



Yesterday's Chevrolet San Fernando Valley Region



EDITOR: Steve Rosenberg

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www.sfvregionvcca.com

**NO regular Meeting in October
Please dig in and hopefully our lives will soon return to normal. We will be virtual again this month and return on line 10/1 Be safe!!!! Detail how to join in will be sent to membership in a separate email
Please join us for this "get-together". Don't be shocked if you see many of us guys with more facial hair than 7 months ago
It's been a long time and I know I miss you all!**

Car show 2020 CANCELLED

Don't forget to vote on or before 11/3



How automotive air conditioning went from miraculous to mundane Hagerty News Credit, August 2020 A Story About Air Conditioning Joe Lorio, 31 July 2020 Credit: Unsplash/

Timothy Dykes It was at exactly this time of year in the late 1970s when my family embarked on our longest-ever road trip from our home in New York state to visit relatives in Louisiana. We drove our Plymouth Satellite station wagon, which had the sticky summer combination of vinyl seats and no A/C. The trip took us four days, because by late afternoon my mother and my sister would be complaining so much that we'd have to stop driving and search for a motel with air conditioning and a pool.

When we finally arrived, I discovered that, although summers in New York were hot and humid, the liquid air of New Orleans was on another level entirely—particularly during the daily afternoon thundershowers when you couldn't even roll down the windows. Outfitted in engineer-spec (power steering and brakes, automatic, AM radio, and that's about it), our '73 Plymouth was a little behind the times, but not much.

The modern miracle of air conditioning came first to commercial buildings, starting in the early years of the 20th century. Central air conditioning systems for private houses started to become available in the 1930s, although it was the arrival of mass-produced window A/C units in the late 1940s that first brought cooled air into most people's homes. When it came to automobiles, Packard, Cadillac, and Imperial offered crude, trunk-mounted systems in a handful of vehicles just before World War II, but modern automotive A/C did not arrive until the mid '50s. By 1958 the feature had spread to all major makes, but it was expensive (\$446 on a '58 Plymouth, for instance). In 1965, less than one-quarter of new cars were so equipped, but that figure rose steadily to more than 70 percent by 1973. The take rate reached nearly 99 percent by 1994—at that point, even the engineer dads were on board. September -

October 2020, OCVCCA, Page 4 of 6 What's this #2 As a standard feature, however, A/C was adopted at a much slower rate, even at the high end of the industry. When Ford's Continental Division (at the time, separate from Lincoln) introduced the new ultra-luxury Continental Mark II for 1956, the \$10,000 automobile came standard with everything—except air conditioning, which was the sole option. The first car to make it standard was the competing Cadillac Eldorado Brougham, which arrived the following year. A/C was still an option on most Cadillacs and Lincolns when the luxury-wannabe AMC Ambassador made the feature standard in 1968 and trumpeted that point in its advertising. Lincoln went to standard A/C for '71. Chrysler's Imperial followed in '72 and Cadillac in '75. For most brands, however, it was later—much later. As recently as 2010, you could still get a sweatbox version of the Hyundai Accent and Elantra, Kia Forte and Rio, Nissan Versa and Frontier, Dodge Caliber, Jeep Wrangler, Chevy Aveo, Honda Civic, Mazda3, Mitsubishi Lancer, and Toyota Tacoma. During the 2010s, A/C finally became standard in even the cheapest cars as brands capitulated one-by-one. The Tacoma pickup was the last holdout at Toyota; the bare-bones trim didn't get A/C until 2011. The Dodge Caliber also cooled down with standard A/C in 2011. The Kia Forte added the feature as standard for 2011, while the Rio got it with its 2012 redesign. The 2011 Aveo was the last un-air-conditioned Chevrolet; the Sonic that replaced it for 2012 had A/C as standard. The base Nissan Versa also made the switch for 2012. At Mazda, the low-budget 3 in SV trim finally came factory cooled in 2013. That same year, the Hyundai Accent and Elantra adopted the feature as standard, as did the Honda Civic. Mitsubishi dropped the Lancer DE after 2014, and the entry level for 2015 became the A/C-equipped ES. The Smart Fortwo was a late holdout. It was 2015 when the base Smart Fortwo Pure moved A/C from options list and onto its standard equipment sheet. The Nissan Frontier pickup had to wait all the way until 2018. While the last of the miser-trim economy cars

and pickups joined the air-conditioned era in the



2010s, at the far opposite end of the automotive spectrum, a counter-trend was developing. Super-sports cars deleted air conditioning for weight savings on track-focused, limited-edition models. McLaren has seen more examples of this configuration than most, with such cars as the 600LT, the 675LT, and the Senna. In all cases, McLaren customers can choose to add air conditioning back in at no cost—and one suspects that most do. Outside of those hardcore super cars, there is one final holdout sold today in the U.S. without air conditioning. Can you guess? It's the Jeep Wrangler Sport two-door. Unlike our old Satellite wagon, however, it offers relief from the heat in the form of a removable roof and doors. Even so, I'm not sure I'd want to drive one from New York to New Orleans in July.

This video was made by Chevrolet in the 30's explaining how a transmission works

<https://www.macsmotorcitygarage.com/video-how-a-manual-transmission-works/?fbclid=IwAR3pglxVyPPCBZNvfrBD7XtcBpBX0UIeTkKzQQmf2Qc-ZbXXKwVCxopDob4>

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Buddy Allen Chevrolet C10 finds its way home

Happy endings aren't reserved for Hollywood, nor 1965 Chevrolet C10 pickup trucks that find their way home after 55 years, multiple owners, and thousands of miles.

[As we wrote in March](#), Walter McMillan has been a man on mission, feverishly searching for a car or truck sold through his grandfather's dealership, Buddy Allen Chevrolet in Terrell, Texas, sometime between 1934–68. McMillan thought he had looked everywhere and exhausted all avenues during his pursuit. So, in desperation, he reached out to Hagerty, shared his story, and asked for help.

Before long he was hot on the trail of a Blue Green C10 wearing a distinctive Buddy Allen farm bumper. McMillan calls it fate.



"Less than a week after the story ran, I got a link that showed a prior sale (on [ClassicCars.com](#)) from about three years ago," he says. "When I saw *Buddy Allen Chevrolet* stamped into the rear bumper, I got goose bumps. I just had to find it."

Coincidentally—or perhaps not—the seller of the truck was PC Investments, based in Sherman, Texas, just four hours north of McMillan's home in Austin. Only two years before, McMillan, who is named after his grandfather (Walter was Buddy's real name), purchased a 1971 Chevrolet Nova from PC Investments. So he called Donnie Smith, the company's former general manager.

Although Smith now works for Main Street Classic Cars in Denison, he traced the truck to

a buyer in Missouri, who told him he'd sold it on eBay after only a year of ownership. McMillan's attempts to find the California buyer's name and contact information proved fruitless, but Smith wasn't giving up.

"On his own, Donnie tracked it down to John Thomson in Escondido," McMillan says. "I never would have found it without him."

McMillan spoke to Thomson, who confirmed that he owned the C10. Thomson said he'd put a lot of work into the truck—moving the gas tank, lowering the rear end 3 inches, dropping the front 2 inches, installing seat belts, replacing the wooden planks in the bed, and adding new rally wheels and fresh Cooper tires—and he didn't want to sell it. After hearing Walter's story, however, he finally relented.

There was just one little problem. Thomson swapped out the original bumper for a new chrome version, and he no longer owned the Buddy Allen bumper.

"That was the most important piece," McMillan says. "I would've wanted that bumper even if he hadn't sold me the truck."



Thomson had given the bumper to Dustin Russell, a friend of Thomson's son, and Russell sold it to a co-worker. McMillan begged Russell to buy it back, offering extra cash for his trouble. It took Russell three months—"three long months," McMillan says—to finally track it down. When the truck arrived in Austin earlier this month, the bumper was safely resting in the bed.

With everything accounted for, McMillan set out to undo some of the previous modifications, including returning the painted side trim to its original color of Gold Pewter, to match the interior, and of course, re-installing the Buddy Allen farm bumper. Zack Masias and Jared Cook at Precision Auto Body in Austin (owned by Rey Hernandez) sandblasted the heavy-duty bumper and repainted the lettering, in addition to performing some other touch-up paint work on the truck.

McMillan says the only thing he has left to do is return it to its original stance.

“Hagerty’s story started everything,” he says. “Every time somebody Googles ‘Buddy Allen Chevrolet,’ that story comes up, so people keep reaching out.”

That has resulted in a few tips, including the discovery of another Buddy Allen vehicle, a 1957 Chevy Bel Air that McMillan says he can’t afford—yet. “The service manager at a used car dealership saw the sticker and wondered about it. He searched ‘Buddy Allen Chevrolet’ and found my number.”

Walter McMillan will celebrate his 64th birthday on October 5, but he says he has already received a great gift, and he isn’t referring solely to the truck. “Believe it or not, we’ve never been a huge car family,” he says. “My grandfather, who died when I was in my 20s, didn’t bring us (the four McMillan children) into the dealership so we could all work on cars together or anything like that. He wasn’t really a car guy; he was an old-school businessman whose business happened to be selling cars.

“The best thing about this whole story is that it has brought the family together more often. I’m looking forward to all of us sharing the truck. Three of us still live in central Texas, not far from where we grew up, and we’re getting along now as well as when we were kids. It’s been fun.”

McMillan family members gathered earlier this month to welcome the C10 home. McMillan says his mother and his grandparents would be happy about that; his mom—who was “kind of the core of our family”—passed away on March 12, 2018. Walter began looking for a Buddy Allen vehicle shortly thereafter.

“My mom and I were pretty close,” he says. “I never cared much about family artifacts and stuff, but near the end of my mom’s life she started bringing stuff out and telling stories. It dawned on me that you have to protect your family’s history and pass it on. I’ve become more sentimental and protective of that.

“This has been a treasure hunt that I can credit my mother for, and it wouldn’t have happened without the help of some great people. I don’t know what’s going to happen to the truck when I’m gone, but I hope that it stays in the family.”

Maybe, it never really left.

October birthdays

Silvia Lewinson	2 nd
Sil Delgado	2 nd
Kris Gregg	6 th
Desire Spilkoman	13 th
Dave Mazur	19 th
Jim Karras	23 rd

Anniversary

Tisha & Rene Gomez 1st

To all of you, make it a special day!

If you or your spouse have a birthday or anniversary in October and I did not display that information it means I don’t have it. All I need is the month and day, no year. Email mail that info 😊

Next Meeting @ park

Too be determined when all is normal again

Balboa Park

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