber trim on the edge kept the paintwork from being scratched when the ramp was lowered. In both trucks, access to the engine was gained by unscrewing a steel panel that formed part of the floor.

The new trucks sold well at the start, with production totaling 13,262, more than 80 percent of which were the novel Rampside. In 1962, sales slumped to 4,471, with Loadsides tumbling to an insignificant 369. Only the Rampside remained after 1962; its production numbers continued their death spiral, falling to 2,046 for 1963, 851 for 1964, and zero for 1965.

Fully restored, factory-correct Rampside and Loadside are beginning to appear more frequently at shows, and the best examples are commanding \$10,000 and up.

With good parts availability, these are practical collectibles. It just might take a little hunting to find one.

General Motors Introduces New 350 V8 Service Engine

General Motors has introduced a new version of its iconic 350 V8 that is intended to serve as a low-cost replacement engine for older GM trucks and vans.

The GM Service 350 V8 is built around a brand new four-bolt block with new cylinder head and block castings, a forged steel crankshaft, new valve covers, CNC-machined cylinder heads and block castings and a new oil pan and timing cover, among more. A GM Genuine Parts product, the Service 350 V8 is backed by a 3-year/100,000 mile limited warranty.

The engine will be available in the following variants:

- Gen 1 (for 1987-1995 GM trucks, vans and SUVs)
- Gen 1e LD (for 1996-2002 GM light-duty trucks)
- Gen 1e HD (for 1996-2002 GM heavy-duty trucks)

Certain 350 cubic inch V8s available to purchase from GM Genuine Parts are remanufactured engines based on older repurposed 350 blocks. This new GM Service 350 V8 is all-new and features no remanufactured components, ensuring reliability and longevity. There is no core charge on these engines, either, unlike many remanufactured motors.

“Building on the history and versatility of the original 350 first available in Chevrolet models such as the Camaro and Corvette, this engine continues to deliver,” GM propulsion manager, Andrew McKittrick, said in a statement. “Every GM Genuine Parts engine incorporates our very latest engineering technology and product enhancements to offer a reliable and dependable product for our customers.”



This engine is available to order from certified GM dealerships or via genuinegmparts.com. GM did not provide pricing, however it already offers a similar new replacement 350 V8 service engine for \$2,807 USD, which may provide some indication as to how much this motor may sell for.

GM says its new service engines offer customers “greater assurance that they’re a mirror image of the original engine, not products of reverse engineering or mere approximations of original quality and specifications.”

The GM Service 350 V8 is available to purchase now.

Article originally posted at : <https://gmauthority-com.cdn.ampproject.org/c/s/gmauthority.com/blog/2020/07/general-motors-introduces-new-350-v8-service-engine/amp/>

Happy Birthday

Jim Lunda—August 20th
Charles Henkels—August 29th
Arlene Dennis—September 1st
Judy Lunda—September 4th
Mike Cromer—September 25th
Colleen Ingalls—September 26th
Jim Karras—October 23rd



Happy Anniversary

Mike & Sandy Cromer—September 16th
Jim & Judy Lunda—September 25th
Bud & Sharon Lehner—October 10th

The Southern California Region is proud to present a podcast created and produced by Jim and Sabrina Karras. This show will highlight all the exciting things the VCCA has to offer.

Check it out at
scrvc.ca.org/vcca-spotlight/



SOUTHERN CALIFORNIA REGION FUND RAISER NEW BASEBALL CAP with Embroidered VCCA LOGO

Cap includes:

High Quality Tan Cotton
Comfortable and Adjustable Size
Custom embroidery on front and back

\$19.95 includes postage

Questions – e-mail to: JimKarras@aol.com

Make checks payable to:

So. Cal Region

Order from: JIM KARRAS

829 East Van Bibber Avenue
Orange, CA 92866-2063



Purpose

The Southern California Region of the Vintage Chevrolet Club of America (“VCCA”) was organized to promote the restoration and preservation of Chevrolets and welcomes everyone with an interest in the history of Chevrolet and sharing knowledge and experiences about these wonderful automobiles.

Our region is comprised of both single and married members who join together at many fun events including; tours, picnics, car shows, banquets and other interesting outings.

Membership and Dues

An active member is defined as an individual who has paid dues to both the National VCCA and the Southern California Region. Ownership of a Chevrolet is not a requirement of membership.

National Dues: Dues for the National VCCA are \$40.00 per year in the U.S. National Dues include membership card, badge, club decal, and monthly publication – the *Generator and Distributor*.

Southern California Region Dues: Dues for the Southern California Region are \$15.00 per year. Dues are payable on or before January 31st. An active member receives a monthly newsletter – the *Regionnaire* and notification of all club activities. An active member may participate in the business meetings and all club events, both regional and national.

SCRVCCA Leadership Contact Information

Director: Sabrina Karras; Phone - (714) 633-8210; E-mail - sabrinakarras@aol.com

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Treasurer: Sabrina Karras; Phone - (714) 633-8210; E-mail - sabrinakarras@aol.com

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Tour Director: Jim Karras - (714) 633-8210; E-mail - jimkarras@aol.com

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Webmaster & Social Media Coordinator: Jim Karras - (714) 633-8210; E-mail - jimkarras@aol.com

Other VCCA Resources

Southern California Region Web Site

www.scrvcca.org

National VCCA Web Site

www.vcca.org

VCCA Internet Chat Forum

www.vcca.org/forum/

VCCA Area #1 Board Member

Dean Echols (928) 710-4325

classic56@cableone.net & www.area1vcca.org

VCCA Member Services

(708) 455-VCCA (8222)

memberservices@vcca.org

Regionnaire Publication Information

The Regionnaire is published every other month. Ads and other contributions from members are welcome for publication in the Regionnaire. The deadline for all contributions is the first Tuesday of every other month.



THE VINTAGE CHEVROLET CLUB OF AMERICA INC.
Southern California Region
 829 E. Van Bibber Ave, Orange, CA 92866 (714) 633-8210
APPLICATION FOR MEMBERSHIP

Name _____ Birthdate _____
 Spouse _____ Birthdate _____ Anniversary _____
 Address _____
 City _____ State _____ Zip Code _____
 Telephone _____ Email _____

Are you a member of the National Vintage Chevrolet club? YES NO

If YES: Your membership number: _____ **If NO:** It is a prerequisite for becoming a member of a local region. Yearly dues for National Membership are listed below and are forwarded to the National Organization. Dues for region membership are \$10.00 per year.

SOUTHERN CALIFORNIA REGION DUES..... \$ 15.00 per year
NATIONAL DUES RENEWAL NEW
 Membership (Member, Spouse & Children), two votes \$ 40.00 per year
TOTAL ENCLOSED \$ _____

NOTE: FOR INSURANCE PURPOSES ALL REGION MEMBERS MUST JOIN NATIONAL IN ORDER TO JOIN THE REGION. If you send the Region, your National dues, we will send them on to National.

REGION: All members receive a monthly region newsletter and information on upcoming events and tours.

NATIONAL: All new members will receive a club badge, decal, membership card and the national magazine, Generator & Distributor. Members are entitled to free classified advertising in the club magazine and participation in Vintage Chevrolet Club activities. Members are entitled to free classified advertising, access to member-only website features, and participation in all VCCA activities. Chevrolet ownership is not a requirement for membership. Dues are non-refundable.

The purpose of the VCCA is to promote interest in the preservation and restoration of vintage Chevrolets.

If you presently own a Chevrolet, please fill in below.

Year	Model	Body Style	Cyl.	Condition
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

Recruited by (VCCA member recruiting optional) _____ VCCA # _____

FOR CLUB USE ONLY

Paid \$ _____ Check/Cash
 Date Paid _____
 Regional Membership Number _____

Return complete form and mail with dues to:
 SOUTHERN CALIFORNIA REGION
 829 E. Van Bibber Ave., Orange, CA 92866

X _____
 Applicant's Signature