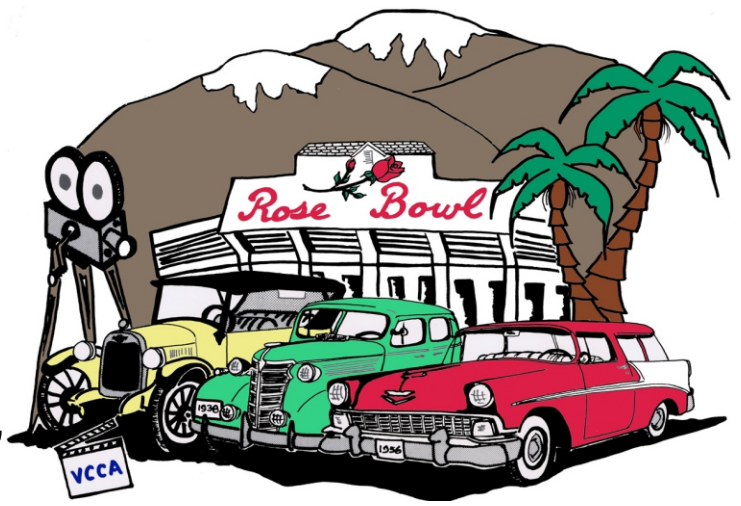


Classic Clatter



MAY 2022

A monthly newsletter for the FOOTHILL REGION of the Vintage Chevrolet Club of America





DIRECTOR'S MESSAGE

GEORGE T. EDWARDS, Foothill Region Director 2021-2022

It is "MAY". It is time for all of the flowers to start to bloom just in time for "MOTHERS DAY". We have to stop and wish all of the mothers of our club a very "HAPPY MOTHERS DAY". Then a "HAPPY MEMORIAL DAY". This day we can honor all of the Ladies and Gentlemen of the armed forces that have given their lives in the line of duty. Let us also not forget the Ladies and Gentlemen that are currently serving in the armed forces. Now, we can't forget about eating all of that great bar-b-queued food for the "MEMORIAL DAY" weekend. From hamburgers, hotdogs, steaks and ribs to potato salad and corn on the cob. For the race fans we have "The INDY 500" and "The Coke 600" "MEMORIAL DAY" weekend. There are parades and cars shows every weekend of the month in May so go out and enjoy the festivities. I will be at the Rialto "RUN WHATCHA BRUNG" car show. We should also support the Orange County Region. They are going to have a "Picnic in the Park" May 22, 2022 from 11 am to 2 pm at the Peppertree Park, 230 W. 1st Street, Tustin, CA. 92780. Please RSVP online at ocrvcca.org/picnic. Thank you for your support

Everyone take care and be safe,

George Edwards, Director



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GM's First Mid-Engine Corvette: The 1968 Chevrolet Astro II

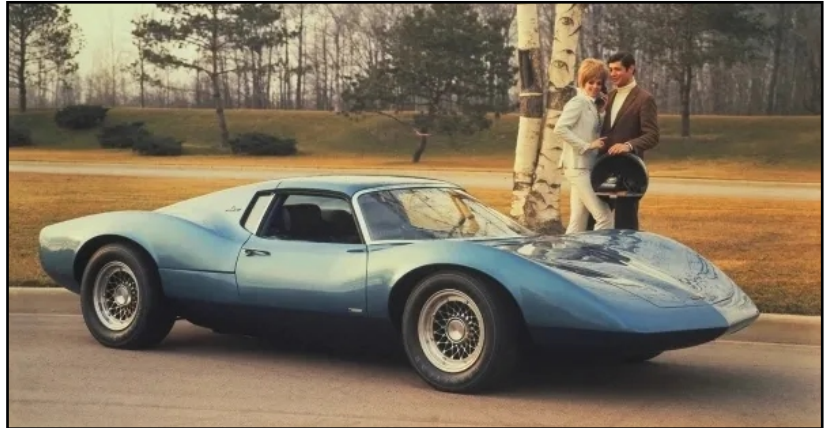
The concept of a mid-engine Corvette is almost as old as the Corvette itself. Here's the General's first attempt at the driver-first vehicle layout, the 1968 Chevrolet Astro II.

If the press reports to date are any indication, it looks like the 2020 C8 mid-engine Corvette is going to be a winner. (Editor's note: It was.)

Almost universally, the automotive media has applauded its handling, ride, performance, and packaging.

In their eyes, the new C8 is everything a Corvette ought to be. Maybe we shouldn't be surprised by all the thumbs up from the

reviewers. After all, General Motors has been kicking around the mid-engined package for future Corvettes for many decades now, so they've had plenty of time to get it right. The automaker's first working prototype was the Chevrolet Astro II way back in 1968, bearing the internal GM designation XP-880.



Below, the guy in the blazer is checking out the Astro II's novel (for 1968, anyway) drivetrain setup: a 427 cubic-inch big-block V8 coupled to a two-speed automatic transaxle borrowed from the 1961-63 Pontiac Tempest—which in turn was based on the Corvair Powerglide, a unit not known for its torque capacity. The body shell is

fiberglass, naturally, and everything rides on a Lotus-like backbone chassis of welded steel. Hidden in plain sight along the right side of the engine is a BF Goodrich Space Saver collapsing spare tire. The fuel tank resides on the other side, while the radiator is mounted over and behind the axle, aided by a large grille in the tilt-up bonnet.



First shown to the public at the 1968 New York Auto Show, the Astro II was a mere 43.7 inches tall. We note that for its debut, the show car was not officially badged as a Corvette, a sort-of tradition in Corvette concept vehicles.

While the Astro II is widely heralded as the first mid-engine Corvette, it wasn't the first mid-engine Chevy R&D vehicle; precursors included the CERV I and CERV II test mules and the GSII racer. And yes, there was an Astro I. That name was applied to a futuristic Corvair-based dream car that seems otherwise unrelated to the Astro II.



Left, this overhead view of the Astro II's cockpit illustrates one shortcoming of the backbone frame layout: In this case, there's scarcely enough lateral space remaining for a driver and passenger. Like the make-do transaxle, the cramped cockpit demonstrates that the mid-engine

Corvette was a work in progress. But then, that's the purpose of concepts and prototypes: to explore all the advantages and pitfalls of various ideas. The new C8 Corvette has been acclaimed as one of the most comfortable mid-engine sports cars ever, so it appears they got that part right.

The rear-quarter view below recalls the Porsche 904 a bit, and shows that Chevrolet experimented with several wheel-and-tire packages over the years. Here, the cast-spoke aluminum wheels usually seen have been exchanged for production-style Chevrolet Rally wheels, caps, and trim rings. In various forms, the Astro II appeared on the cover of Road & Track magazine in July of 1968, Motor Trend in December 1969, and no doubt countless others. And so, with the 2020 C8 Corvette, another tradition comes to an end: magazines perpetually teasing their readers with headlines like "Coming soon—a mid-engine Corvette?" By the way, XP-880 is still around in pristine condition, and is usually on display at the GM Heritage Center in Sterling Heights, Michigan.



Queen of the SHOW ... and the road!



You're looking at a real, honest-to-goodness beauty queen—and you've got to admit, the lookin's good. The '56 Chevrolet stretches low and sleek from its big new grille to those rickish, high-set headlights. There's bold distinction in that sweeping, speedline chrome treatment. Every detail, outside and in, reflects the car's colorful good taste.

Naturally, there's new power to go with these new looks. Newspaper ratings that range up to 80MPH show the acceleration and safe passing. But, more importantly, this is

a great road car. It proved it on Pikes Peak, straking up that rocky ribbon of a road to set a new record. Chevrolet beat the mountains and showed the safety in built into a car with things like sports-car steering, power steering and wild roadability.

You see, show car and road car, the '56 Chevrolet is a winner in either league. We think you'll have a lot of fun proving this to yourself—at your Chevrolet dealer's soon! ... Chevrolet Division of General Motors, Detroit 2, Michigan.

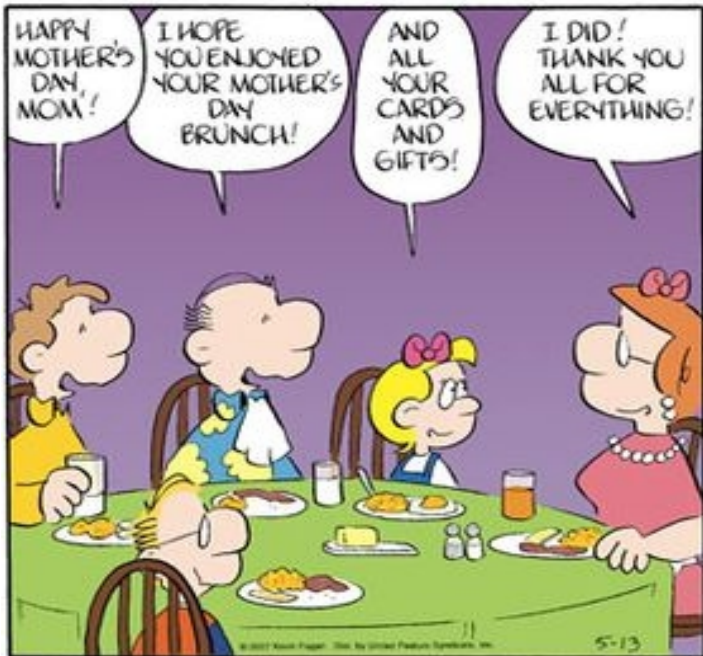
THE HOT ONE'S EVEN HOTTER



The drawing was Bill Air's Chevrolet, one of 48 new Chevrolet models all with the distinctive style and quality of General Motors.



DRABBLE BY KEVIN FAGAN



		
1911 - 1914	1914 - 1934	1934 - 1940
		
1940 - 1950	1940 - 1945	1950 - 1964
		
1964 - 1976	1976 - 1988	1988 - 2002
		
1994 - 2001	2001 - 2002	2002 - now
		
2002 - 2010	2010 - 2013	2013 - now

Ever wonder how the Chevrolet bowtie logo came about? Check out next month's edition for an article about its history!



FOOTHILL REGION OFFICERS

*First meeting was in 1977 and it was held at Jack Wall Chevrolet
Jack Wall Chevrolet became Team Chevrolet and now is a lumber yard.*

DIRECTOR	ASST, DIRECTOR	SECRETARY	TREASURER	TOUR DIRECTOR	NEWSLETTER
1977 Ray Waldbum	Norm Lefmann	Betty Kirkwood	Mike Norton	_____	_____
1978 Marvin Imm	Norm Lefmann	Betty Kirkwood	Ester Imm	_____	How-Bett Kirkwood
1979 Bob Hassinger	Howard Kirkwood	Betty Kirkwood	Rita Jones	_____	How-Bett Kirkwood
1980 Bob Hassinger	Howard Kirkwood	Betty Kirkwood	Ester Imm	How-Bett Kirkwood	How-Bett Kirkwood
1981 Dennis Fink	Tom Stimson	Jean Fink	Steve Michaelson	How-Bett Kirkwood	Jean Fink
1982 Dennis Fink	Jim Holt	Jean Fink	Sue Robertson	Helen Holt	Helen Holt/Jean Fink
1983 Jim Holt	Jim Ferrier	Ina Brookshire	Sue Robertson	Dennis Fink	Helen Holt/Jean Fink
1984 George Reeley	George Aust	Jean Fink	Sue Robertson	Dave Johnson	George Aust/Jean Fink
1985 Jean Fink	Roy Brookshire	Dennis Murray	Sue Robertson	Lita Murray	Brookshire/Fink
1986 Dick Dennis	Glenn Ritter	Dennis Murray	Ernie Moffatt	George Aust	Glenn Ritter/Fink
1987 Dennis Murray	Al Bafford	Jean Fink	Ernie Moffatt	Lita Murray	Jean Fink
1988 Roger Felix	Curt Potter	Dennis Murray	Lita Murray	George Aust	Ken Kaufmann/Fink
1989 Ernie Moffatt	Bob Hughes	Ken Kaufmann	Curt Potter	Don Gardner	Ken Kaufmann/Fink
1990 George Aust	Dick Dennis	Ken Kaufmann	Curt Potter	Don Gardner	Ken Kaufmann/Fink
1991 Dennis Murray	Don Gardner	Ken Kaufmann	Art Label	Lita Murray	Ken Kaufmann/Fink
1992 Jean Fink	Ernie Moffatt	Ken Kaufmann	Art Label	Denise Zappen	Ken Kaufmann/Fink
1993 Jean Fink	Tracy Gage	Ken Kaufmann	Art Label	Don Gardner	Ken Kaufmann/Fink
1994 Don Gardner	Tracy Gage	Ken Kaufmann	Roger Felix	Joe Zappen	Ken Kaufmann/Fink
1995 Jean Fink	Tracy Gage	Ken Kaufmann	Roger Felix	George Aust	Ken Kaufmann/Fink
1996 Don Gardner	Ray Sorenson	Ken Kaufmann	Roger Felix	Joe Zappen	Ken Kaufmann/Fink
1997 Jean Fink	Tracy Gage	Ken Kaufmann	Roger Felix	_____	Ken Kaufmann/Fink
1998 Joe Zappen	Tracy Gage	Ken Kaufmann	Roger Felix	Robert Jackson	Ken Kaufmann/Fink
1999 Bill Zappen	Tracy Gage	Ken Kaufmann	Roger Felix	Don Gardner	Ken Kaufmann/Fink
2000 Don Gardner	Tracy Gage	Ken Kaufmann	Roger Felix	Victor Bracamontes	Ken Kaufmann/Fink
2001 George Edwards	Tracy Gage	Ken Kaufmann	Roger Felix	Michael McCormack	Ken Kaufmann/Fink
2002 Tracy Gage	_____	Ken Kaufmann	Roger Felix	Bill Zappen	Ken Kaufmann/Fink
2003 Roger Bolton	Tracy Gage	Ken Kaufmann	Roger Felix	George Edwards	Ken Kaufmann/Fink
2004 Paul Porner	Roger Bolton	Ken Kaufmann	Roger Felix	_____	Dennis & Jean Fink
2005 Bill Reese	Paul Porner	Ken Kaufmann	Roger Felix	Mike McNeill	Dennis & Jean Fink
2006 Bill Reese	Porner/Felix	Ken Kaufmann	Roger Felix	Mike McNeill	Dennis & Jean Fink
2007 Bill Reese	Roger Felix	Ken Kaufmann	Sue Robertson	Mike McNeill	Dennis & Jean Fink
2008 Bill Reese	Roger Felix	Ken Kaufmann	Sue Robertson	Steve Knickelbein	Dennis & Jean Fink
2009 Bill Reese	Roger Felix	Ken Kaufmann	Sue Robertson	Alonso Guerrero	Dennis & Jean Fink
2010 Alonso Guerrero	Roger Felix	Mandy Emerson	Sue Robertson	_____	Dennis & Jean Fink
2011 Alonso Guerrero	Roger Felix	Jean Fink	Sue Robertson	_____	Dennis & Jean Fink
2012 Alonso Guerrero	Roger Felix	Jean Fink	Sue Robertson	_____	Dennis & Jean Fink
2013 Alonso Guerrero	Roger Felix	Rosie Garcia	Sue Robertson	_____	Jean Fink
2014 Alonso Guerrero	Roger Felix	Rosie Garcia	Sue Robertson	_____	Jean Fink
2015 Jean Fink	Roger Felix	Rosie Garcia	Sue Robertson	Ray Garcia	Jean Fink
2016 Alonso Guerrero	Roger Felix	Rosie Garcia	Judy Mulé	Ray Garcia	Jean Fink
2017 Alonso Guerrero	Roger Felix	Rosie Garcia	Judy Mulé	Ray Garcia	Jean Fink
2018 Alonso Guerrero	Roger Felix	Rosie Garcia	Judy Mulé	Ray Garcia	Jean Fink
2019 Alonso Guerrero	Roger Felix	Rosie Garcia	Judy Mulé	Ray Garcia	Jean Fink
2020 George Edwards	Roger Felix	Rosie Garcia	Judy Mulé	Ray Garcia	Jean Fink
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Thomas & Jill Shubin	(562) 923-1943	_____	Downey
Bill Zappen	(626) 447-3994	bzappen@aol.com	Arcadia
Hazel Zaricor	(562) 461-0826	hazelzar@aol.com	Downey

If your name is in **BOLD** than your dues are paid for 2022.

RENEW YOUR MEMBERSHIP





It's not too late to renew your membership and pay your region dues for 2022!

DUES STILL ONLY \$15
Checks made payable to: **FOOTHILL REGION**

Mail check to: Foothill Region
1751 E Route 66 • Glendora, CA 91740

MAY 2022

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5 	6	7 
8 	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26 Deb McGowen Birthday	27	28
29	30 	31				

JUNE 2022

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3	4 
5	6	7	8	9	10	11
12	13 Jack Goulden Birthday	14 	15	16	17	18
19 	20	21	22	23	24	25
26	27	28	29	30		



THE VINTAGE CHEVROLET CLUB OF AMERICA INC.

Foothill Region

1751 E Route 66 • Glendora, CA 91740

APPLICATION FOR MEMBERSHIP

Name _____ Birthdate _____

Spouse _____ Birthdate _____ Anniversary _____

Address _____

City _____ State _____ Zip Code _____

Phone _____ Email _____

Cell (Member) _____ Cell (Spouse) _____

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.

FOOTHILL REGION DUES.....\$15 per calendar year

NATIONAL DUES RENEWAL NEW

Membership (Member, Spouse & Children) one vote.....\$40 per year

*When paying both dues to the Foothill Region, please write 2 checks:
1 for \$15 to Foothill Region and 1 for \$40 to VCCA National. Thank You.*

NOTE: FOR INSURANCE PURPOSES ALL REGION MEMBERS MUST JOIN NATIONAL IN ORDER TO JOIN THE REGION.

REGION: All members receive a monthly region newsletter and participation in all our meetings, tours and events.

NATIONAL: All new members receive a club badge, decal, membership card and the national magazine "Generator & Distributor." Members will be entitled to advertising in the club magazine and participation in all VCCA activities. Commercial advertising rates available. For more information or application visit: www.vcca.org

The purpose of the VCCA is to promote interest in the preservation of vintage Chevrolets. Ownership of a Chevrolet IS NOT a prerequisite for active membership. If you presently own a Chevrolet please fill in below.

YEAR	MODEL	BODY STYLE	CLY.	CONDITION
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

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

FOR CLUB USE ONLY

Paid \$ _____ Check/Cash

Date Paid _____

Region Membership Number _____

Return complete form and mail with dues to:

FOOTHILL REGION

1751 East Route 66, Glendora, CA 91740

X _____

Applicant's Signature