



REGIONNAIRE

MARCH 2021



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



Director's Message

Hello Chevy Friends,

Springtime is just around the corner and I cannot wait for clear skies and sunny days! Jim and I were finally able to get our '54 Bel Air back from being repaired and we are anxious to take it on the road. I hope you are all doing well and that you have been able to get some time in with your classics, either fixing it up or driving out and about. We will skip our March meeting, but for our May meeting, if we are unable to meet in person, we will have another virtual meeting on Zoom. Look for updates via the newsletter and email.

I would like to feature cars that belong to our members in future editions of the Regionnaire. If you are interested in having your car in the newsletter, please send me some pictures and a little blurb about you and the vehicle via email and I will share your story with our fellow members.

I hope you all have a great spring and happy St. Patrick's Day. Until we can meet again, happy driving, stay safe, and be well.

Sabrina Karras, 2021 Director, So. Cal Region VCCA

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

Engine Swap: Company Makes Electric Motor Look Like A Small Block Chevy

If you have been thinking about adding some new spark to your old hot rod project may we suggest the Webb Motorworks Cyber Beast? Yes, it will bolt into your former small block Chevy engine and trans mounts. But it is far from either of those mundane power modes. This is an electric motor swap that looks like a small block Chevy engine.



Everything you need to convert your old Chevy or hot rod to electric power is included in the small block Chevy kit. Chris Webb says, "To get this electric car running, just hook up the throttle, radiator hoses, do some low voltage wiring, mount your controller, and add your charging port." All of the programming is done.

And you can go just beyond what is shown here by adding a stock water pump, exhaust manifolds, hollow carburetors, spark plugs, and distributor wires. Cooling the batteries and controller is handled by the stock radiator, and the water pump actually hides under the bell housing. Attached to the rear of the "engine" is a Torque Trends gear reduction box.

The gearbox ratios vary based on the gear ratio in your rear end and rear tire size. This way you have immediate full torque the instant you pull the trigger which stays constant up to 5,000 rpm. With higher voltage, your peak rpm can increase from there.

Batteries for the Webb electric system are buried inside of the fake engine block. There are 96 72 amp 3.2-volt batteries. A fan in what was formerly the carburetor pulls cooling air to the batteries. Together the batteries create 307 volts with 22 kWh of power. Range averages around 60 miles but some of that is dependent on the weight of your car or truck and how much you hammer the throttle.

Both range and horsepower can be increased with additional battery packs. These can be hidden in the truck or gas tank since you won't need that anymore. Voltage can increase to 614 and you gain extra power, too.



Right now the electric motor swap kit is in prototype form. Webb is also seeking investors to help goose along with development and production. He's just one guy in his garage but he got so much response to his first EV project that he was encouraged to provide something like this kit for other muscle car and hot rod enthusiasts.

That first project was his 1936 Hayes logging truck. Even though coming in at 5,000 lbs and with 250 ft-lbs of torque and 125 hp he can easily do burnouts. The results were so great he has wanted to make his parts and knowledge available for anyone wanting to convert their car or truck to electrification.



Webb also sees, as we all do, that internal combustion engines are not going to be supported going into the future. Gas stations will be severely reduced and the price of gasoline will increase substantially. Going on a cruise or a rod run to the next state over won't be easy. Trips will have to be preplanned around the availability of gas. And NAPA Auto and other parts houses will be a thing of the past.

So any breakdowns will be a major hassle as one tries to fix what's broken through more elaborate parts houses. Getting plug wires or a starter will require a specialty supplier and said parts will take days to come via UPS. The electrical components, on the other hand, will be common and easy to find and replace. And electricity will be everywhere from charging stations to available at hotels or motels you stay overnight at.

As Webb Motorworks is still prototyping no prices have been established. You can contact them for more information.



Spring Birthdays:

Hazel Zaricor - February 13th

Linda Adkinsson - February 27th

Bill Ingalls - March 9th

Bud Lehner - March 24th

Sabrina Karras - March 29th

Spring Anniversaries:

Jim & Sabrina Karras - April 22nd

Jonnie & Linda Adkinsson - April 26th

Roy & Carolyn Queen - May 4th



smooth as quicksilver...

and quick as they come!
The new 1957 Chevrolet!

Trips never seemed so short — or roads so smooth — as they do in this beautiful traveler. It's sweet, smooth and sassy — with new velvety V8 power and a sure-footed way of going that's Chevy's alone!

Cars with Chevy's horn-to-the-road build are hard to come by these days. In addition to designing a car that's just plain good to look at, Chevrolet engineers didn't forget that a car's first obligation is to ride, and ride well.

The new Chevy's low and wide (as comfortable inside as you'd want) and built for the road, with broad-based outrigger rear springs and beautifully balanced weight. That's the reason for Chevrolet's nice solid feel on the highway; the reason it clings to the

road with such easy grace on curves.

Cars with Chevy's jack-rabbitly pep are hard to come by, too. The secret here is a V8 engine, with up to 245 h.p.,* that brings a smile to your face when you nudge it even a little bit. Now if you're looking for extra economy in your driving, your choice would be Chevy's famous "Blue-Flame" Six. But V8 or 6, you're sure of fun. Stop by your Chevrolet dealer's and try one soon! . . . Chevrolet Division of General Motors, Detroit 2, Michigan.



*270-h.p. high-performance V8 engine also available at extra cost.

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 vccaspotlight.org



*No meeting in March
Next meeting on May 15, 2021
Location to be determined*

SOUTHERN CALIFORNIA REGION FUND RAISER BASEBALL CAP with Embroidered VCCA LOGO

Cap features:

- ✓ High Quality Tan Cotton
- ✓ Comfortable and Adjustable Size
- ✓ Custom Embroidery on Front

\$20.00 (includes domestic postage)

Order online at scracca.org

Email questions to hats@scracca.org

Make checks payable to **So. Cal Region VCCA**

Mail order to:

Jim Karras, #43031
829 East Van Bibber Avenue
Orange, CA 92866-2063



NEW VCCA LOGO

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

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

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

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

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

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

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

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 # _____

<p align="center">FOR CLUB USE ONLY</p> <p>Paid \$ _____ Check/Cash</p> <p>Date Paid _____</p> <p>Regional Membership Number _____</p>	<p>Return complete form and mail with dues to:</p> <p align="center">SOUTHERN CALIFORNIA REGION 829 E. Van Bibber Ave., Orange, CA 92866</p> <p>X _____</p> <p align="center">Applicant's Signature</p>
---	--