



Yesterday's Chevrolet San Fernando Valley Region

EDITOR: Steve Rosenberg May 2019 www.sfvregionvcca.com

All Cal is only 2 weeks away You can sign up on line @ www.vcca.org

As of this writing, there will be 11 SFV Region members attending how about you being #12?

The cars pictured are just some of those that will be @ All Cal.

We will be caravanning to Bakersfield. Leaving from North San Fernando Valley @ 1:00 PM for the 83 mile drive to the hotel. It will be a 65 MPH drive. Bias ply tire friendly. The drive to All Cal and return are tour miles for cars with VCCA passports. The round trip credit is from your home & back. So those that will take the I-5 or I-405 add 83 miles to you miles from home to Roxford and I-5. Multiply by 2 & BIGGO your to & from tour miles. If you don't have a VCCA passport, still time. Round trip + the 2 tours easy 350 +. The individual report forms must be sent in. I will have them for all requesting the too & from drive miles credit. It would help me if you inform me in advance you want passport miles.

**MINUTES
SAN FERNANDO VALLEY REGION, VCCA
THURSDAY, April 4, 2019**

The Meeting was called to order by Director Paul Bromley at the Balboa Recreation Center in Reseda at 7:30pm with 16 Members present. There was one guest: Rene Gomez Sr. Scotty Cramolini brought cookies and Starbucks Coffee.

The Minutes for the Saturday, March 2nd Meeting were published in *Yesterday's Chevrolet*. There were no corrections. Brent Davis made a Motion that the Minutes be approved as published. The Motion was seconded by Scotty Cramolini, voted on and carried unanimously.

Treasurer: Treasurer Steve Rosenberg gave his Treasurer's Report for March 1 through March 31, 2019. We had an income from dues of \$70.00, plus \$1 in badge money. There were no expenses. Don Stout made a Motion that the Treasurer's Report be approved. The Motion was seconded by Bill Katz, voted on and carried with one abstention.

Correspondence: The annual Ronald MacDonald House charity raffle is giving away a 1962 Corvette. Don Stout made a Motion that the Club purchase \$100 in raffle tickets. The Motion was seconded by Scotty Cramolini, voted on, and carried with one abstention.

Committee Reports: Steve Rosenberg reported on the November 10th Car Show at Community Chevrolet. Community is again providing Community Chevrolet bags for the goodie bags, T-shirts, trophies and food.

Tours & Activities: As of tonight, seven SFV Members are planning to attend.

Old Business: None.

New Business: The annual SFV Summer Barbecue Party is proposed to again to be held at the Los Encinos State Park on Saturday July 20th or 27th. Don Stout will book it. Andy Spilkoman will try to book a caterer. The picnic hours will again be 11am to 1:30pm.

The annual Christmas Holiday Party is proposed to again be held at Victorios Restaurant in North Hollywood. Gloria Palazzo will book it. Larry Pearson requested Sunday December 8th. He can't attend it on December 1st.

Badge Money: No money was collected

Door Prizes: The following names were drawn out of five eligible:

Brent Davies – Pliers Set

Dave High – Sharpie Pens

Steve Rosenberg – Channel Lock Pliers

What have you done, bought, sold, problems, and other interesting things you saw the past two months, car or parts related? Also, two points of discussion were included: What kind of car did you learn to drive in?, and What was your first car? Everyone gave their stories.

There being no further business, Scotty Cramolini made a Motion that the Meeting adjourn. The Motion was seconded by Bill Katz, voted on, and carried unanimously. The Meeting adjourned at 8:35 p.m.

Respectfully submitted,

Larry Pearson
Acting Secretary for Gloria Palazzo

This might be the funnies auto related video ever ... warning.. last word said is R rated. The engine is being started 1st time after a major rebuild



VIDEO-2019-03-21-21-51-231.mp4

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Chevrolet Trivia

What was the last year that wire wheels were standard equipment on light-duty trucks?



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7 items not to reuse when restoring your car

by Kyle Smith //
April 09, 2019

Restoring a car is costly, not only in dollars but time. Making the most of both will create a finished product that is much more rewarding. Cut corners a bit too close in the interest of saving a few bucks or a little time and you stand a chance of doing it all over again. To avoid the headache of doing the same job twice, here are seven things you should never reuse in a restoration. We promise you'll thank us later.



1936 Master Deluxe Sedan
Anthony Palazzo #46608

U-joints

Driveshafts and the associated hardware are unsung heroes in the car world. These simple but hard-working pieces transfer the rotational motion from the transmission output shaft to the driveshaft, then on to the pinion gear in the rear axle. They operate in the terrible environment under the car where the sensitive needle bearings can get packed full of grit and debris, stranding you when they break or lock up. If you are going through the effort to restore the car, [replace the u-joints](#) while everything is apart. You can't see them when all is said and done, but peace of mind goes a long way.

Brake lines

This one is about peace of mind, too. Brake lines can look serviceable on the outside, but water suspended in the brake fluid can create rust that works from the inside out. Ruptured brake lines are a [scary proposition](#) and shouldn't be left to chance. Invest in pre-bent lines or [bend](#) and [flare](#) your own for a custom look and a real sense of satisfaction.



1951 3100 1/2 Ton
Duane Diez VCCA #52353

Any spliced wiring

Don't reinstall that rat's nest of wiring. [Properly splice](#) any poorly-done unions or, better yet, replace wire completely to remove any [patches or splices](#). You don't have to replace the whole harness, but that's a good option, too. Electrical items stop working because of improper or broken wiring. Worse, they can short out and ignite. It would be heartbreaking to watch all your hard work burn in an electrical fire the first time you connect the battery. It isn't worth the relatively small amount of time and money you might save by reusing the old stuff.

Thermostat

Buried in the engine compartment is a small part that, if it fails, can cause no end to overheating headaches until replaced. [Draining the cooling system is a pain](#), and thermostats are cheap. Yes, you can toss the used one in a pot of boiling water to check it, but for the small amount of money, why not just replace it? Do it the first time rather than cursing your tight purse strings the second time.

Pilot bearing/throw-out bearing

Manual transmission cars are typically favored for their ruggedness and [ease of repair](#), but two pieces of a manual transmission system are typically overlooked. The pilot and throw-out bearings keep the input shaft supported and disengage the pressure plate when the driver presses the clutch pedal. If either bearing fails, it can cause lack of clutch engagement or additional damage to the transmission. Replacing them often requires removing the engine, transmission, or both. It is tempting to visually inspect these and put everything back together, especially if there was no noise or signs of failure before disassembly. But do you really want to pull the engine and transmission shortly after your restoration is finished? That's when you are supposed to be enjoying the drive.



1956 4 Door Hardtop
Larry Pearson #17369



1068 Camaro Silvio Delgado Jr.
47513

Piston rings

That's right, I have seen engines go back together with the same piston rings that came out. Tearing down an engine enough to remove pistons and connecting rods, only to put them back without replacing piston rings, is setting up a freshly assembled engine to have excessive blow-by or low compression, which inhibits performance. This is a time when "[while-I'm-in-there syndrome](#)" is OK. A "freshly rebuilt" engine with an oil breather like a steam train is not a good look. It is also easily avoided.

Ball joints

Front suspension is an easy rebuild—take it apart, clean it, put it back together. And much like the pilot bearing, ball joints are [simple but hard working](#). Replacing them requires a good bit of disassembly, including compressing coil springs, in most cases. Do these while everything is apart and you won't have to get a fresh alignment again shortly after you've finished that restoration.

Are there pieces we missed? What you would never think of reusing in your restoration? Let us know in the Hagerty Forums below.

May Birthdays

- 8th Kathi Bromley
- 13th Hill Lewinson
- 19th Fred Bell
- 28th Andy Spilkoman

Anniversaries

The merry month of May was not merry for any of us. OK trivia **the song "It's May, It May the merry month of May" is from what show/movie?**



1970 El Camino SS 454 ,4 speed
Steve Rosenberg # 7692

Chevrolet Trivia Answer

1936 was the last year wire wheels were standard.

Next Meeting @ park

Thursday May 2nd 2019

Balboa Park

17015 Burbank Blvd., Encino, CA 91316
7:30 – 9:00 PM