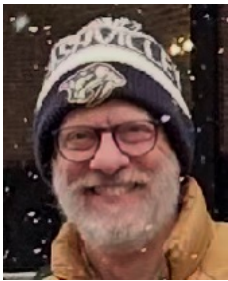

THE BLUE FLAME



Williamson County Region VCCA Newsletter March/April 2026

DIRECTOR'S MESSAGE



Spring is right around the corner hopefully with better weather to get our old jalopies out on the road where they belong! The April 4th tour will give us that opportunity with the Natchez Trace tour, lunch and live music at Fox & Locke in Leiper's Fork (see included flyer). I invited the Battleground AACAA and the TN Tri-Five group to join us. More the merrier!

Barry Walker led a terrific tour, giving the ins-n-outs (don't confuse that with the new fast food restaurant in Berry Farms) of his Marathon Motor Works.

It was awesome. Before that, our group toured the Lane Motor Museum which included their secret Vault. I was so inspired by those crazy, wacky, tiny, automobiles from around the world I decided to buy one myself (please do not kick me out of this Chevy club).

It has Citroenesque styling with Toyota reliability plus 40 MPG. Perfect Timing considering recent gas prices. Anyway, here's a pic of my new 2000 Will Vi.

Hope to see everyone real soon!

Remember; life is a journey -- not a destination, so relax and enjoy the ride

Mark Fliegler - VCCA #43568

Director - Williamson County Region Vintage Chevrolet Club of America



A Brief History About the Chevrolet Corvair

When you take a look back at our history of our most iconic American automobiles, the Corvair models by Chevrolet would be near the top of that list.

The Chevrolet Corvair was introduced to the automotive market as a compact car that featured a lot of new innovations including a 6-cylinder rear mounted air-cooled engine combined with a transmission differential unit and independent all-wheel suspension. With the introduction of the first Corvair also came what was called the "Unipak"

During the introduction for the Corvair models, Chief Engineer Mr. H.F. Barr said this about the Chevrolet Corvair production cars. "The Corvair represents a breakthrough in compact car designs by starting with a clean slate, taking advantage of recent technological advances in automotive and allied fields. Chevrolet engineers have designed a new kind of car that meets a combination of requirements that as recently as five years ago would have been impossible to satisfy."

The Corvair was the product of a nine-year research and development program aimed at designing a compact car which was low in initial cost. The Corvair models offered the consumer stainless steel hub caps with a circular depressed center area with the name Chevrolet on the hubcap which looked great for the consumer market. Horizontal inlet louvers on the engine compartment lid would admit the cooling air to the engine and also added design interest for the customer as well.

The Chevrolet nameplate was located on the rear deck beginning with the earlier Corvair models. The letters were highlighted in bright block letters that provided a vehicle identification for its models. Another advantage that the Corvair models offered was the luggage compartment located in the front of the vehicle. This area provided more than 15.6 cubic feet of space along with an optional folding rear seat that could be used by the passenger as well as the driver.

The Corvair models retained a similar body style from 1960-1964. Chevrolet also introduced a Corvair Monza 900 Club Coupe model that sold for \$2,238. In 1965, Chevrolet updated its house design for the consumer market. I always thought as an automotive historian that the 1965 General Motors line offered impeccable styling which many consumers thoroughly had enjoyed. The 1965 Corvair models were introduced to the public on Sept. 16, 1964. They were longer, wider and lower while offering increased engine power. A new top-of-the-line series, called the Corsa, became popular among consumers and was manufactured in both convertible and a sports coupe which had replaced the Corvair Spyder. The newly designed Corvair models also gave more increased shoulder room and entrance height plus more leg room in the rear seat of sports sedan models. The convertible models also offered all-electric top mechanisms for 1965. The Corvair Greenbrier sports wagons rounded out the 1965 model line.

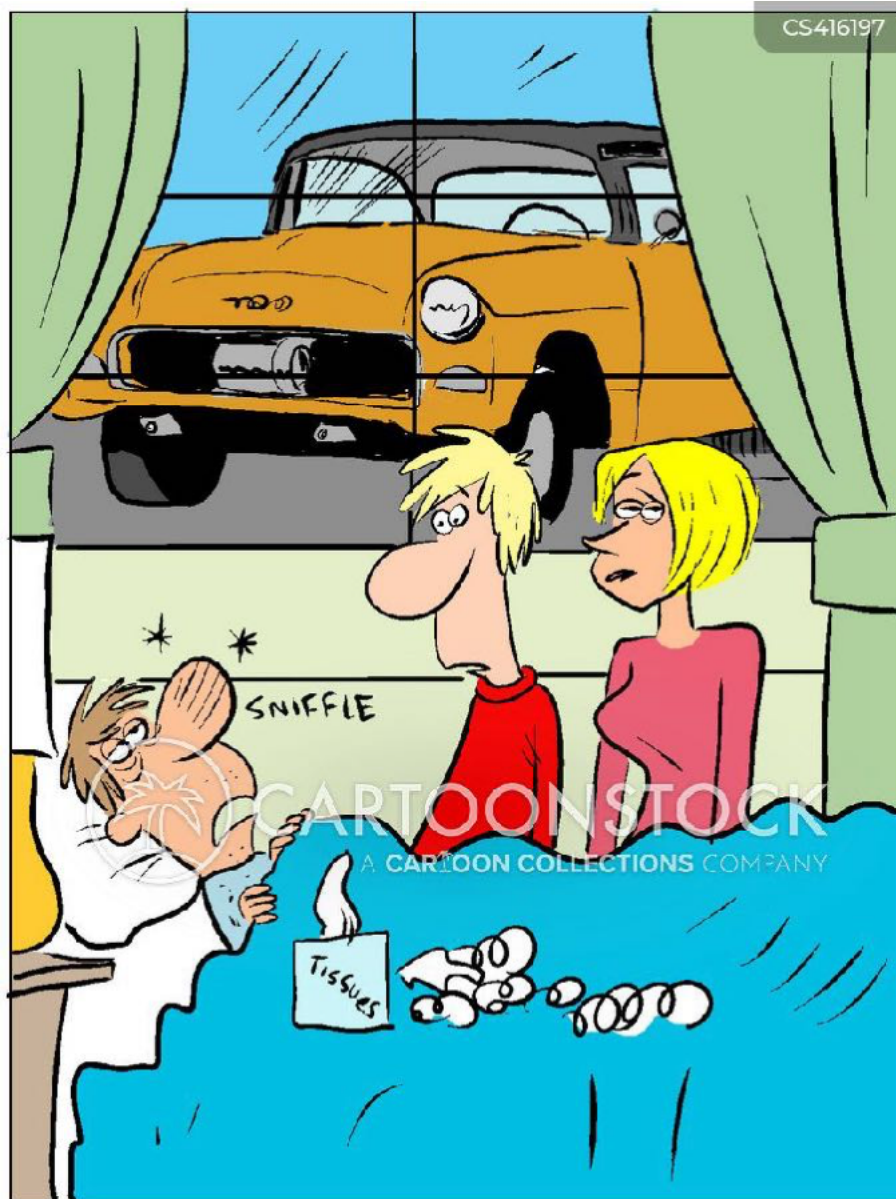
The popularity of the model led to increased manufacturing and sales for 1965. Chevy dealers sold 237,056 Corvairs that year.

By 1967, however, the Corvair line was not showing an advantage in automotive sales and just over 27,000 cars were produced. The eventual phasing out of the Corvair was also aided by consumer advocate Ralph Nader who included a chapter on the rear-engine car in his now famous book, "Unsafe at any Speed."

The year 1969 marked the last year that Corvair models were assembled and as could be expected the Corvair name plate was dropped from General Motors.

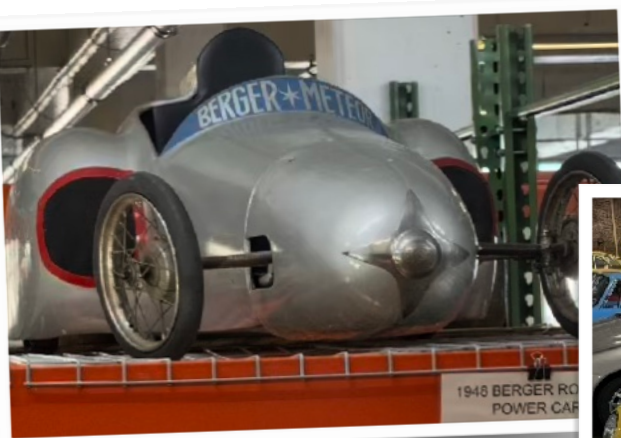
A special thanks to Robert Tate, Automotive Historian and Researcher, for contributing this story to the MotorCities Story of the Week Program.





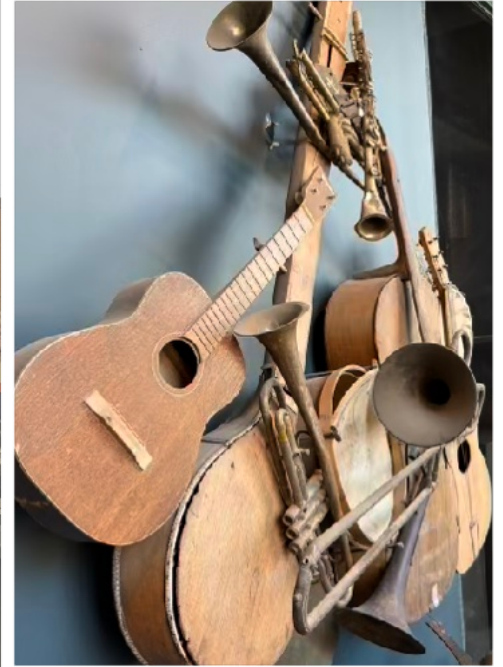
"SON, WHILE I'M IN BED WITH THE FLU, I NEED YOU TO TAKE CARE OF THE FAMILY...BUT MORE IMPORTANT THAN THAT...TAKE THE 57 CHEVY FOR A SPIN AROUND THE BLOCK TO KEEP IT IN GOOD SHAPE."

LANE MOTOR MUSEUM





MARATHON MOTOR WORKS





1963 CHEVROLET TESTUDO

Est. 81 bhp, 2,372 cc flat-six air-cooled engine with overhead camshafts and two valves per cylinder, two single-choke Rochester downdraught carburettors, four-speed manual gearbox, independent suspension with wishbones, coil springs, telescopic dampers and anti-roll bar at the front, semi-trailing swing-axles, coil springs, four-wheel drum brakes. Wheelbase: 2,400 mm (94.5")

- From the Collection of Bertone S.p.A.
- Unveiled at Geneva Motor Show (3 March, 1963)
- One-off design and highly influential in numerous other designs
- An early career highlight of young designer Giorgetto Giugiaro
- Fully restored before being shown at Pebble Beach

Founded in 1912, Bertone is the oldest surviving Italian coachbuilding company. From its Corso Peschiera works in Turin, the company grew steadily between the wars and acquired a solid reputation for the quality of its craftsmanship and the elegance of the models it offered. Hit by post-Second World War austerity, the concern owed its salvation partly to the American market through a lucrative agreement with Chicago-based importer Stanley "Wacky" Arnolt to deliver special-bodied MG and Bristol sports cars to the US. Soon after, large contract work for Alfa Romeo allowed Bertone to expand drastically. From the mid-1950s onwards, the company gained exposure through a series of striking show cars exhibited at the world's leading motor shows and has continued that tradition to this day. Of the countless dream cars and one-off prototypes the company has produced over the past six decades, a few stand out for the far-sighted vision they presented and the impact they had on subsequent styling trends. And without a doubt, the Testudo ranks as one of the most influential Bertone concepts to date.

With this show car, Bertone effectively demonstrated the strength it had gained both stylistically and industrially through big manufacturing contracts in the 1950s, and its creation was a signal to the American market. It is believed the Corvair chassis on which the car was based was supplied by General Motors, who also delivered one to Pininfarina that same year. Bill Mitchell was apparently investigating the possibilities of promoting the Corvair in Europe with a locally-styled variant, and there were some exchanges between Bill Mitchell's Detroit studio and Bertone's headquarters over the winter of 1962/1963, as the car was under development in parallel with GM's own Corvair Monza GT and SS dream cars. At Bertone, the man in charge of the styling was a young Giorgetto Giugiaro, who produced one of his career's seminal works with the Testudo.

The Corvair Monza chassis was shortened and strengthened, without any modification to the drivetrain. Pushing out about 81 bhp, the air-cooled six-cylinder boxer engine of the Corvair was hardly a powerhouse, but its weight over the rear axle provided excellent traction and good balance under braking. The earliest photographs of the Testudo show the car still sporting Corvair wheels with white flank tyres, which were however soon replaced by a more flattering set of wire wheels that remain with the car to this day.

The name Testudo – a Latin root for the word turtle, hence the turtle badge adorning the car's rear – was chosen to symbolise the aesthetic theme. A sharp waistline crease running around the car (extended by the front and rear bumpers) divided the body into a bottom and top half, somewhat reminiscent of a turtle's shell. In a 1974 interview of Giorgetto Giugiaro by Karl Ludvigsen, recently published in *Automobile Quarterly*, Volume 49 No. 3, the Maestro commented, "A car had two parts: one part was the side view and the other part was the plan view. In the Testudo, I broke down these two parts. This was my first attempt to avoid having two separate parts but rather to have one part blending into the other. [...] That was a car with which I really felt I contributed to car design."

Originally exhibited in metallic silver, the Testudo was soon repainted in pearlescent white, pioneering this type of finish.

The famous pop-up headlights rotated upwards, and a neat touch indicative of Bertone's attention to detail were the flaps at the base of the fairings which seamlessly filled the opening created in their upright position.

Tail-lights, for the first time in polycarbonate plastics, were unobtrusively integrated in the rear bumpers, thus leaving the bodywork totally uncluttered to leave the shape extremely pure. With no need for an air intake, the front end was particularly smooth and streamlined.

Access to the cockpit was through a forward hinged canopy, a feature it shared with the almost contemporaneous Corvair Monza GT and which would be mimicked by many other American and Japanese concept cars for many years afterwards. The Testudo, however, added a full glass roof to its wraparound windscreen. Inside the cabin, the rectangular steering wheel had more in common with aeronautics than cars.

As one would expect, there is great all-around visibility from the driver's seat, and the view over the crest line of the front wing is quite sublime. The steering wheel has black handles on both sides of the thin chromed rim. Instruments are laid out in an inverted L-shaped cluster with the dials set vertically ahead of the gearstick, leaving the view straight ahead unobstructed. The seat inclination is extreme, to comply with the car's impossibly low overall height (1,060 mm / 41.7 in). Giugiaro's period sketches show headrests which were not incorporated on the car, but the driving position is far from uncomfortable even without them.

The car did see some road use in its early life. A special Car Styling issue of 1981 presented an anecdote recounted by Giugiaro himself, about one evening when he used it to go and pick up his new bride, Maria Teresa, from Fiat's design studios where she worked at the time: "I came across several hundred Fiat employees who were just leaving work when I arrived and it was a shambles. It was more than twenty minutes before I could escape from the car to go and get her. I guess that the men who were so excited over the Testudo all managed to miss their trains and buses. It was rather exciting."

Famously, Nuccio Bertone drove to Geneva by road in the Testudo. Less known is the fact that Giorgetto Giugiaro drove it back to Turin at the end of the salon. In his Road & Track report on the show, Henry Manney noted that the car had "photographers running from all over."

Besides photographers, there is more than a passing chance that the Testudo was the spark that caught Ferruccio Lamborghini's eye and triggered a long and fruitful association between him and Nuccio Bertone. Besides the clear lineage with later Bertone creations such as the Miura and the Montreal, Porsche design director Anatole Lapine acknowledged his love for the Testudo when he penned the 928 coupé. The influence the one-off Chevrolet had on other designers was enormous, with references to its lines almost too many to list.

A couple of years after its Geneva debut, the Testudo was damaged whilst shooting a promotional film for Shell. The car suffered from a rear impact when it collided at speed with a second Bertone one-off motor show dream car, the Alfa Romeo Canguro. With so much money invested in the two show cars, accounts of the incident tell, quite understandably, of a positively furious Nuccio Bertone. The Testudo was stored but Nuccio Bertone did not want to spend money repairing it. To understand why the Testudo wasn't immediately repaired after the crash, we can rely on comments Nuccio Bertone made in later years regarding the cost of building such a car in the first place: "The construction of a prototype involves around 15,000 hours of work, often 'stolen' from the normal work of the establishment." Of the two cars, the Canguro suffered by far the worse damage, being judged beyond repair by Bertone and ending up abandoned in derelict state.

Giugiaro asked to have the Testudo once he left the design house, but to no avail. In 1974, it was offered for sale by Bertone at \$10,000US despite its damaged condition. The Testudo was finally brought back from oblivion in the early 1990s when newly hired chief designer Luciano d'Ambrosio supervised a full restoration. The Testudo subsequently made its first public appearance in over 30 years at the 1996 Pebble Beach Concours d'Elegance. In a 1980s interview, Giugiaro acknowledged: "There's something special and affectionate about what I feel for the Testudo. It was the first prototype with which I had been given a free hand, without restraints, and the end result captured the attention of the entire automobile world." Nearly five decades on, the impact this truly seminal dream car had on car design is still apparent.



BIRTHDAYS

March/April

3/7	Don Potter
3/10	Carol Hutchinson
3/16	Brad Holve
3/26	Jim Hutchinson
3/29	Sabrina Karras
4/6	Doug Hill
4/6	Alan Schlichtemier
4/8	Retta Greer
4/8	Jay Garrett
4/14	Gayla Morris
4/17	Brent Fox
4/28	Mark Buford
4/28	Aaron Brown



SUNSHINE



Our wishes go out to Joe Kelley for a speedy recovery on his knee surgery and to Susie Hill on her knee procedure.

Do you know a member who is sick or on the mend? Have you or a member recently hit a life milestone, special anniversary, birth or event?

Please email Arlene at wcrvcca@gmail.com and

UPCOMING EVENTS

MARCH
21



GENERAL JACKSON SHOWBOAT LUNCH CRUISE “NASHVILLE LIVE”

Where: 577 Opry Mills Drive, Nashville, TN 37214

When: Saturday, March 21 @ 11:15AM (Board)

Enjoy a relaxing boat ride along the Cumberland River, a mouth-watering Southern meal, and an incredible musical performance!

Please make reservations and payments directly (\$73.64/person)

[https://tickets.gaylordopryland.com/
ordertickets.asp?p=99757](https://tickets.gaylordopryland.com/ordertickets.asp?p=99757)

RSVP to Mark @ (949) 290-7865 or wervcca@gmail.com

APRIL
4



WILLIAMSON COUNTY VINTAGE CHEVY CLUB

NATCHEZ TRACE TOUR, LUNCH & MUSIC

Where: Meet at the TN-96 and entry to Natchez Trace Parkway. (Turn left before bridge if coming from Franklin. Turn right after bridge if coming from TN-100)

When: SATURDAY, APRIL 4th at 10:40 AM

What: Natchez Trace TOUR followed by LUNCH and LIVE MUSIC at Fox and Locke in Leipers Fork

RSVP: Mark (949) 290-7865 or wcrvcca@gmail.com

Visit our website at wcrvcca.org for more information about our club!

26th Annual KARS4KIDS

Show Open To All Cars, Trucks, Motorcycles and Bicycles

Rain or Shine

**Designated Car
Show Parking**

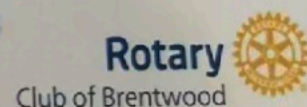
Saturday, April 18, 2026



Tennessee Baptist
Children's Homes



**Show Will Be Held In Conjunction With
The Rotary Club of Brentwood's
"By Donation Only"
43rd Annual Pancake Breakfast
From 7 AM - 11:30 AM**



SHOW LOCATION:

Brentwood High School, 5304 Murray Lane , Brentwood, TN 37027

Show Registration On-Site from 7AM - 11 AM

\$20 per Vehicle

TOP 30 People's Choice, Best of Show plus Specialty Awards by Noon

For more information, please contact Paul Collins at 615-642-5822 or by email at: pcollins@sullivanengineering.com

**All Car Show Proceeds Benefit The Children's Summer Activities Program
At The Brentwood Campus Of The Tennessee Baptist Children's Homes**



OFFICERS



Director
Mark Fliegler



Assistant Director
Richard Greer



Secretary/Treasurer
Arlene Fliegler

PURPOSE

Provide activities and events for Chevrolet/GMC enthusiasts that promote the enjoyment of preservation and restoration of all Chevrolet/GMC vehicles.

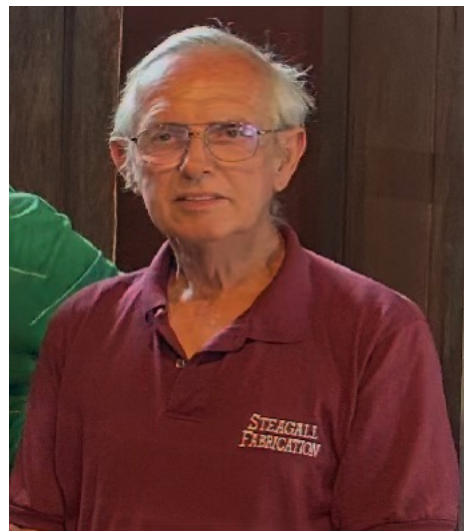
Provide information and assistance to members regarding the restoration of Chevrolet/GMC vehicles.

Provide tours, car shows and social activities that will encourage the participation of all family members.

Provide activities that will promote fellowship among local members.

MEMBER SPOTLIGHT!

Terry Steagall



From his teenager days, Terry has always had a passion for old cars and hot rods which was developed from his dad who was a machinist and worked on all his stuff including tractors. Terry's first car was a '51 Henry J which he purchased at age 16 (even though he didn't get a license until 18)! His second car was a '51 Chevrolet Sedan with a 3 on-the-tree and a 235 out of a '54. Another notable Chevrolet Terry owned was a 1976 Chevette. The amazing thing is that he still has the Henry J and Chevette.

In the mid 80's Terry took on a very interesting project **"THE AMAZING SHRUNKEN TRUCK."** Have a look at the article from the 12/87 issue of Hot Rod Magazine:

Here's one for the "Believe it or Not" files. Unquestionably the most amazing vehicle we saw during last summer's rod run season

(at both the KKOA Leadsled Spectacular and the NSRA Street Rod Nationals) was this 15-percent "shrunk" '48 Chevy pickup built by Terry Steagall of Murfreesboro, Tennessee. It's a definite double take. All the proportions are right on, and the metalwork is absolutely flawless, so it takes an observer quite a while to figure out just how he did it. (Note, for instance, that the grille has four bars instead of the original five.) But if you've ever hammer-welded a piece of sheet-metal, you'll appreciate the incredible amount of work Terry did to shorten, section, chop, and narrow every piece on the pickup. We're talking multiple compound curves here, and there's not a ripple in the black-lacquer finish. The whole thing sits on an '85 Chevy S-10 chassis, with the stock 2.5L 4-cylinder engine and all the modern running gear. This '48 Chevy mini-truck is subtle, but it's a mind blower. Of course the obvious question is, "Why?" Says Steagall with a straight face, "There was nothing good on T.V. last winter. "—P.G.

This build got Terry a fair amount of notoriety and he was asked to join General Motors Advanced Engineering in Warren, MI where from 1990 - 1996 he was on a team that built concept cars. Terry was a metal fabricator and took the place of Englishman John Glover who was a world-renowned metal shaper.

Then in 1997, Terry started Steagall Fabrication and it has been growing strong to this day. His current projects include a 1913 Rambler, 1956 Buick and a GMC Typhoon. Terry and his wife Carol are founding members of our club and we're really lucky to have them!!



New Members



None to report, however, please spread the word about the best Chevrolet Club in TN!

Membership and Dues

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

National Dues: Dues for the National VCCA are \$50.00 per year for a regular membership or \$35.00 per year for an online membership. National Dues include membership card, badge, club decal, and monthly publication – the Generator and Distributor. To join, go online to vcca.org

Williamson County Region Dues: Dues for the Williamson County Region are \$20.00 per year. Dues are payable on or before January 31st. An active member may participate in the business meetings and all club events, both regional and national. To join, go online to wcrvcca.org



March 21, 2026

GENERAL JACKSON SHOWBOAT LUNCH CRUISE

577 Opry Mills Drive, Nashville, TN 37214

Board at 11:15AM

April 4, 2026

NATCHEZ TRACE TOUR, LUNCH AND LIVE MUSIC

See flyer for details.

Meet @ 10:40AM

April 18, 2026

26th Annual KARS4KIDS

See flyer for details

"Please Follow us on Facebook"

<https://www.facebook.com/groups/769233741780307>

wcrvcca.org

(949) 290-7865



THE VINTAGE CHEVROLET CLUB OF AMERICA, INC.

Williamson County Region



APPLICATION FOR MEMBERSHIP

Name _____ Birthdate _____
Spouse _____ Anniversary _____
Address _____ Unit No. _____
City _____ State _____ Zip Code _____
Home Phone _____ Cell (Member) _____ Cell (Spouse) _____
Email (Member) _____ Email (Spouse) _____

Are you a member of the National Vintage Chevrolet Club? ☐ YES ☐ NO If YES, Your VCCA No.: _____

If NO, BEING A NATIONAL VCCA MEMBER IS A CONDITION OF MEMBERSHIP IN THE WILLIAMSON COUNTY REGION.

Annual dues for both National and Region Membership are listed below.

☒ **WILLIAMSON COUNTY REGION DUES**\$ 20.00 per year

Select a term option: ☐ 1-year \$20.00 | ☐ 2-year \$40.00 | ☐ 3-year \$60.00

☐ **NATIONAL DUES** ☐ RENEWAL | ☐ NEW | ☐ I WILL PAY MY NATIONAL DUES DIRECTLY.

☐ **Digital Membership** [Electronic] (Member, Spouse & Children), two votes .. \$ 35.00 per year

☐ **Periodical Membership** (Member, Spouse & Children), two votes \$ 50.00 per year

TOTAL ENCLOSED\$

If you send your national dues to our region, we will forward them to the National VCCA.

REGION: All members receive a periodic Region electronic newsletter and email information on events and tours.

NATIONAL: All new members will receive a club badge (*upon request*), 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. Dues are non-refundable.

If you own one or more Chevrolet or GMC vehicles, please complete the information about your vehicle(s) below.

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

Ownership of a Chevrolet or GMC is not a requirement for membership.

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

FOR CLUB USE ONLY Paid \$_____ Check/Cash Date Paid: _____ Region Membership No.: _____	Return this completed form and mail it with your dues check payable to: WCRVCCA – Attn: Arlene Fliegler 2617 Link Dr., Franklin, TN 37064-4942 X _____ Applicant's Signature
---	---

The purpose of the VCCA is to promote interest in preserving, restoring, and enjoying vintage Chevrolet and GMC vehicles.